

The Central Portion

OF THE SANTA FE TRAIL

TWO-THIRDS OF THE ENTIRE TRAIL can be found in present-day Kansas. Unlike today, though, the trail to Santa Fe did not follow paved highways, because there were none. Ahead lay the vast, open prairie. Towns and other settlements, like those in Missouri and on the east coast, were few and far between.

The natural landscape changed as well. Upon leaving the eastern portion of the trail, freighters entered a land of grass, few trees, and smaller streams. The further west the travelers went, the drier the land. This land, however, was rich with wildlife. There were areas where herds of buffalo roamed, which supplied much-needed meat for the travelers' survival.

Although the land was new and unexplored to the

freighters of Missouri, the land of the central portion was not empty: it had already been crossed by native peoples and even traveled by European explorers. In many places, the trail actually followed ancient Indian trade and hunting trails.

At one time, most of the land the Santa Fe Trail passed through was the domain of Plains Indians. Traders traveled in large groups through this part of the Trail for protection against raids by some tribes who viewed the **caravans** of wagons as intruders. Eventually, treaties between the U.S. government and various tribes of American Indians were signed to allow safe passage of the wagons. These efforts, along with the continued growth of traffic along the Trail, helped ensure the safe passage of traders and travelers.



COUNCIL GROVE

KANSAS

CENTRAL PORTION



Madonna Park is located at the intersection of KS 177 and US 56 highways. The town of Council Grove has many historic sites related to the Santa Fe Trail. You can pick up a self-guiding tour map at two different locations at: Kaw Mission (see Side Trip below) or the Council Grove/Morris County Chamber of Commerce and Tourism located at 225 Velie, Council Grove, Kansas 66846, (620) 767-5041. Kaw Mission State Historic Site is located at 500 North Mission, Council Grove, Kansas 66846, (620) 767-5410.

IN 1825, THE U.S. GOVERNMENT and the Osage Indians signed a **treaty** allowing Santa Fe Trail wagons to cross Indian land. The treaty was signed near the Neosho River. Major **George Sibley** named the grove of trees where the treaty was signed Council Grove.

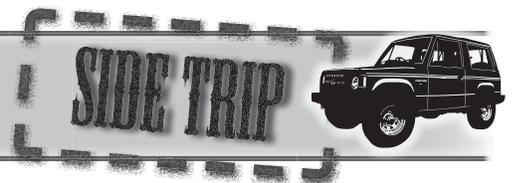
The location became an important **rendezvous** point on the Santa Fe Trail. This was the last place that the **caravans** could get hard wood to repair heavy ox yokes, wheel parts, and tongues of wagons. It also had a good supply of water. Most traders would stay in this area until there were enough wagons gathered together to form a wagon train that could defend itself. The men would elect a **wagon master** for the train and start the long journey.

In this park is a statue placed by the DAR (**Daughters of**

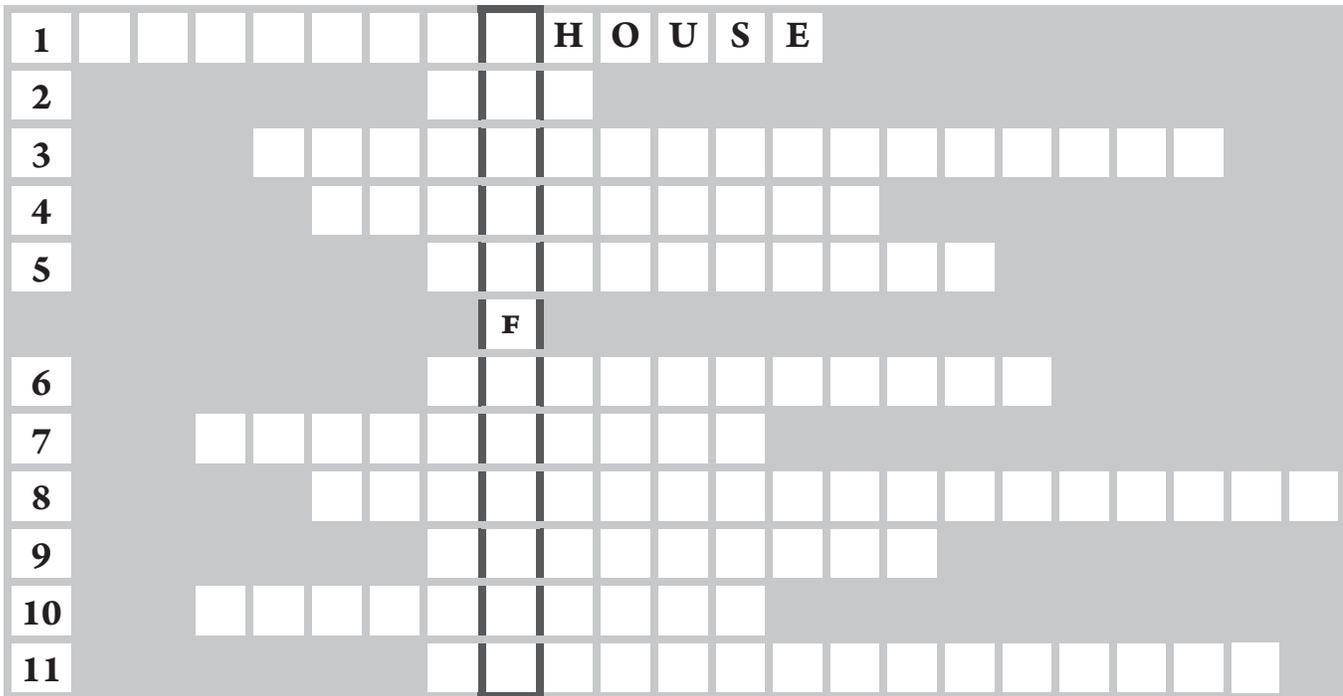
the American Revolution) in 1928. This park is part of the old campground. The Santa Fe Trail was a merchant trail and not an emigrant trail, so few women and children traveled it. However, the Madonna of the Trail monument shows the strength and courage of women and children who traveled westward.

By 1857, two merchants, **Seth Hays** and **Malcolm Conn**, had set up businesses in this area to sell merchandise to the Kaw Indians living on the reservation and to travelers on the Santa Fe Trail. This led to more people settling in this area and the town of Council Grove was begun. Conn and Hays, like many other early settlers of Council Grove, are buried in the Greenwood Cemetery on the west side of town.

Visit the Kaw Mission: **see Page 52**



HIDDEN IN WORDS



CENTRAL PORTION

1. The house of one of the founders of Council Grove is open to the public. Whose house is this? _____ .
2. Legends told of a cache under this tree where people on the trail left letters to loved ones. It was called Post Office ____ .
3. One of three large DAR statues honoring women who traveled the Santa Fe Trail. Name this statue. _____
4. The last opportunity to buy goods before leaving “civilization” was called _____ Store.
5. Kaw children from the reservation came to this school : _____ .
6. Along this river Santa Fe Trail traders could find the last stand of hardwood trees. Here they would rendezvous and make repairs or extra parts for their wagons: _____ .
7. Antonio Giovanni Augustini was from Spain. While in Council Grove he lived in this location called _____ . Read about his life on the exhibits.
8. This large statue represents the Native Americans who lived in this area during trail days: _____ .
9. This jail, built during the later days of the trail, was for the lawbreakers in Council Grove. Find the name of this old jail: _____ .
10. This is the remains of a tree under which the treaty between the U.S. Government, represented by George Sibley, and the Osage Indians agreed to allow traders to cross their land. _____ .
11. This bell warned settlers of Council Grove of impending Indian attacks. When it rang the settlers would go to the stone house which is currently the Post Office Oak Museum. _____ .



LOST SPRING SITE

KANSAS

CENTRAL PORTION



TRAVELING FROM COUNCIL GROVE ON HWY 56, turn right (west) onto 340th Road near the town of Lost Springs (340th Road). Continue through the town for 2 ½ miles west to the Lost Spring Site. COMING FROM THE SOUTH ON U.S. HIGHWAY 56, turn left (west) onto 340th Road near the town of Lost Springs. Continue through the town and go 2 ½ miles west to the Lost Spring Site.

IN GOOD CONDITIONS WAGON TRAINS on the Santa Fe Trail could travel from 12 to 15 miles per day. Scouts rode ahead of the caravans looking for camping areas that could supply water for people and animals. They also tried to find an area that had grass for the oxen and horses to eat. In addition they needed a spot that would be easy to defend from Indian attack. One such campground was Lost Spring Site. This place was two days travel from Council Grove. This place was named Lost Spring because the spring occasionally dried up and disappeared.

Food along the trail could become scarce. Traders usually brought dried beans, coffee, hardtack, and jerky with them. They also would buy a food called **pemmican** from the traders at Council Grove. However, their diet usually lacked fresh fruits and vegetables. Because of this, travelers on the trail often developed a disease called **scurvy**. In the late 1840s, watercress and strawberry plants were planted around this spring by the U.S. Army. Travelers and soldiers were encouraged to eat these to keep them healthy.

By the 1840s, a monthly stagecoach service began from Fort Leavenworth to Santa Fe. The stages hauled mostly mail but could also carry up to nine passengers. Some rode in the stagecoach and a few on top with the driver and guards. The cost of the journey was \$150. The trip to Santa Fe took as long as thirty days. The stagecoaches often ran day and night, stopping only to change horses, drivers, and provide the passengers with meals.

The need for stage stations that supplied extra horses, a place for drivers to stay, and food for the passengers led to settlers moving into the area. Eventually corrals, taverns, and blacksmith shops were built. By 1859, George Smith had built not only a stage station, but also a hotel and tavern at the Lost Spring site.

At this site you will find a marker and a sign describing Lost Spring. You may go through the gate, but be sure to shut it. Once you enter the property, walk northwest to the actual spring.

IT'S ALL IN THE NAME

Create a name poem that describes the Lost Spring site. Each line begins with the letters shown and relates to Lost Spring.

L

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S

T

S

P

R

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N

G

CENTRAL PORTION



COTTONWOOD RIVER CROSSING

KANSAS

CENTRAL PORTION



Continue west on Road 340 for approximately 13 miles until reaching KS Highway 15. Turn left, or south, onto Hwy 15; go approximately 5 miles to Durham; turn right and go to Main Street. At the south end of Main Street there is a Santa Fe Trail Auto Route sign; turn west. It is about ½ mile to the crossing. You can pick up an auto tour map in the box beside the marker for Cottonwood area.

WHEN WAGONS REACHED RIVERS OR streams would they cross before nightfall or wait until morning? How would you find the answer to this and other questions?

The answers can be found in the journals and books written by people who traveled the Trail. **Josiah Gregg** was one of those travelers. In his book, *Commerce of the Prairies*, Gregg explains the reason why most caravans crossed rivers and streams before camping. If it rained upstream or at the site during the night the stream might become flooded and the banks too slippery to go down. Then the wagon train would be delayed, maybe several days. Another reason to cross when they arrived was that oxen rarely pulled as well in “cold collars.” If they had been pulling the wagons all day they would not fight crossing the water in the evening. If they waited until the next morning, the well-rested oxen often rebelled and would not pull across the water.

Susan Magoffin was another trail traveler who kept a journal of her travels. Her journal was also published as a book, *Down the Santa Fe Trail and Into Mexico*. In the

book, Magoffin describes the troubles her **caravan** had in crossing Cottonwood Creek.

On June 25, 1846, Magoffin wrote, “We found the colonel in a sad predicament indeed. He had one wagon **fast** in a mud hole with the tongue twisted off, and the others so much disabled he could not move them.” Magoffin also mentioned a natural corral for animals formed by the bend in the creek at this spot.

Cottonwood Creek soon became an important camping spot on the Trail. As the travelers went west from here they would seldom find wood for fires or wagon repairs and there was more danger of Indian attacks. However, during the next stage of the trip, they saw buffalo.

You will notice a red granite engraved stone here. There are several of these red granite markers in many sites along the Santa Fe Trail. Perhaps you have already seen one of them. Years ago the DAR (**Daughters of the American Revolution**) made it a project to mark the Santa Fe Trail so that people would never forget its importance.

DO THE MATH

Read the kiosk that tells the history of this crossing.

1. Trading ranches sprang up all along the trail. Why were these important? _____

2. Read the information about the Moore's trading ranch. According to Moore's report, how many men passed this area in the 1865 season? _____

3. How many wheeled vehicles? _____

4. How many animals? _____

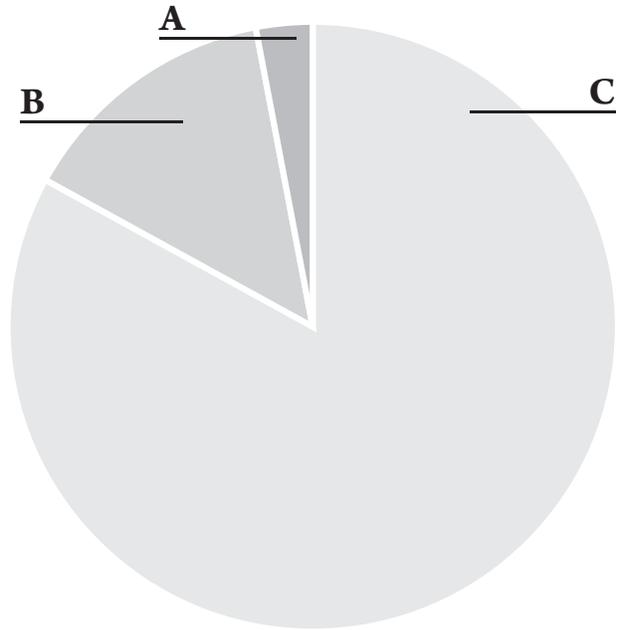
5. How many total men, vehicles and animals passed this point? _____

6. Label the sections of this pie graph which show the percentage of oxen, horses, and mules out of all the animals that passed Moore's trading ranch.

a. _____

b. _____

c. _____



7. If you do the math for the number of men per wheeled wagon, you will find that there was one man per wagon. How does this actual number compare with what you would have imagined? Explain why.



CHISHOLM TRAIL CROSSING

KANSAS

CENTRAL PORTION



From Cottonwood Crossing return to KS Hwy 15 and proceed south (right). Approximately 10 miles later, turn west (right) at the intersection of KS-15 and US 56. Approximately eight miles west of this intersection you will cross the Marion/McPherson county line. A few yards north of this point is a stone marker depicting the locations of the Santa Fe Trail and the Chisholm Trail.

FOR NEARLY 60 YEARS, MERCHANDISE was carried back and forth between Missouri and Mexico along the Santa Fe Trail. For most of these years, oxen were used to pull the heavily loaded wagons. As time passed, railroads were built west.

One of these, the **Atchison, Topeka, and Santa Fe Railroad** (AT&SF) followed the route of the Santa Fe Trail. In places, the rails of the railroad were laid directly on top of the wagon ruts. As the railroad progressed towards Santa Fe, the **jumping-off point** of the Trail moved along with the laying of the track.

Merchants traveling the Santa Fe Trail would ship their goods by train to the last town on the line (railheads), then freighters loaded their wagons and continued the trip to Santa Fe.

This meant the distance actually traveled by wagons became shorter and shorter. It was faster and cheaper to haul freight by rail than wagon

because one locomotive could pull freight cars holding the cargo of many large wagons.

The railroads not only shortened the distance the freighters traveled but also brought settlers to the area. Railroads were also responsible for bringing thousands of head of longhorn cattle into Kansas.



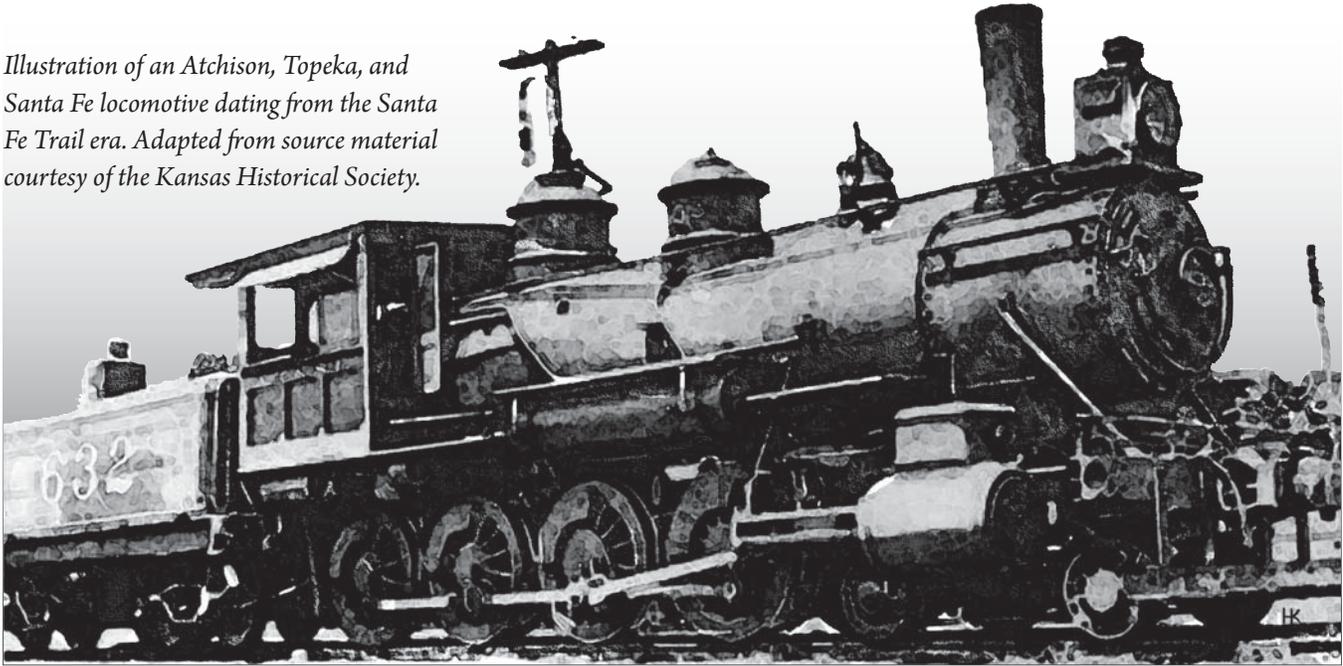
After the Civil War, there was a great demand for meat in the eastern parts of the United States. Texas cattlemen found a way to sell their cattle at great profits by driving them to the railheads in Kansas where the cattle were loaded onto trains.

The longhorn cattle were taken to markets in the East to be sold. One of the trails used to drive the cattle to the railhead in Kansas was the Chisholm Trail. This marker shows where the Chisholm Trail crossed the Santa Fe Trail on its way to the railhead of Abilene. Both

SANTA FE TRAIL ASSOCIATION were important economic trails.

TRAILS AND THE RAILROAD

Illustration of an Atchison, Topeka, and Santa Fe locomotive dating from the Santa Fe Trail era. Adapted from source material courtesy of the Kansas Historical Society.



1. From _____ to _____, both the Santa Fe and Chisholm trails were in use and possibly crossed each other near this intersection.
2. How many years was this? _____
3. Explain how the railroad affected both trails. _____

WAGON MASTER



C · H · A · L · L · E · N · G · E

Remember what you have learned about the trail.
Now use your creativity to record a memory you have from your adventures on the Santa Fe Trail. You can express yourself in pictures, songs, poems, or journal entries. It is up to you.

WAGON MASTER

C · H · A · L · L · E · N · G · E

R E Z S K U V I E N S O S R S X O S
T C I E S N N N N A I C E N U E D O
S P N R V O I S T D Z C R I T A N L
T A O B M A E T S E I E R R N S O I
N W D K N C H S T R V A N U N S O A
G N I S S O R C D O O W N O T T O C
M E S S R E D A R T A X M S S U E I
E E C M O A N G O S B C P S O G A M
X R X C O G L E C E E R S I L E U A
I O S I L I F A C C I L A M D M P R
C C C O C A R K A N S A S R I V E R
O K S N T A N S G A E A N T E P S O
L O U N V E N G Z H A E A F R S O N
R O A A L O E S R C V T K M S E E R
C S N L N O G A W T H G I E R F A I
R E N D E Z V O U S I H A P S R I V
I G A T X O V S M A G O F F I N M E
F L S K O F O R T L A R N E D L H R

Anglos

Arkansas River

Becknell

caravan

Chavez

Cimarron River

Cottonwood Crossing

Council Grove

Fort Larned

freight wagon

Indians

Kansas

Last Chance Store

Lost Spring

Magoffin

Mexicans

Mexico

Missouri

oxen

Pawnee Rock

rendezvous

Santa Fe

soldiers

steamboat

traders



CORONADO- QUIVIRA MUSEUM

..... LYONS, KANSAS



Lyons, Kansas, is located on US Hwy 56. To reach the Coronado-Quivira Museum, turn south on Grand Avenue, go to Lyon Street and turn west (right).

105 West Lyon, Lyons, Kansas 67554

(620) 257-3941

CENTRAL PORTION

ONE OF THE GROUPS OF American Indians living in this area for years prior to the Santa Fe Trail were the **Quivira** (Wichita) Indians. There were several thousand living in this area. They lived in grass huts and were farmers. They followed the ancient trails as they traded their corn and other crops with Indians to the west who hunted buffalo.

Almost three hundred years before **William Becknell** began trading with the Mexicans in Santa Fe, a Spanish **conquistador** and his men traveled along the same Indian hunting and trading trails. **Francisco Vásquez de Coronado** was the Spaniard searching for the Seven Cities of Gold. He traveled from Mexico into the area that is known today as Kansas. He didn't find the Cities of Gold but he did find **Quivira** (Wichita) Indians living in grass huts. Imagine how disappointed he would have been as he returned to Mexico a failure.

Years later, the American traders from Missouri followed

nearly the same route as Coronado to trade with the people of the newly formed country of Mexico. As the traders passed through this area, they did not see the grass huts of the Quiviran Indians that Coronado had seen. These Indians had moved further south long before the beginning of the Santa Fe Trail. However, the Trail did pass through lands of many other American Indians.

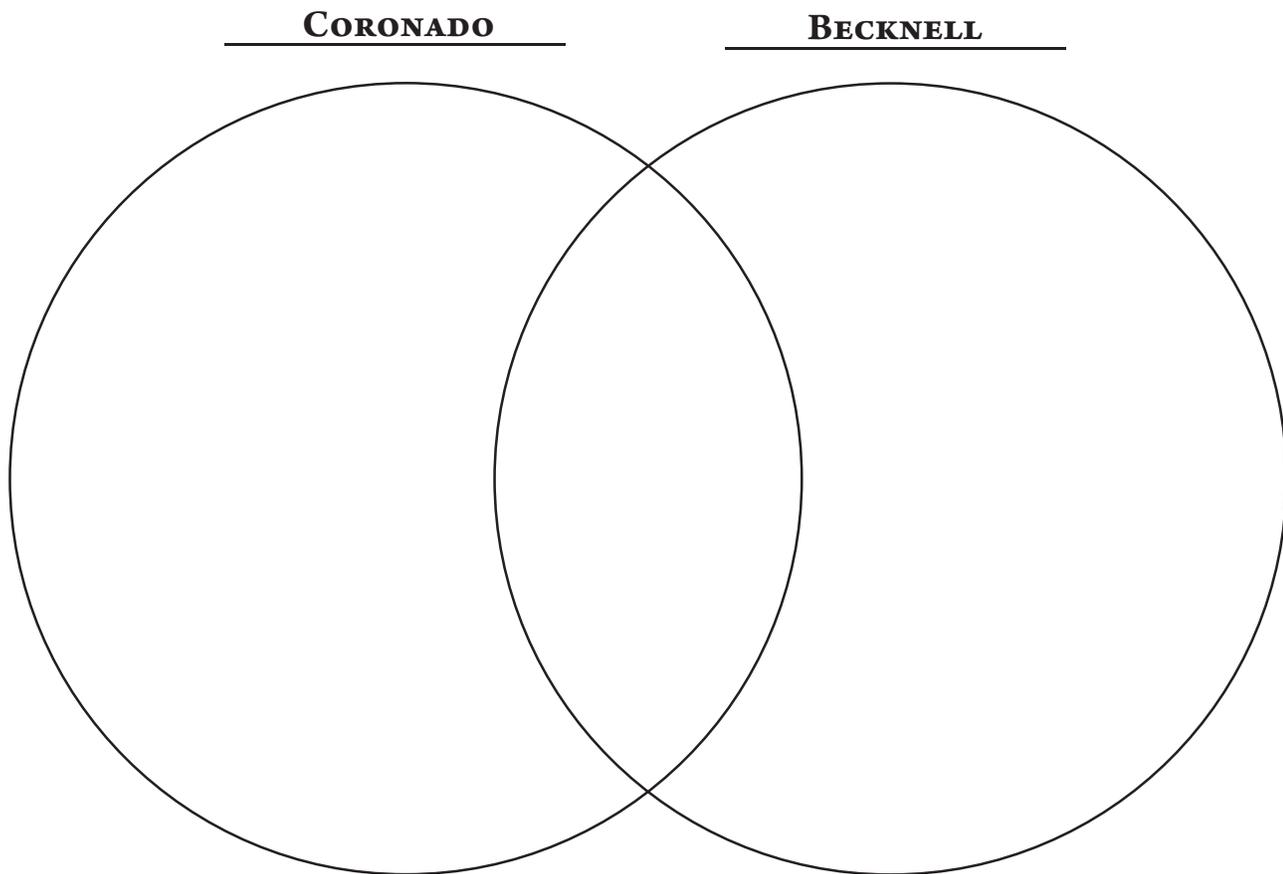
The Coronado-Quivira Museum has many items from the three cultures—Indians, Spanish, and American traders. You will see a model of a grass lodge in which the Quivira Indians lived. You will also see **chain mail** and other artifacts believed to have belonged to Coronado or his men. Don't worry, though, the Santa Fe Trail has not been forgotten in this museum. Look for the display cases that show artifacts believed to have been from the Plum Buttes Massacre, a nearby site where Indians attacked a wagon train, killed some of the members, and burned the wagons.

Cow Creek Station Historical Marker
& Father Padilla Cross: **see Page 54**



300 YEARS SEPARATES TWO ADVENTURERS

Although nearly 300 years separated Francisco Vázquez de Coronado and William Becknell, “Father of the Santa Fe Trail.” Yet they have many things in common. Use the Venn Diagram below to record the similarities and differences in the two men. The word bank at the bottom of the page may be helpful. Feel free to add more words to your diagram.



went to unknown land

brought no wagons

wore chain mail and helmet

hoped to get rich

failed

succeeded

from Spain

secret mission

sent by king

from Missouri

hundreds of men

few companions

follow Indian trails

took Indian captives

made a second trip

CENTRAL PORTION



RALPH'S RUTS & PLUM BUTTES

NEAR CHASE, KS

CENTRAL PORTION



15 miles west of Lyons on Hwy 56, turn north on 4th Road. The ruts are one mile north and on the east side of the road. This is known as Ralph's Ruts. Stop here to visit the ruts then continue to Plum Buttes which is northwest of the ruts. To get there, continue north on 4th Road to the next intersection (Avenue L) turn left (west). Look up the road and to the left. You will see an example of a **notch**. Travel west to the next intersection turn south (left) and return to U.S. Highway 56. 422 Avenue L, Chase, Kansas 67524.

RALPH'S RUTS IS THE NAME given to an outstanding example of preserved Santa Fe Trail ruts. Ralph Hathaway was a long time caretaker of Santa Fe Trail ruts and Plum Buttes, which are on land originally settled by his grandfather. There are several distinct ruts running parallel east and west through the pasture. When Ralph's grandfather broke the sod on this farm he found several things: a pistol, a watch, and many pieces of hardware from burned wagons. Other artifacts that were found later were broken bits of ironstone china and a few large caliber bullets. You may have seen some of these items at the Coronado-Quivira Museum.

About one mile east of here was the location of an attack led by Charley Bent, (son of Santa Fe Trail trader, William Bent and his Cheyenne wife). Tensions were high between the Cheyenne and the US military following the massacre of Cheyenne at Sand Creek in 1864 during which over 150 people were killed, mostly Indian women, children, and the elderly. Charley Bent and his followers were mostly Cheyenne and attacked a single column wagon caravan in 1867.

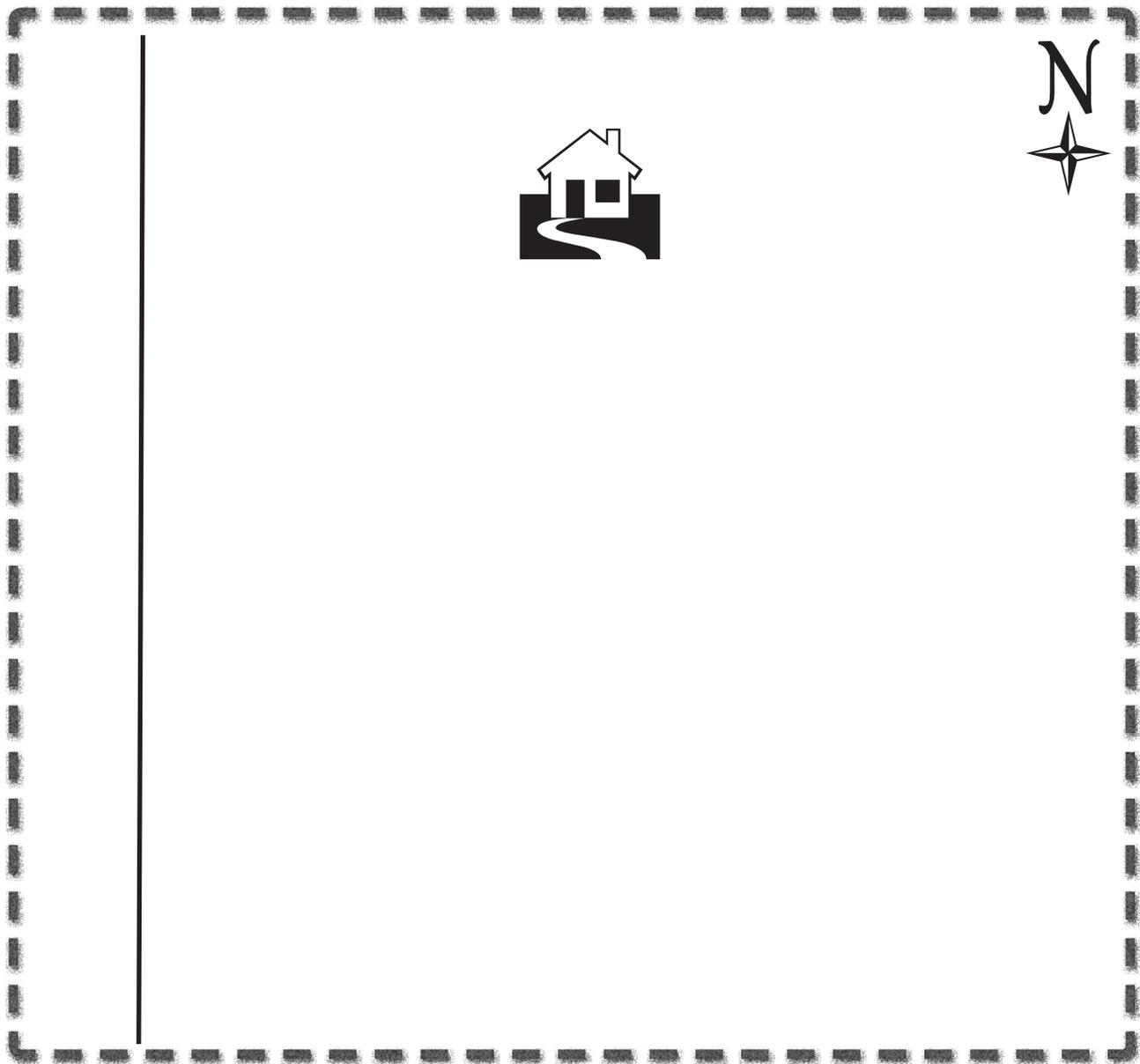
Members of the family of Franz Huning were killed during the attack. Knowing the dangers of trail travel,

Huning had requested a military escort from the Buffalo Soldiers stationed at the Little Arkansas Crossing. Their request was denied. After the attack, Huning went to Fort Zarah for help. There were no soldiers in the camp, but two civilian scouts went back to the site with him. Not only had the family and one of the teamsters been killed, the prairie had been set on fire to prevent the rest of the wagon train from returning to help.

After visiting Ralph's Ruts, drive to the top of the hill beside the notch. The notch was probably formed as many wagons passed through the sand at the top of the hill. Look to the north (right). At one time you would have been able to see three large hills made of sand known as "Plum Buttes." Plum bushes once covered these hills. Now you have to use your imagination because the wind has eroded away the hills. During the trail era, the hills were nearly 100 feet high. Historians call the Indian attack on the Huning family the Plum Buttes massacre because the wagons were near their lunch stop which would have been at Plum Buttes. Even though there was no firewood on the buttes, wagon trains usually stopped here for lunch.

WALKING ALONG TRAIL RUTS

Walk through the ruts. After the last rut near the fence, turn left and walk toward the trees. With your back to the trees look to the right. Can you see the buffalo wallow? A buffalo wallow is the remains of a place where buffalo rolled in the dust to scratch their backs. The trail split here and went around the wallows. Sketch a map of the area, include the ruts and the buffalo wallow and anything else that you see.



CENTRAL PORTION



PAWNEE ROCK STATE PARK

PAWNEE ROCK, KANSAS



The Pawnee Rock State Monument is located ten miles east of Larned, Kansas, on Hwy 56. Turn right (north) at the sign in the center of town. Go approximately ½ mile; the site is on the left.

PAWNEE ROCK IS THE MOST famous natural **landmark** on the Santa Fe Trail in Kansas. At one time this landmark rose above the prairie 150 feet. In modern times, the rock was quarried for building materials for houses and the railroad, removing 20-30 feet of its original height. For years visitors could see hundreds of names carved into the soft sandstone of the rock. The stone pavilion which is on the top of the landmark now was built to give an idea of the height of the rock during the days of the Trail. Because of the rock's use as a landmark, it was mentioned in many traveler diaries.

Most historians believe that this natural landmark was a sacred ground for the Pawnee Indians. They may have held tribal councils on the flat top of the rock. This was also the location of battles between the Pawnee and other tribes including the Kiowa, Cheyenne, and Arapaho. For those reasons, freighters considered it one of the most dangerous places on the Trail. Plains Indians often used the high point as a place from which to watch buffalo herds, wagon trains, and soldiers as they crossed the prairie. Pawnee Rock is located approximately half way between **Fort Zarah** to the east and Fort Larned to the west.

MARION SLOAN (RUSSELL), WHO WAS SEVEN years



old when she first traveled the Trail. Marion, her brother, and mother had joined the wagon train at **Fort Leavenworth**.

This train combined with a government wagon train making for a safer trip. At Pawnee Rock, the wagon train circled for the night. A double guard was posted to watch

the herd of two hundred Army horses as they grazed. The horses were to be delivered to Fort Union, further down the trail. During the night Indians stole the horses. **Captain Francis Aubry**, head of the wagon train, refused to continue the trip until the horses had been replaced. Men were sent back to Fort Leavenworth to gather more horses, adding two weeks to the trip.

ANOTHER FAMED TRAVELER OF THE Santa Fe Trail was eighteen year-old **Susan Magoffin**. She traveled the Trail in 1844 with her husband, James Magoffin, a Santa Fe trader. At the Ash Creek crossing near here, Susan's carriage overturned as she attempted to cross the creek. Injuries from this accident caused her to lose her baby later along the trail at Bent's Fort. Her diary became the basis of a book, *Down the Santa Fe Trail and Into Mexico*.

PRESERVING THE TRAIL

Pawnee Rock is a Kansas State Historic Site. It has been preserved by the Kansas Historical Society to honor the men and women who traveled the trail and endured the hardships of the frontier.

1

Why is it important for people to make an effort to preserve places such as Pawnee Rock?

2

What can you do to help preserve the landmark?

3

Two other organizations that work to preserve the Santa Fe Trail are the National Park Service and the Santa Fe Trail Association. Label each of the logos below with the name of the organization to which it belongs. Put a star beside the organization that is made up of volunteers who love the trail. Put a circle around the one that is a state agency. Draw a square around the one that is a national agency.



Santa Fe Trail Association



Sibley's Camp, Larned, KS:
see Page 55



CENTRAL PORTION



SANTA FE TRAIL CENTER

WEST OF LARNED, KANSAS



Traveling west from Pawnee Rock on US Hwy 56, you will come to a four-way stop in Larned. Continue west on KS Hwy 156 for two and ½ miles to the center.

1349 KS Hwy 156, Larned, Kansas 67550

(620) 285-2054

CENTRAL PORTION

THE SANTA FE TRAIL CENTER Museum and Research Library is the headquarters of the Santa Fe Trail Association. The Association is composed of people who are interested in the history and preservation of the Santa Fe Trail. Surrounding the museum are examples of pioneer life that grew out of the Trail itself. You can see a sod house, dugout, one-room school house, Santa Fe Railroad **depot**, windmill, and an African American church. The museum shows that the Santa Fe Trail was not a one-way trail. American traders moved **goods** to Mexico and brought different items back to Missouri. Merchants from Mexico were traveling east to Missouri to sell their goods. This made the Trail an **international** road.

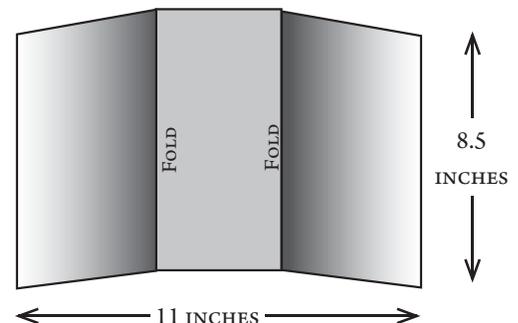
Then these wealthy Mexican merchants often traveled by steamboat to the East (to Philadelphia or New York)

where they would purchase items for their stores in Santa Fe. Sometimes they brought their children with them and left them at boarding schools in the East. The goods the Mexicans purchased were sent back to Missouri by steamboat. There they were loaded onto freight wagons where they began the trip over the Santa Fe Trail to Santa Fe. Some merchants sent a portion of their goods further south to Chihuahua, Mexico, and their other stores.

By 1830, most of the traders going to Chihuahua were Mexican. In the 1840s, there were more Mexican traders on the Santa Fe Trail than American merchants. One of these important Mexican merchants was **Don Antonio José Chávez**. This wealthy merchant was attacked by bandits on a creek not too far from here. He was killed, and his silver and supplies were stolen.

VISIT THE MUSEUM!

After viewing the exhibits in the museum, make a tri-fold brochure that tells the next visitor what they might see related to the Santa Fe Trail and the importance of the Santa Fe Trail Center. Be sure to title your brochure, include your name, and the date of your visit. Put the brochure in the pocket of your folder.





FORT LARNED

KANSAS



Located six miles west of Larned on U.S. Highway 156. Watch for the large American flag flying above the fort's parade grounds as you approach the fort.
1767 KS Highway 156, Larned, Kansas 67550
(620) 285-6911

IN 1859, FORT LARNED WAS opened. Its purpose was to protect western mail routes, the Santa Fe Trail freighters, and the settlers that were moving into the area. For years many American Indian tribes had lived along the route of the Santa Fe Trail. These included the Kiowa, Apache, Comanche, Arapaho, and Cheyenne. Once the traders began moving through their lands and settlers followed, the fighting between the two increased. Not only were the tribes losing their homelands, but also the buffalo were being killed.

The freighters (large wagons) heavily loaded with trade goods became easy prey. Often they had large herds of horses with them, which were valued prizes for the Indians. After many requests from the freighters, the United States government responded by building a series of forts along the trail to offer protection. Fort Larned was one of these. Other forts built along the trail in Kansas included **Fort Zarah**, located to the northeast and

Fort Dodge to the southwest. **Fort Hays** located about 60 miles north was nearer the railroad route that eventually replaced the wagons on the Santa Fe Trail.

The buildings at Fort Larned were constructed from sandstone blocks. Unlike some other forts, no wall surrounded it for protection. The fort was located on the **Dry Route** of the Santa Fe Trail, which follows the Pawnee Fork of the Arkansas River. It was just a few miles north of the **Wet Route**, which follows the Arkansas River. Fort Larned's troops patrolled the Santa Fe Trail for seventy miles in either direction from the fort. Some times, the soldiers escorted wagon trains down the Trail to try to prevent attacks. Major John C. McFerran reported, "It is a proper place for a military post, and should be the **depot** of supplies for any troops acting against Indians on that line." As the railroad crossed Kansas, the fort was no longer needed. It was closed in 1878. Today, Fort Larned is a National Historic Site and a unit of the National Park System.

VISITING A NATIONAL HISTORIC SITE



Stop at the visitors center and pick up a Fort Larned Junior Ranger booklet. Ask one of the rangers to sign this page. Enjoy your visit to the fort and work on the Junior Ranger booklet as part of the requirement for the Junior Wagon Master Program.

SIGNATURE OF FORT LARNED STAFF MEMBER



SANTA FE TRAIL TRACKS

WEST OF DODGE CITY, KANSAS



Located on US Hwy 50/400. The tracks are approximately 12 miles east of Cimarron, Kansas, or 6 miles west of Dodge City, Kansas.

CENTRAL PORTION

THIS SET OF RUTS IS located near the present-day town of Dodge City. During Santa Fe Trail days, the town did not exist. As you stand in the parking lot near the ruts, look to the south (across the highway). You will see trees along the Arkansas River. Today the river is usually dry, however, in trail days it often had enough water in it to make crossing dangerous.

Approximately 12 miles west of this site is the location of one of the crossings of the Arkansas River. Before the Mexican-American War in 1846, the south side of the river was Mexico. When the Santa Fe Trail traders crossed

the river, they were in a foreign country.

It was near these ruts that the traders had to make a decision—to take a shortcut to Santa Fe or continue west through the mountains. There were dangers in both routes. Those who crossed the river here and turned south to Santa Fe traveled through an extremely dry land. This was very difficult for men and animals. This cut-off was known as the Cimarron Route. Those choosing to continue along the Arkansas River to the west were on the Mountain Route. It was also a long hard journey getting their wagons across those mountains.



TRACKING THE TRAIL

Walk to the kiosk to learn more history of the trail. Look at the swales or ruts that are visible at this place. These were made by both Anglo and Mexican trade caravans. Thousands of wagons have cross this land and left their imprint in the land. It is hard for us to imagine the large number of wagons and men that regularly crossed the prairie between Missouri and Santa Fe and back again. This example of a caravan will give you an idea of the size of some of these wagon trains.

IN THE SUMMER OF 1829, the first military escort marched from Ft. Leavenworth. The escort had 200 infantrymen, 20 heavy wagons, and four carts pulled by oxen. The caravan they were protecting entered Mexico as they crossed the Arkansas River west of this site headed to Santa Fe. The military remained in this area for more than three months awaiting the return of the traders. Finally in October, the 96 traders returned along with 16 Spanish refugees who

had joined them. They brought back 16 Spanish refugees who had joined them, 30 wagons, and 2000 head of horses, mules, and donkeys to sell when they returned home. Escorting them back to America was a Mexican force of 200 men. All of the people met on the American side of the river and spent two days celebrating—eating, hunting buffalo, showing their skills with horses, and other activities.

1. How many people were at the get-together? _____
2. How many animals did the traders bring from Mexico? _____
3. How many vehicles (wagons, carts, etc.)? _____

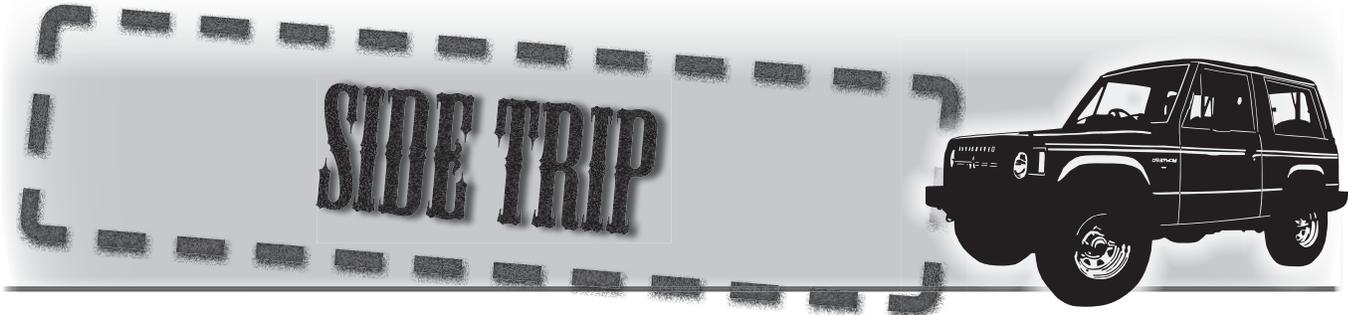
This is just one caravan out of the many hundreds that went back and forth along the Santa Fe Trail for 60 years. That is why there are so many places along the 900-mile trail where you can still see ruts. In areas where the land has been cultivated for wheat or other crops the ruts or swales are gone.

4. Why don't automobiles traveling to Santa Fe today leave ruts like this? _____

Visit Fort Dodge:
see Page 53



Explore More—Take a Santa Fe Trail



If you're near **Council Grove** (page 34) visit:



Photo Filename/Date:



KAW MISSION



Take US 56/KS 177/East Main to 500 N. Mission, Council Grove, Kansas, 66846.

The Council Grove treaty stated that the government would provide funds to advance the education of the Kaws in their own country. In 1850 the Methodist Episcopal Church South, which had ministered to the tribe since 1830, entered into a contract with the government, and construction of the mission and school building was completed by February 1851. Call (620) 767-5410 for more information.

If you're near the **Coronado-Quivira Museum** (page 44) visit:



Photo Filename/Date:

COW CREEK STATION HISTORICAL MARKER & FATHER PADILLA CROSS



Go 4 miles west of Lyons on US Hwy 56; the site is on the south side of the highway.

IN THIS ROADSIDE PARK YOU will find a 30-foot marble cross honoring **Spanish Father Juan de Padilla** who traveled with **Coronado** in 1541. Also in this park is a marker telling about

Cow Creek Station, a trading post and ranch at the crossing of the Santa Fe Trail. This trading post was operated by "**Buffalo Bill**" **Mathewson**.

If you're near the **Pawnee Rock State Monument** (page 48) visit:



Photo Filename/Date:

SIBLEY'S CAMP



From KS Hwy 156, turn south onto Broadway. Follow Broadway to Second Street; turn right (west). The camp was located on the northwest corner of Second and State Streets. 502 West Second Street, Larned, Kansas.

THIS IS THE CAMPSITE OF the Santa Fe Trail Survey Team led by **George Sibley**. This team was sent by the U.S. Government to map the route to Santa Fe. Throughout this survey the team signed treaties allowing for safe passage of American and Mexican wagons through Indian

territory. Sibley's survey crew would build dirt mounds marking the Trail. However, they often varied from the actual route taken by traders and this "road" to Santa Fe was seldom used. Historians learned about Sibley's survey from his diary.

If you're near the **Santa Fe Trail Tracks** (page 50) visit:



Photo Filename/Date:

FORT DODGE



The fort and its grounds are located five miles east of Dodge City, Kansas, and can be reached by taking U.S. Highway 400 .

THIS IMPORTANT FORT ON THE frontier opened in 1865. It laid on the north bank of the Arkansas River. The soldiers were quartered in dugouts (sod buildings) when the post first opened. A large Santa Fe Trail campground near this location attracted the attention of many Indians.

The soldiers were assigned to protect traders and other travelers from attacks. The fort was relocated in 1867 and rebuilt in stone. It is now the Kansas Soldiers' Home for retired military and their families.

CENTRAL PORTION