

Wel come!

Glad to have you on the Santa Fe
Trail wagon train! I'm Jake,
by the way, the Wagon Master.

It's good that you happened by,
because I'm in need of helpers
up and down the Trail!

After you learn about the Santa Fe
Trail and complete the activities,
I'll make you an official **Junior
Wagon Master!**



Travel Today!

You will probably be traveling by car along highways and county roads.
In the days of the Santa Fe Trail, it took the wagons pulled by draft
animals three months to get from Franklin, Missouri, to Santa Fe, in
Mexico, traveling along rivers and creeks, and American Indian trails.
Time to get you outfitted and give you a job! Read on to find out more!

SANTA FE TRAIL JUNIOR WAGON MASTER PROGRAM CONTRIBUTORS

Research, Writing, and Activity Development: **Janet Armstead, Chris Day, and Marcia Fox, Santa Fe Trail Association (SFTA) Education Committee Members** • Select Illustrations: **Diane Dickey; Coreen Kolisko, National Park Service**

• Illustrations and Activity Designs: **Helen K. Kilian/Footpath Studio** • Original Booklet and Patch Designs:

Helen K. Kilian/Footpath Studio • Project Managers: **Sharon Brown and Carol S. Clark,**

National Park Service • Project Fiscal Manager: **Joanne VanCoevern, SFTA Manager**

• Project Administrator: **Linda Revello, SFTA Office Administrator** • Consultant: **Dr. Joyce Theirer**

WORKING ON THE WAGON TRAIN!

.....EXPLORE THE PAST.....



The Santa Fe Trail was used from 1821 until 1880, when the first railroad made it to Santa Fe. The Santa Fe National Historic Trail was made a part of the National Trails System as part of the National Park Service in 1987. The NATIONAL PARK SERVICE and SANTA FE TRAIL ASSOCIATION worked together to create this program for you.

You will start on the Santa Fe Trail as a Freighter. Since the Santa Fe Trail was a route of trade and commerce, freighters were responsible for hundreds of huge wagons pulled by oxen. Thousands of dollars of merchandise and army supplies were packed into these wagons. Freighters worked to make sure these goods arrive safely to their destination.

Stay on your toes!

There's more to do on the wagon train! These other **Junior Wagon Master Booklets** have something for everyone!



.....TAKE THE SANTA FE TRAIL.....

When you begin your journey to become a Junior Wagon Master, you will learn the history of the Santa Fe Trail by visiting sites along portions of the 900-mile historic route. You will learn to protect special places along the trail, while exploring where trail travelers went, and studying how they lived.

HISTORIC OVERVIEW OF THE SANTA FE TRAIL

From 1821 to 1880, the Santa Fe Trail was used for hauling and selling trade goods and eventually army supplies. A few families did travel the Trail looking for a new place to live, but that was not the main purpose.

The Trail first began in Franklin, Missouri. As the steamboats traveled further west along the Missouri River, the jumping-off points or starting points also moved west. Eventually railroads began to push westward from Missouri, which also caused changes in the jumping-off points.

Between Missouri and southwestern Kansas, the Trail was one route. Near present-day Dodge City, Kansas, the Trail split into two routes. One branch went south crossing the Arkansas River, traveling through very dry country referred to as the Jornada. This part of the trail

was called the Cimarron Route. The other branch went west to the Rocky Mountains and then turned south. This branch was called the Mountain Route. Eventually the two joined near Fort Union in present-day New Mexico and proceeded to Santa Fe.

Three cultures were affected by commercial trade on the trail. American Indians, who had lived along the route for centuries, had already developed trading and hunting trails, and now they had new people moving through their lands. Mexicans who lived in northern Mexico were isolated on the frontier and did not have a way to trade for manufactured goods until the trail opened in 1821. Americans began moving west to take advantage of opportunities to trade along the Trail. Life changed forever for all three cultures.



A W o r d of Advice



WAGON MASTER
Jake

You are not expected to travel the entire Trail at one time. Each booklet has been divided into four sections:

Eastern Terminus

(Missouri & Kansas)

Central Portion

(Kansas)

Mountain Route & Cimarron Route

(Kansas, Colorado, Oklahoma, & northern New Mexico)

Western Terminus

(Santa Fe, New Mexico, area)



Each booklet contains the same background information which is intended to let visitors know the importance of the sites to the history of the Trail.

Adults accompanying younger children should assist them as they work through the booklet, because everybody should lend a hand on the Santa Fe Trail!

Your Goal :

HAVE FUN LEARNING HISTORY!

To qualify for one of the Junior Wagon Master Section Patches you must complete a total of **eight activities** in a geographic section. The eight activities could be a combination of **site tasks**, **Wagon Master Challenges**, or **side trips**. Once you have completed those eight you will show your booklet to a staff person in one of the designated museums or National Park locations (see back page). This person will help you check your answers for completion and then you will be awarded with a patch that represents that section of the trail. How far on the Santa Fe Trail can you go? Try to collect all four Section Patches!



Your Guide:

HOW TO USE YOUR BOOKLET

For each location you visit in a section there are **site tasks** related to that place. There are also **Wagon Master Challenges** related to the trail which can be completed as you drive from site to site or even at home. Finally, there are **side trips** that you might find interesting as you travel. If you go to one of these, take a picture to show you were at the site.

Look for these icons to help you plan your visits to sites along the Santa Fe National Historic Trail:



Kepi Cap for Military History



Freight Wagon for Anglo-American Culture



Hand Cart for Mexican Culture



Eagle Feather for American Indian Culture



Trail Marker for NPS/SFTA Signs & Information



DAR for Daughters of the American Revolution Marker



Mountain for Landmarks & Unique Terrain



Dollar Sign for Admission Fees



Checkmark for Site to Share Booklet for Staff Checking



Highway Sign for Driving Directions & Address Info

Your Gear :

THINGS TO BRING ALONG

Pocket Folder
Camera

Crayons
Blank Paper

Pencils
Bug Spray

Hat
Sunscreen

Water
Map/GPS Locator

Your Choice OF THE SANTA FE TRAIL

The Eastern Terminus

PAGE

6

SIDE TRIP



Watch for Eastern Side Trips or see Page 28

The Central Portion

PAGE

30

SIDE TRIP



Watch for Central Side Trips or see Page 52

The Mountain Route & Cimarron Route

PAGE

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SIDE TRIP



Watch for Routes Side Trips or see Page 76

The Western Terminus

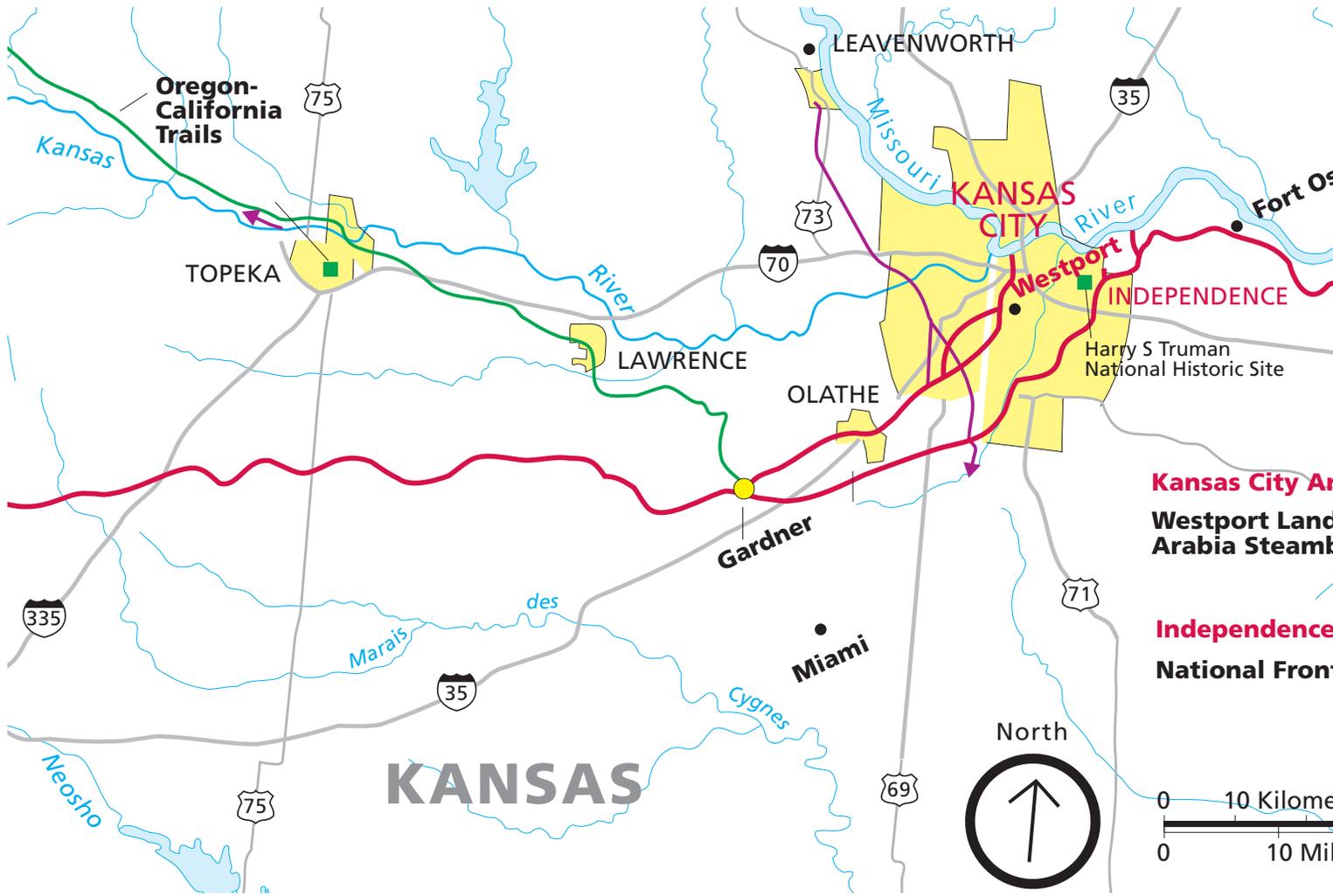
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82

SIDE TRIP

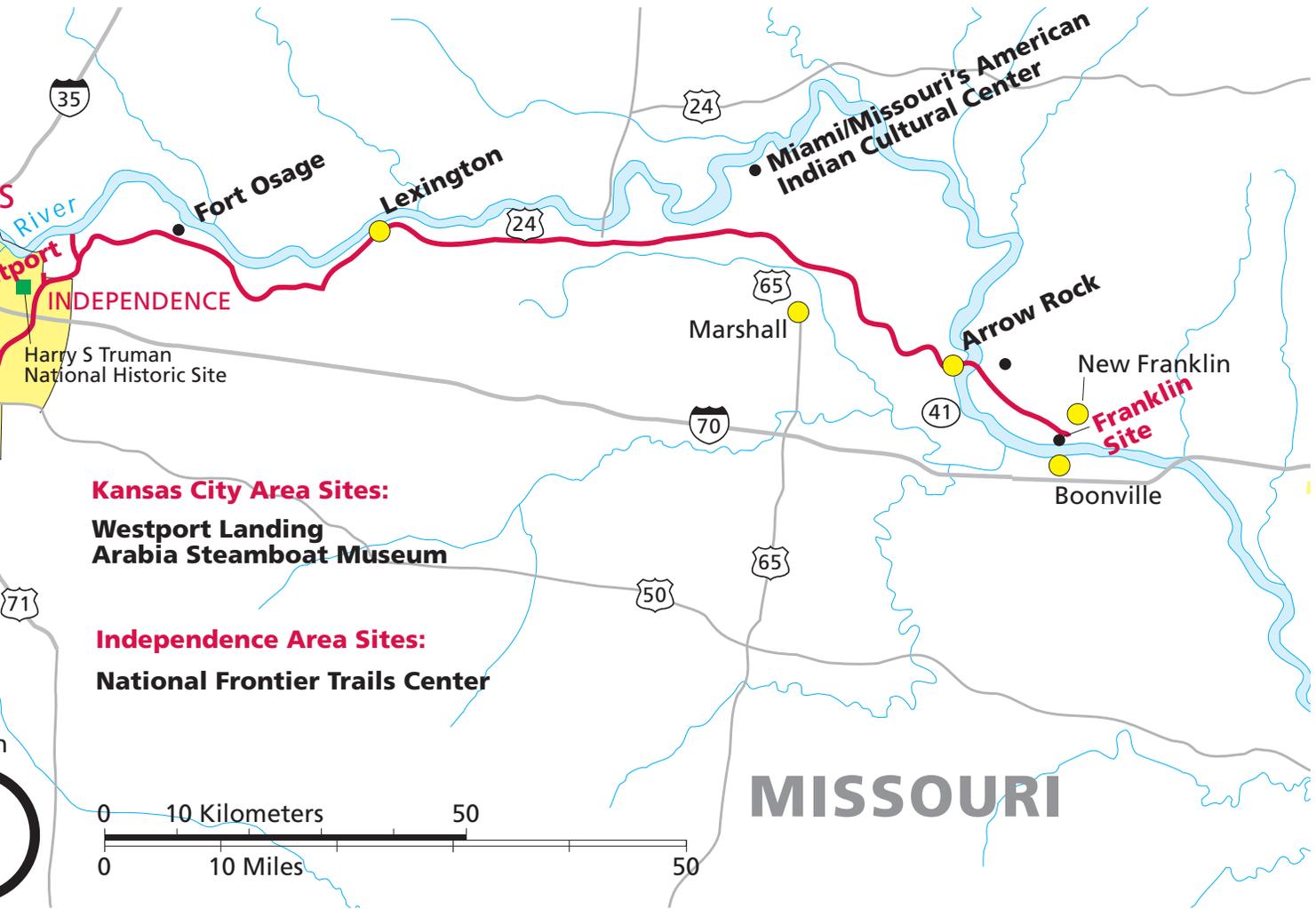


Watch for Western Side Trips or see Page 98



The Eastern Terminus





..... **OF THE SANTA FE TRAIL**

SINCE 1542 THE SPANISH HAD claimed most of North and South America. Many of these new lands were rich in gold and silver, which the Spanish mined and sent back to Spain. The Spanish kept tight control over all trade, refusing to let non-Spanish traders sell to the villagers. The Spanish brought trade caravans to these far away villages once every two or three years. A few Americans did attempt to sell items in Santa Fe, only to end up in a Spanish jail.

Missouri was the furthest west territory of the United States. Most of its population was located in and around St. Louis. However, more and more people had been moving up the Missouri River. The largest settlement was Franklin, Missouri, two hundred miles west of St. Louis. In 1817, the first steamboat made its way up the Missouri

River as far as Franklin. Life in this area of Missouri was not easy because a great depression affected the whole nation. Farmers and merchants alike were deeply in debt.

The year 1821 brought great changes. Missouri became part of the United States. Mexico achieved its freedom from Spain. **William Becknell**, one of these Missourians who was in debt, recognized the opportunity for trade and struck it rich selling goods to the villagers of Santa Fe. He found routes to Santa Fe that others soon followed. Because of his courage and his independent spirit, William Becknell became known as “The Father of the Santa Fe Trail,” a trail that would change the way of life not only for the citizens of Santa Fe, but also for the people of United States and for the peoples of many tribes of American Indians.

WAGON MASTER

CHALLENGE

Unscramble the following Santa Fe Trail terms.

aeabmotts _____

ieldosrs _____

gtrirfeeh _____

ulsem _____

usoct _____

eptod _____

idsaInn _____

rcIkehualb _____

vycav _____

eoxn _____

xMocie _____

raiAmec _____

WAGON MASTER

C · H · A · L · L · E · N · G · E

The trade on the Santa Fe Trail didn't go only one way.

The Mexican trade from Santa Fe to Missouri was also very important. In fact in some years more Mexican merchants than Anglo-Americans traveled the trail. One of these merchants was Mariano Yrissarri. In 1853, he traveled to St. Louis to purchase items to take back to Santa Fe. The following list is a sample of the items he bought and the price he paid for each.



Combs: \$0.07 each

Men's shoes: \$16.00 a pair

Nails: \$5.25 barrel

Umbrellas: \$0.88 each

Needles: \$0.10 for 10

Wallpaper: \$0.13 per piece

White shirts: \$0.50 each

Violin strings: \$0.50 per bundle

Imagine that you are a villager in Santa Fe and have waited for Yrissarri to return from his trip to St. Louis. You are able to buy several of the items he has brought back to your village. Decide how many you will purchase and figure the total cost of each.

If you could buy only one of the items in the list above, what would it be? Why?

I WOULD BUY _____ BECAUSE

ITEM	NUMBER BOUGHT	COST OF EACH	TOTAL COST
Combs	_____	_____	_____
Nails	_____	_____	_____
Needles	_____	_____	_____
White shirts	_____	_____	_____
Men's shoes	_____	_____	_____
Umbrellas	_____	_____	_____
Wallpaper	_____	_____	_____
Violin strings	_____	_____	_____
Total Cost of Purchases	_____		_____



Old Franklin & New Franklin

MISSOURI



To OLD FRANKLIN: Leave I-70 at exit 101, Boonville, Missouri. Drive north through the center of town, and cross the Missouri River. You are on US 40. Just north of the bridge, MO 87 intersects from the west. Go west $\frac{1}{4}$ mile on MO 87 to a small park that is the site of the Old Franklin terminal for the Missouri-Kansas-Texas Railroad ("Katy"). Here you will find a marker. **Continue to NEW FRANKLIN:** Return to the intersection of MO 87 and US 40; turn left (north toward New Franklin). Turn left on MO 5. It intersects with Broadway, turn right and proceed $\frac{1}{2}$ block to the intersection of Missouri Street and East Broadway. Here you will find a plaque designating the relocation of the beginning of the Santa Fe Trail.

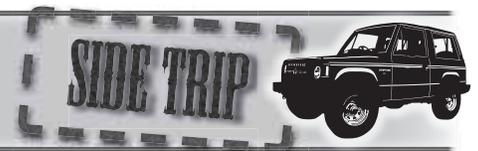
In 1821, Missourian **William Becknell** must have heard rumors that Mexico had gotten its independence from Spain. He came up with a plan to get rich and get himself out of debt. He placed an ad in the Franklin newspaper, the *Missouri Intelligencer and Boon's Lick Advertiser*, looking for men to join him in search of "wild horses." It seems obvious today that Becknell didn't really want to catch wild horses, but rather he planned to go across unknown lands to Santa Fe—a trip of 900 miles. Once there, he planned to sell highly-prized trade goods to the people.

Becknell's plan worked out. He became the first American trader to successfully take goods to Santa Fe and return with a profit. His trip from Franklin, Missouri, opened the important **international** trade route. That is how Franklin

became the birthplace of the Santa Fe Trail and its first **jumping-off** point. That is also how William Becknell became known as "The Father of the Santa Fe Trail." The trail was traveled for more than 60 years.

A few years after Becknell's first trip, the town of Franklin was destroyed by a flood and the townspeople moved to higher ground. Their new town was called New Franklin. The few remains of the original town were referred to as Old Franklin. The jumping-off point of the Trail continued to move further west as steamboats made their way up the Missouri River. Soon Boonville, with its steamboat landing, would become the starting place. The landing made it easier to take cargo off the steamboats coming from St. Louis and place it in freight wagons bound for Santa Fe.

Boonville Steamboat Landing: see Page 28



COMINGS & GOINGS

1

AT OLD FRANKLIN: In 1821, William Becknell left from this site on the first profitable trip to Santa Fe. Two years before, in 1819, the first steamboat had arrived at Franklin. The people of the town were very excited.

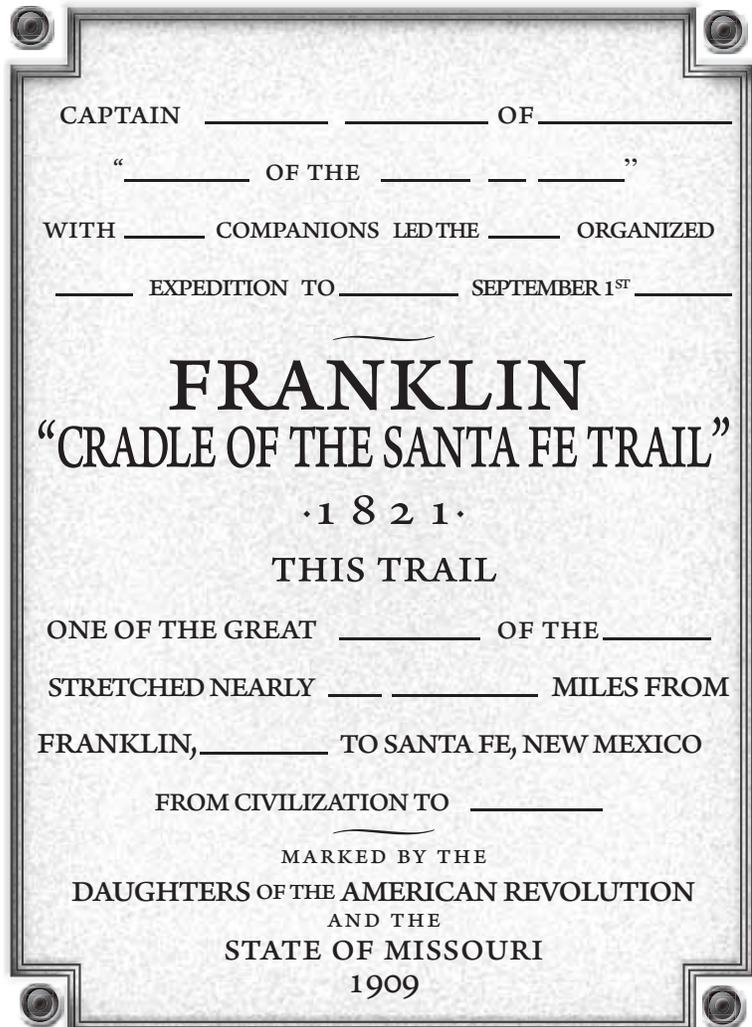
- a. What river did the steamboat travel on? _____ b. If you lived in Franklin why would this be exciting?

- c. How do stores get the things to sell us today? _____
- d. The park you are standing in is part of the Katy Trail. What does "Katy" stand for? _____
- e. Did the railroad come through before or after William Becknell left on the Santa Fe Trail? _____

2

AT NEW FRANKLIN: Find the plaque that shows Captain William Becknell's first trip to Santa Fe.

- a. Read the plaque and then fill in the missing words about the Father of the Santa Fe Trail.
- b. What is the relationship between the Santa Fe Trail and Franklin? _____





Arrow Rock

MISSOURI



Going west on I-70 from Boonville, Missouri, exit at Arrow Rock/MO 41. Turn north on MO 41 and proceed 12 miles to Arrow Rock. You will be approaching Arrow Rock from the south. Continue past Big Soldier Lake Road and turn right on the next road, which is Visitor Center Drive. Park your car in the Arrow Rock Historic Site Visitor Center parking lot and enjoy a walking tour of the town.

4th Street, Arrow Rock, Missouri 65320

660-837-3330

IN 1821, WILLIAM BECKNELL LEFT Franklin on his first trip to Santa Fe. He crossed the Missouri River by ferry and arrived at a landing below the tall **bluff** overlooking the river. The traders then climbed the bluff and filled their water barrels at the spring. The next day they headed overland following the **Osage Trace** through the Prairie of the Arrows. Although Becknell said he was hunting wild horses, he had brought trade items to sell. These were manufactured cloth such as muslin, broadcloth, calico, and linen. He may have also included buttons, buckles, razors, hoes, shovels, axes, and other tools. The villagers of Santa Fe yearned for these manufactured goods and were willing to trade silver pesos for the products.

The landmark in the Missouri River that guided Becknell to this place was called "**Rock of the Arrows.**" The Osage and other Indian tribes of the area used the **fragments** of the large flint rock to make their arrows and other tools. Eight years after Becknell's first trip to Santa Fe, a town was started on the bluff south of the Arrow Rock Ferry.

The town got its name, Arrow Rock, from the landmark. Many freighters traveled through Arrow Rock on their way to Santa Fe.

As you walk down Main Street of Arrow Rock you can see its stone gutters. These were built by slaves. Prior to the Civil War many slaves lived on plantations and farms in this area. Gutters of this type were also found in the town of Old Franklin. Legend has it that when Becknell returned from this second trip to Santa Fe, he slit open the leather bags containing Mexican silver coins and let them fall into the stone gutters. This showed everyone how much money he had made on this trip. If this legend is true, it probably happened in Old Franklin because the village of Arrow Rock did not exist at that time.

There are many interesting places to visit in Arrow Rock. In fact, the entire town has been named a National Historic Landscape. One of the most familiar landmarks in Arrow Rock is the Huston Tavern which was owned by Joseph Huston. In trail days many well-known travelers stopped here.

Sappington Cemetery State Historic Site:
see Page 29



HISTORY ON DISPLAY

While you explore the historic town, be sure to visit the Arrow Rock Historic Site Visitor Center.

1

Look at the displays in the center and pick the one that you like the most. Sketch the display in the frame below and label it.

2

After you finish your drawing, write three to four sentences about the display and its connection to the Santa Fe Trail.





Missouri's American Indian Cultural Center

MIAMI, MISSOURI

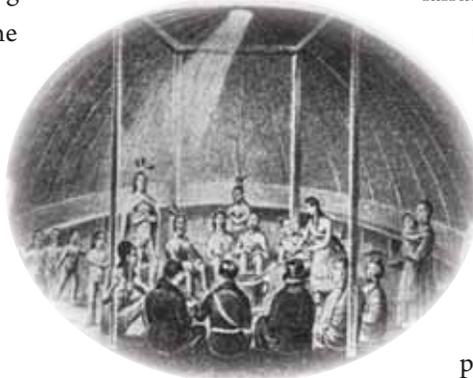


From I-70 turn north at the Marshall, Missouri, exit 78B onto Hwy 41, continue to the intersection of Hwy 41 and MO 122, turn west (left).

Van Meter State Park
32146 N. Hwy. 122
Miami, Missouri 65344
660-886-7537

THE ENTIRE LENGTH OF THE Santa Fe Trail passed through the hunting grounds and homelands of many American Indians. Nine separate groups lived throughout this portion of the Trail. They are the Otoe-Missouria, Osage, Delaware, Ioway, Illini-Peoria, Kanza, Kickapoo, Sac and Fox, and Shawnee. They hunted throughout the land, planted their crops along the rivers, and built their homes of native materials. Ancestors of these people had lived here for centuries before the arrival of European explorers and American traders. The first mapping of this area took place nearly 150 years before the Santa Fe Trail.

Many traders on the trail would have been



from this area. By trail days not all of these tribes still lived here. The Osage was the largest group of people in this part of Missouri in trail times. In fact, portions of the Santa Fe Trail actually follow the **Osage Trace**. This was a hunting trail that the people used to get to the buffalo

lands to the West. Conflicts between the traders on the Trail and the Osage were common. These often involved the theft of horses.

In the Cultural Center the displays interpret Missouri's Indian history. There are many stations in the museum that would interest young people. The park also has burial mounds from these ancient people.

TRAIL-ERA TECHNOLOGY

Find the exhibit of the grass **wickiup** (house).
This exhibit helps you to learn some things about the Indians who lived in this area.

1 Use the “flip chart” beside the exhibit to identify five tools in the wickiup. Tell what you think these items were used for and what we would use for the same purpose today.

2 Circle any items that might have been taken by travelers on the Santa Fe Trail.

WICKIUP ITEM	USE	TODAY’S TOOL
a. _____	_____	_____
b. _____	_____	_____
c. _____	_____	_____
d. _____	_____	_____
e. _____	_____	_____



Battle of Lexington State Historic Site

LEXINGTON, MISSOURI



From I-70 go north at exit 41, take MO Hwy O to Lexington. Continue north on 13th Street; the Lexington site, on Delaware, is on the left.
1101 Delaware, Lexington, Missouri 64067
(660) 259-4654

LARGE COMPANIES SOON BEGAN SUPPLYING the goods for wagons that traveled the Santa Fe Trail. One of these trading companies was formed by the Aull Brothers. Their first large warehouse was here at Lexington. They soon had stores in many locations and became the first chain store in Missouri. (Walmart is an example of a modern day chain store.) By 1847, they had even opened a store as far south as Chihuahua, Mexico.

The Lexington steamboat **wharf** was a center of activity as steamboats arrived carrying goods from factories on the east coast, as well as foreign items from Europe, all bound for Santa Fe. In the 1850s, Lexington was headquarters for a large freighting firm—Russell, Majors, and Waddell. The freighting business won the government contracts to provide the man-power and wagons to haul both military and commercial goods along the Trail. By 1860, the company had expanded to deliver mail by horseback from

St. Joseph, Missouri, to Sacramento, California. The short-lived Pony Express crossed the central part of the nation in a matter of days.

The Civil War disrupted trade along the Santa Fe Trail. At Lexington the Confederates were after the money in the town's banks. A large group of Confederates led by Confederate Major General Sterling Price participated in the fight that became known as the "Battle of the Hemp Bales."

The battle involved 18,000 Missouri State Guard troops and 3,000 Northern troops. The Southern troops found **hemp** bales in a nearby warehouse. They soaked the bales in water from the river and rolled them forward to fight from behind them. Bullets could not go through the wet hemp. For a time, because of the battles along the western border of Missouri, the **jumping-off point** of the Santa Fe Trail moved to Fort Leavenworth, Kansas.

CIVIL WAR ON THE TRAIL



Civil War
Kepi Cap

Not all Civil War battles took place east of the Mississippi River. Lexington is the site of one of these Civil War battles that took place west of the Mississippi River. This museum has many exhibits that teach you about the “Battle of the Hemp Bales.” When this battle took place the Santa Fe Trail was an important trail. However the battles between Lexington and the Kansas City area disrupted travel on the trail and caused the jumping-off point to be moved to Fort Leavenworth.

1 One of the largest Santa Fe Trail trading companies was owned by the Aull Brothers of Lexington. How would this battle disrupt their trading business?

2 To help you learn more about the Civil War and the weapons that were used during that war, find the cannon ball display in the museum. Try to lift the cannon ball.

- a. Does it weigh more than a gallon of milk? Yes or no
- b. Estimate how much it weighs. _____

Lexington Historical Museum:
see Page 29





Historic Fort Osage

SIBLEY, MISSOURI



From I-70, take exit number 24, and travel north on Route BB/FF to Buckner, Missouri. Then proceed three miles north of Buckner on Route BB. Upon reaching Sibley, Missouri, follow the road signs to Fort Osage.

105 Osage Street
Sibley, Missouri 64088
(816) 650-3278

THE BUILDING OF FORT OSAGE began in 1808 under the direction of William Clark (of Lewis and Clark fame). Built on a **bluff** overlooking the Missouri River, it was the western most outpost in the Louisiana Territory. The fort was used as a trading post for the Osage Indians and housed soldiers to guard the territory. In the 1820s the fort was an important **rendezvous** point for the Santa Fe Trail traders. **Major George C. Sibley** was a trader and an Indian agent.

In 1825, the United States government decided to survey the Santa Fe Trail marking it as the "Road to Santa Fe."

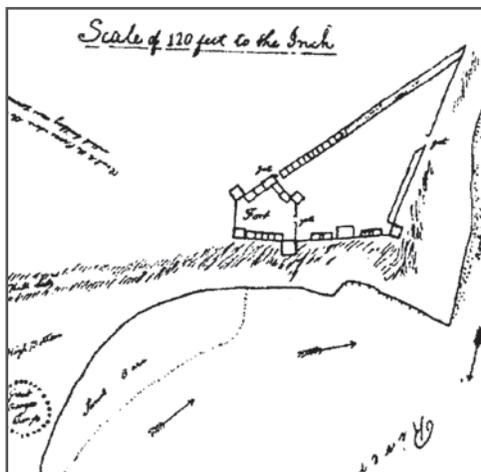
Sibley was appointed as one of the commissioners for this project. The surveyors and commissioners started marking the Trail from Fort Osage. Many things went wrong with the survey, but the intention was to use compass directions and chains of specific lengths to mark the distance. They also built earth mounds along the Trail to mark the road for future travelers. The project didn't produce the road that had originally been intended.

By 1827, Fort Osage had been closed and the new fort across the Missouri, **Fort Leavenworth**, was opened.



TIRES (AND SHOES) FOR THE ROAD

As you walk around the reconstructed fort, keep your eye open for the blacksmith's shop. Blacksmiths were very important to the Santa Fe Trail. The caravans usually stopped for awhile at places that had blacksmiths. There was always a need for something to be repaired or an animal to be shod. To protect the animals' feet as they walked miles a day over rocky ground, it was important to have sturdy metal shoes. The tires on the wagon would need tightened because the wooden wheels would shrink and expand as the wagons went through rivers and crossed dry land.



Part of Fort Osage Map drawn by General William Clark. Map taken from Following the Santa Fe Trail by Hal Jackson. Used with permission.

Mark the blacksmith's shop on the map with an X.



horse shoe

wagon tire

mule shoe

wagon wheel

ox shoe

- a. Match each of the pictured items made by a blacksmith with its named purpose.
- b. Why is the ox shoe so different from the others?

- c. What is the difference between a tire on a Santa Fe Trail freight wagon and a tire on your car today?



National Frontier Trails Center

..... **INDEPENDENCE, MISSOURI**



From Fort Osage return to U.S. Hwy 24 and turn right, or west. Travel approximately 11 miles, then turn left onto North Noland Road. Next, turn right onto East Walnut Street, and then turn left on to South Osage Street. Finally, turn right onto West Pacific Avenue (south of Independence Square).

318 W. Pacific Ave.

Independence, Missouri 64050

816-325-7575

THE NATIONAL FRONTIER TRAILS CENTER is located in Independence, Missouri. It honors the heritage of the overland trails. Independence was known as an important outfitting point for both the Santa Fe Trail and Oregon-California Trail. Because of its close position to the Missouri River, the town of Independence prospered as steamboat traffic moved further up the river.

Trade goods arriving from St. Louis, Philadelphia, New York, and even Europe would be unloaded from the boats and loaded into the large Murphy freight wagons bound for Santa Fe. These wagons, made by Joseph Murphy in St. Louis, could carry a reported 7,000 pounds of freight. Because Mexico had imposed a \$500 per-wagon tax upon arrival in Santa



Fe, freighters avoided paying extra fees by loading up one large wagon, instead of using two or three smaller wagons to carry the same amount of cargo, and so only paid the wagon tax once.

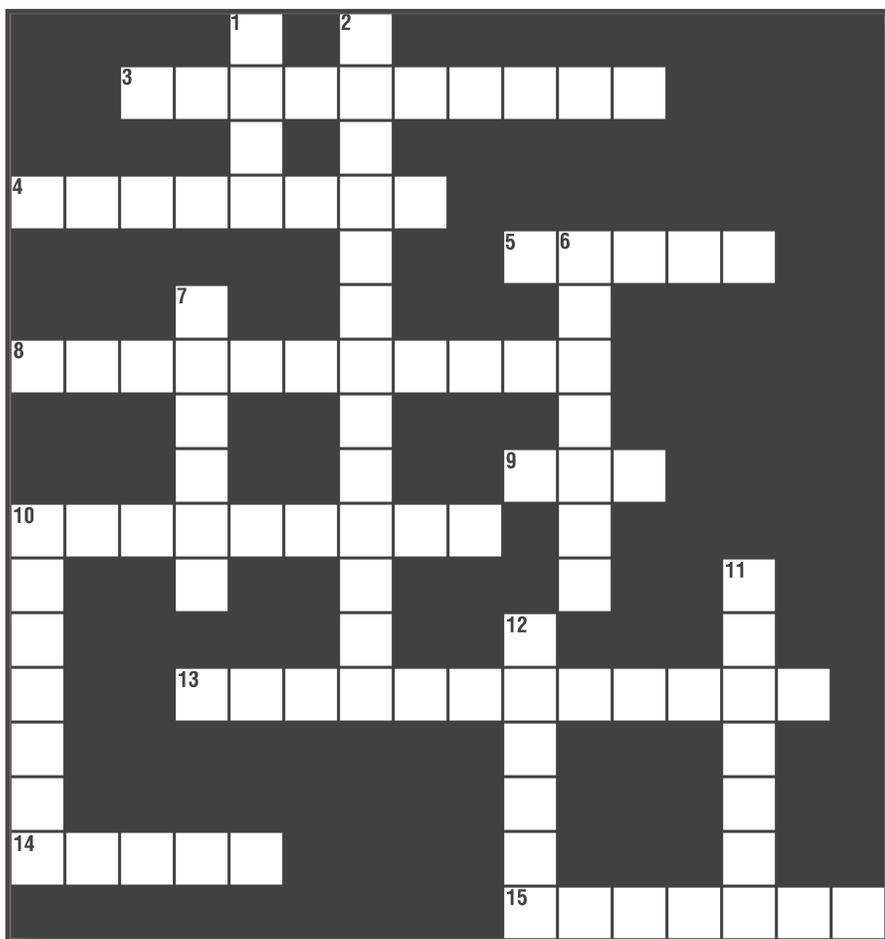
Wealthier emigrants traveling the Oregon-California Trail often came from the East traveling by boat; they headed down the Ohio, Mississippi, and Missouri Rivers, until they arrived at Independence.

They would then buy wagons, animals, and other supplies they needed for the trip. These animals had to be trained to pull wagons and Independence was the place to do that. Thousands of traders and emigrants with their mules, oxen, horses, and wagons crowded the streets of the small village. The Santa Fe traders were prominent in the town from 1827 to 1850. The Oregon-California Trail emigrants began to appear in the 1840s.

TRAIL OF CLUES

At the museum you will learn a lot about both overland trails. Use your new knowledge to complete this crossword puzzle.

bullwhackers	eight	international	skinner
caravan	gee	Majors	steamboat
chips	greenhorns	mess	teamster
dollar	herders	Santa Fe	wagon master



DOWN

1. A _____ was a cooking group with 8-12 members and its own cooking equipment.
2. An _____ activity involves more than one country.
6. _____ would take care of the extra mules and oxen.
7. Most men received a salary of one _____ a day.
10. The _____ Trail was used by freighters and traders for commerce. (2 Words)
11. A _____ usually had 26 wagons.
12. Alexander _____ was one of the partners in an important freighting company.

ACROSS

- | | | |
|--|---|--|
| 3. Trail hands who were new to the job were called _____. | 9. _____ was the command to make the oxen turn right. | 14. The average trip to Santa Fe took _____ weeks. |
| 4. A _____ was the wagon driver. | 10. Goods from the Eastern U.S. and Europe would arrive by _____ for loading into trail wagons. | 15. A mule _____ rode the mule nearest the wagon to control the animals. |
| 5. Buffalo _____ were used for fuel. | 13. _____ always had their bull-whip with them to direct the oxen. | |
| 8. A _____ was in charge of the whole wagon train. (2 Words) | | |





Ar a b i a S t e a m b o a t M u s e u m

..... **KANSAS CITY, MISSOURI**



The Steamboat Arabia is located near downtown Kansas City, Missouri, in the City Market. Get off I-70 at exit 2D. Turn a slight left onto West 6th Street. Turn left on Grand. The museum is on the left.

400 Grand Boulevard

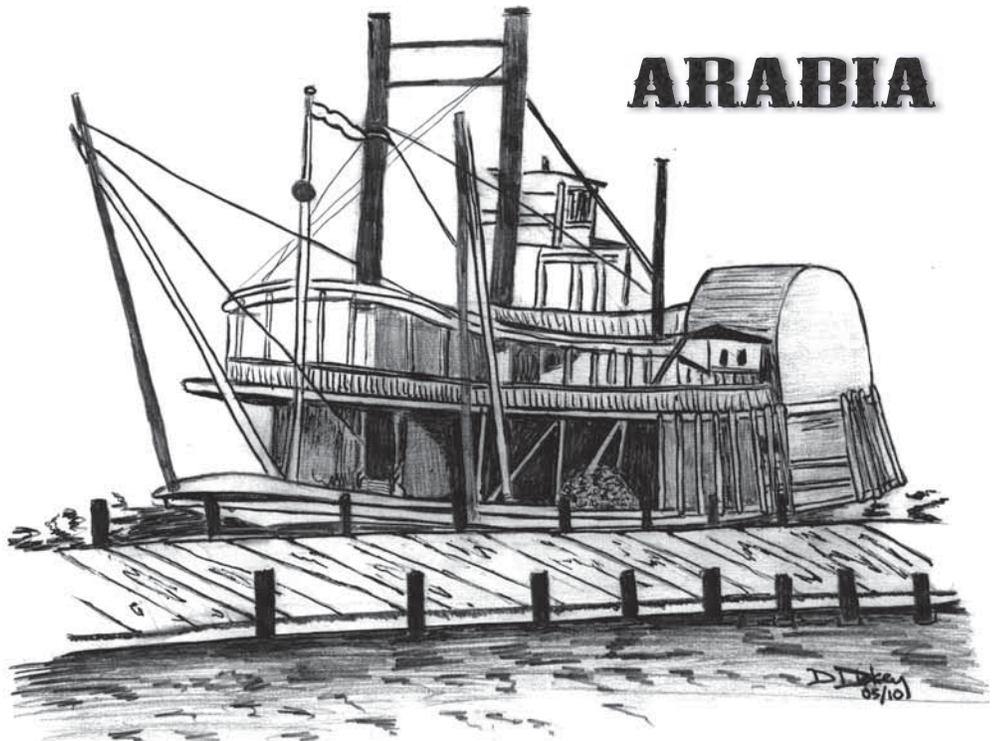
Kansas City, Missouri 64106-1111

(816) 471-4030

THE STEAMBOAT ARABIA TRAVELED THE Missouri River in the 1850s. The steamboat's speed on the Missouri River was 5 miles per hour. It carried a combination of passengers preparing for a journey west and merchandise to be delivered to merchants.

On August 30, 1856, the *Arabia* left St. Louis bound for pioneer settlements. The *Arabia* carried 200 tons of freight when it hit a snag just north of present-day Kansas City that caused the boat to sink. Its treasures lay buried

for 132 years. Today visitors can see a video that tells the story of finding the old steamboat and saving the trade



items that it carried. Visitors will get a good idea of the freight that traveled the Santa Fe Trail.



Mahaffie Stagecoach Stop & Farm

..... **OLATHE, KANSAS**



Located west of I-35 in Olathe, Kansas, take exit 218 onto Santa Fe Street, which is also labeled as Hwy 150. Turn north on Ridgeview Road. Turn west on Kansas City Road after crossing the railroad tracks.

1200 East Kansas City Road, Olathe, Kansas 66061

(913) 971-5111

THE MAHAFFIE HOUSE AND FARMSTEAD is a registered National Historic Landmark. Mahaffie Farmstead is the only stage stop on the Santa Fe Trail that is still open to the public.

After the Santa Fe Trail had been going for several years, people began to travel the trail for reasons other than transporting freight. Some of these people traveled by stagecoach arriving in Santa Fe much quicker than going with a wagon train. The farmhouse was the first stage stop after leaving Westport, Missouri. This is where the passengers would eat their lunch.

Stagecoaches transported mail across the prairie. They could also carry six passengers inside the carriage and more on top.



Most trips were run night and day with only stops for food and changing horses.

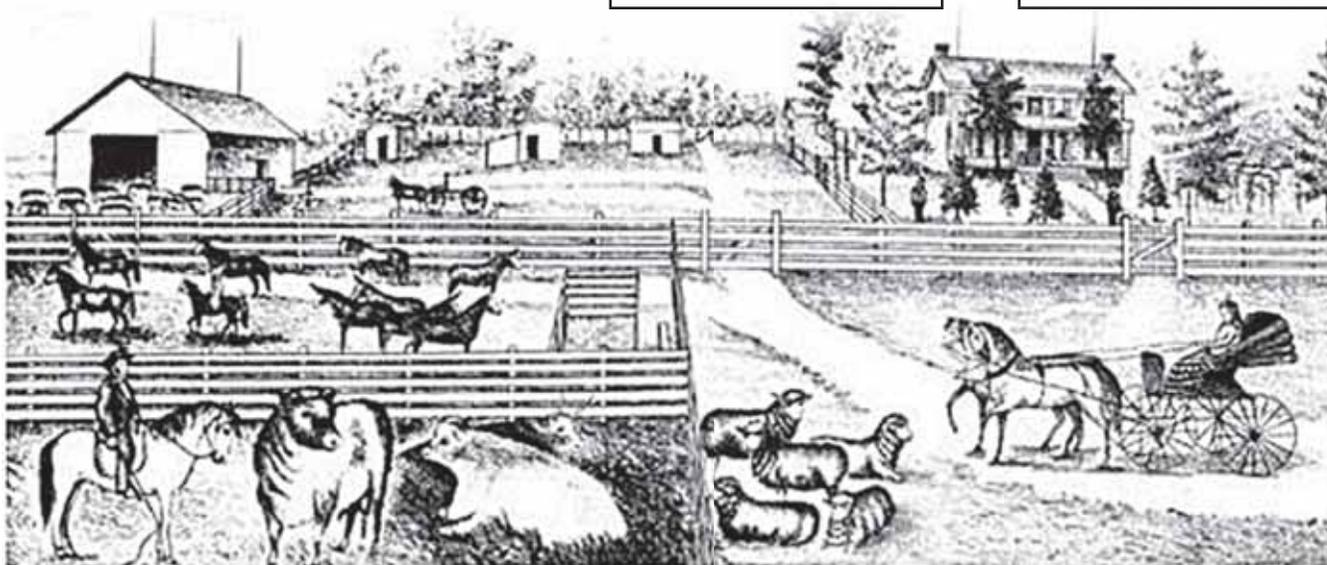
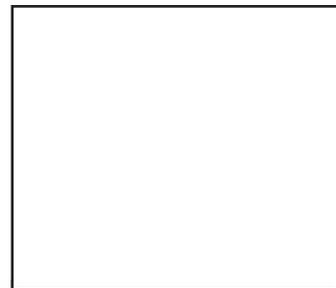
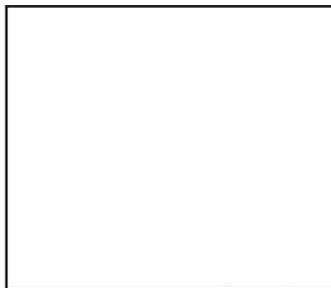
The ride was not like it would be today in the comfort of an automobile. The roads were not paved, the coaches didn't have shock absorbers, and the seat cushions could become very hard. Passengers often sat very close with people they didn't know. Railroads soon replaced the need for stagecoaches, just as they replaced the Santa Fe Trail.

The Mahaffie House has many activities throughout the year that will show you what life was like in the 1860s. Among these are stage coach rides, farming with horse and plow, oxen training, frontier cooking, and other living history experiences.

TRAIL TIMELINE: EVENTS OF THE DAY

1

This is a drawing of the Mahaffie Farm. Label the buildings, then choose one building and draw two items that would belong in that building and helped travelers on the Santa Fe Trail.



2

View the large timeline located on the wall in the museum. The Santa Fe Trail was in use from 1821 to 1880 and many events occurred in history during that time. Choose two that relate to the Trail days. Give the date, the event, and how you think it was related to the Trail.

Date: _____

Date: _____

Event: _____

Event: _____

Relationship: _____

Relationship: _____



Gardner Junction

ROADSIDE PARK, KANSAS



Travel approximately one mile west of Gardner, Kansas, on U.S. 56.

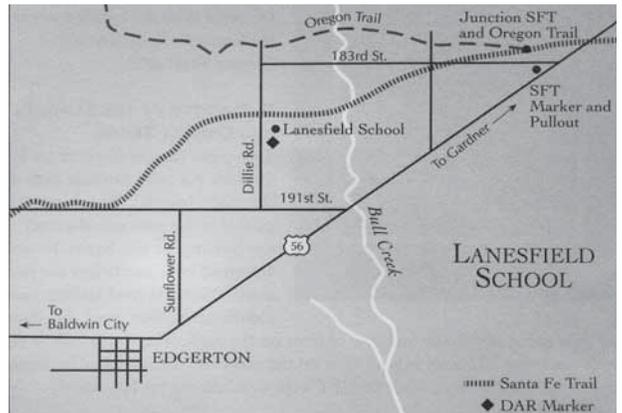
THREE OF THE OVERLAND TRAILS that formed in Missouri and went west followed the same route for part of the way. The Santa Fe Trail was mainly used for hauling goods to Santa Fe and points further west. The traders on the Santa Fe Trail would go to Santa Fe, sell their goods, and then return to their homes. Sometimes they made two trips during a year.

The Oregon and California Trails took emigrants to Oregon or California as early as the 1840s. These people left their homes and moved west to get new lands. This trail was nearly 2000 miles in length. The families traveling these trails had sold most of their belongings back home and said good-bye to friends and relatives. They did bring some of their prized possessions and tools they needed for

the new start. These folks had no intentions of going back home again.

Both the Oregon-California Trail and the Santa Fe Trail gathered at Independence. This entire area would have been very busy with hundreds of wagons, thousands of people and animals preparing for the long trip. Both trails followed the same path for a short distance. It was at Gardner Junction that the Oregon-California Trail travelers headed northwest toward a new life and the Santa Fe Trail traders continued to the southwest with dreams of getting rich.

The Santa Fe Trail Association and National Park Service have marked this area with a **kiosk** containing exhibits about the trails.



TRANSPORTATION ON THE TRAIL

Read the signs about the Santa Fe Trail and the Oregon-California Trail.

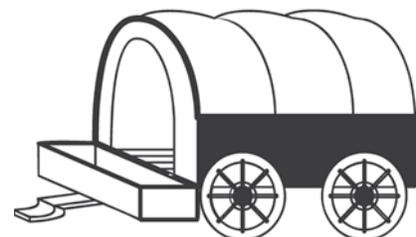
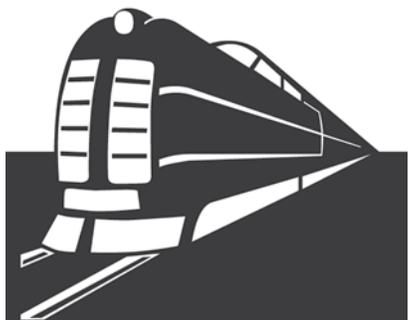
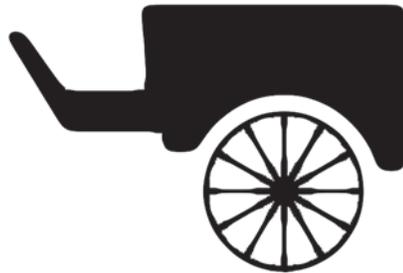
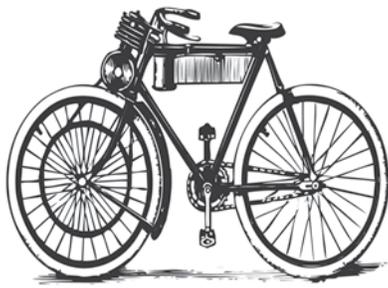
1

If you lived in 1850,
which of the trails
would you have liked
to travel on? Why?

Write your answer here:

2

Study the drawings of various
kinds of transportation
below. Circle the ones that
relate to the Santa Fe Trail.



Explore More—Take a Santa Fe Trail

If you're near Old Franklin and New Franklin (page 10) visit:



Photo Filename/Date: _____

BOONVILLE, MISSOURI: STEAMBOAT LANDING



Boonville is located on I-70 at exit 101. Follow US 40/business route of I-70. Turn left (north) on Main (US 40/MO 5) Turn left (west) on High Street, turn right (north) on 4th Street/E. Water Street.

BOONVILLE WAS THE **JUMPING-OFF POINT** of the Santa Fe Trail for a short period of time after New Franklin. The town takes pride in its historic roots. Look for the **kiosk** (wayside exhibit) in the Cobblestone Street Park. Walk

under the bridge and look at the river where the steamboat landing would have been. Remains of the cobblestone street by the steamboat landing can still be seen under the Missouri River Bridge.



SIDE TRIP



If you're near **Arrow Rock** (page 12) visit:



Photo Filename/Date: _____

SAPPINGTON CEMETERY STATE HISTORIC SITE

IN THIS FAMILY CEMETERY ARE buried important people from the history of the Santa Fe Trail. Approximately 110 members of Dr. John Sappington's family are buried here. Dr. Sappington is famous for developing quinine pills as a cure for malaria, a prominent disease on the trail.

Two governors of the state of Missouri are buried here: Meredith Miles Marmaduke and Claiborne Fox Jackson. Marmaduke was a member of the first large **caravan** to Santa Fe. Jackson had many stores from which he sold goods, such as cloth, pots and pans, and tools, to the traders on the Trail.



This site is just 5 miles southwest of Arrow Rock, Missouri, on Route AA.

If you're near the **Battle of Lexington** site (page 17) visit:



Photo Filename/Date: _____



LEXINGTON HISTORICAL MUSEUM



This museum, which is housed in the Cumberland Presbyterian Church building, is mainly open from June to September and charges admission.

112 S. 13th Street
Lexington, Missouri 64067
(660) 259-6313

THE LEXINGTON HISTORICAL MUSEUM HAS a variety of exhibits about the 19th century. There are some exhibits featuring the Santa Fe Trail, Pony Express, and the Civil War Battle of Lexington.