United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name New Santa Fe "Three Trails" Trail Swales

other names/site number New Santa Fe Cemetery

2. Location

street & number W. Santa Fe Trail, ½ block west of Intersection with Madison Ave. N/A not for publication

city or town Kansas City N/A vicinity

state Missouri code MO county Jackson Code 095 zip code 64145

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this _X_ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property _X_ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

_X_ national ___ statewide ___local

Mark A. Miles June 19, 2012

Signature of certifying official/Title Mark A. Miles, Deputy SHPO Date

Missouri Department of Natural Resources

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper Date of Action

New Santa Fe "Three Trails" Trail Swales — Name of Property
Jackson County, Missouri — County and State

5. Classification

Ownership of Property
(Check as many boxes as apply.)

- [X] private
- [ ] public - Local
- [ ] public - State
- [ ] public - Federal

Category of Property
(Check only **one** box.)

- [ ] building(s)
- [ ] district
- [X] site
- [ ] structure
- [ ] object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
		buildings
1	1	sites
	1	structures
		objects
1	2	**Total**

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

Historic Resources of the Santa Fe Trail

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

Transportation/Road-related
Funerary/cemetery

Current Functions
(Enter categories from instructions.)

Funerary/cemetery
Landscape/unoccupied land

7. Description

Architectural Classification
(Enter categories from instructions.)

Other: Trail Swale

Materials
(Enter categories from instructions.)

foundation: N/A
walls: N/A
roof:
other:

New Santa Fe "Three Trails" Trail Swales — Name of Property
Jackson County, Missouri — County and State

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [X] A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B Property is associated with the lives of persons significant in our past.
- [ ] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

Property is:

- [ ] A Owned by a religious institution or used for religious purposes.
- [ ] B removed from its original location.
- [ ] C a birthplace or grave.
- [ ] D a cemetery.
- [ ] E a reconstructed building, object, or structure.
- [ ] F a commemorative property.
- [ ] G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance
Commerce
Transportation

Period of Significance
1821 to c. 1860

Significant Dates
N/A

Significant Person
(Complete only if Criterion B is marked above.)
N/A

Cultural Affiliation
N/A

Architect/Builder
N/A

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Previous documentation on file (NPS):
- ____ preliminary determination of individual listing (36 CFR 67 has been requested)
- ____ previously listed in the National Register
- ____ previously determined eligible by the National Register
- ____ designated a National Historic Landmark
- ____ recorded by Historic American Buildings Survey #_____
- ____ recorded by Historic American Engineering Record # _____
- ____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:
- X State Historic Preservation Office
- ____ Other State agency
- ____ Federal agency
- ____ Local government
- ____ University
- X Other

Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

New Santa Fe "Three Trails" Trail Swales — Name of Property
Jackson County, Missouri — County and State

Acreage of Property 1.58 acres

UTM References NAD_1983
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing		Zone	Easting	Northing
1	15	360806.84	4307723.54	3			
2				4			

Verbal Boundary Description (On continuation sheet)

Boundary Justification (On continuation sheet)

11. Form Prepared By

name/title Tiffany Patterson
organization Missouri State Historic Preservation Office date December 2011
street & number P.O. Box 176/1101 Riverside Drive telephone 573-751-7800
city or town Jefferson City state MO zip code 65102
e-mail Tiffany.patterson@dnr.mo.gov

Additional Documentation

Submit the following items with the completed form:

- **Maps:**
  - A **USGS map** (7.5 or 15 minute series) indicating the property's location.
  - A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Photographs.**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

Name multiple
street & number telephone
city or town state zip code

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 U.S.C.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 Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Summary:

The New Santa Fe "Three Trails" Trail Swales are located northwest of the intersection of West Santa Fe Trail and Madison Avenue in Kansas City, Jackson County, Missouri. The approximately 1.5 acre property contains a trail segment marked by parallel swales historically associated with the Santa Fe, Oregon and California trails. Also on site is a historic cemetery containing graves of the founders and early settlers of the town of New Santa Fe (a.k.a. Little Santa Fe). The cemetery post-dates the significance of the trail so is non-contributing, but preserves an important trail segment and green space surrounding the swale. The trail segment enters the property near the northeast corner (off Madison Ave.) and extends approximately 300 feet though the southern portion of the cemetery and the neighboring lot to the east. The trail segment is marked by a swale of varying depth that diverges into parallel swales near the center of the site. The swales are an example of the "Historic Trail" property type identified in the "Historic Resources of the Santa Fe Trail" Multiple Property Documentation Form, and meet the registration requirements for the type.

Setting and description:

The New Santa Fe "Three Trails" Trail Swales are part of the Santa Fe, and later Oregon-California trails. The swales have the distinction of being on two branch routes of the trail system: the original Santa Fe Trail extending southwest from Independence, and the Westport to New Santa Fe route (now Wornall Road) that extended south of Westport to connect to the old Santa Fe Trail approximately 0.6 miles east northeast of the trail site. The segment may date to the origination of the Santa Fe Trail in 1821, but the heaviest use of this trail segment likely occurred between c. 1827 and c. 1845 when Independence was the leading trailhead for the three trade and emigrant routes. From Independence, the trail moved south-southwest to the Kansas border, just west of the trail segment and cemetery.

When the trade route between Missouri and Santa Fe opened in the early 1820s, this section of Jackson County was sparsely populated. With few land owners to object to wagon trains passing over or camping on their land, the trail took the path of least resistance across the county's multiple creek and river drainages and acres of rolling prairie. Land survey maps of the 1840s (see figure 2) show increased agricultural production along the trail, but little effort to relocate the established trail along section or property lines. As population grew and road maintenance became more regulated in the late 19th and early 20th centuries, routes of the Santa Fe and other emigrant trails shifted, often to roads so irregular as to make passing difficult for large wagons connected to several teams of mules or oxen.[1] This shift can be seen in the 1877 atlas of Jackson County. The atlas shows a road generally following the historic path of the Santa Fe, but zigzagging at sharp angles to follow property lines (see figure 4). The

[1] Union Historical Company. *The History of Jackson County, Missouri*. Kansas City: Birdall, Williams & Co., 1881, p. 644.

realignment of the historic Santa Fe Trail along what is now West Santa Fe Trail and Madison Street left the New Santa Fe "Three Trails" trail swales disconnected from the roadway and angling across a church yard and cemetery.

The site containing the trail segment and cemetery is relatively flat and sparsely vegetated. Trees line the western border of the cemetery and are clustered at the southwest corner of the property. The large lot outside the cemetery boundary fence contains scattered trees at the perimeter, but only two or three young trees scattered on what is essentially a large open lawn. The trees appear to flank the path of the trail segment.

The trail swales consist of a long depression or trail extending west-southwest from Madison Street to the western border of the New Santa Fe Cemetery. The swale depression varies in depth and width, and diverges near the middle of the site into two distinct swales. The largest and longest swale is approximately 300 feet in length. A diverging and parallel track is approximately 60 feet in length. The deepest and most noticeable segment of the swale cuts at a slight angle through the cemetery grounds. The long north-south running rows of graves break on either side of the swale, deliberately avoiding direct impact. It is possible that the trail was used locally to access the cemetery for burials, but there seems to have been no efforts made to relocate, improve or otherwise modify the path.

The cemetery itself is L-shaped with a modern wrought iron boundary fence (1 non-contributing site, 1 non-contributing structure). The entrance to the cemetery is marked on the south by an arching metal entrance gate with "New Santa Fe Cemetery" in block letters filling the arch. Various Santa Fe and Oregon-California Trail interpretive markers line the south side of the fence. The cemetery contains approximately 140 known burials, though additional burials may be unmarked or undocumented. Based on marked graves and known burials, the earliest interments occurred c. 1869. The graves are in long north-south running rows and face east, a typical arrangement of graves in Missouri's rural and church- related cemeteries. Grave markers are predominantly granite and limestone. The oldest markers are upright limestone slabs, including those of Dabney Lipscomb, the founder of New Santa Fe, and his family.[2] Numerous early-to-mid 20th century granite markers are also scattered across the site. Low modern markers have been placed on some graves, replacing damaged markers or marking previously unmarked gravesites.

Post-World War II suburban growth significantly altered the character of western Jackson County, as farms were replaced by subdivisions. In the late 1970s, the town of New Santa Fe and surrounding properties were re-platted for a residential subdivision, obscuring the original street and lot layout. Only the New Santa Fe Cemetery and the large adjacent lot behind Christ Presbyterian Church (940 West Santa Fe Trail) remain undeveloped. These properties contain the trail swales. Surrounding the nominated property are substantial middle class homes dating predominantly from the early 1980s. Yards are large with mature trees and other landscaping.

[2] The Lipscomb Family was originally buried on the family farm north of New Santa Fe. Their graves were moved to this site in 1933.

Due to grading, underground utility installation, and landscaping, it is unlikely that substantial trail segments exist in the neighborhood beyond the nominated property.

The overall setting of the swales has been compromised by dense residential development. However, urban trail remnants are rare and an increasingly threatened historic resource. The retention of a large green space behind the Christ Presbyterian church building and the deliberate layout of the cemetery graves to avoid compromising the trail swale show a long-term effort to preserve the historic trail segment. The length of the swale and the retention of sometimes diverging paths provide a sense of movement across the property, an essential characteristic of historic trail segments.

Summary:

The New Santa Fe "Three Trails" Trail Swales, located northwest of the intersection of West Santa Fe and Madison Ave., in Kansas City, Jackson County, Missouri is nationally significant under National Register Criterion A in the Areas of Transportation and Commerce. The trail segment, consisting of a diverging trail swale, is part of the Santa Fe Trail and the later Oregon and California emigrant trails. By the early 1830s Independence emerged as the leading outfitter and trailhead for the Santa Fe trade, and the trail stretching from the town southwest to the Missouri border remained the preferred trade route through the mid-1840s. The New Santa Fe Trail segment is also part of a Santa Fe Trail feeder route that extended south along what is now Wornall Road from Westport, connecting to the old Santa Fe Trail route approximately 0.6 miles to the east-northeast of the nominated property. The swales are an example of the "Historic Trail" property type as identified in the "Historic Resources of the Santa Fe Trail" Multiple Property Documentation Form, and is associated with the historic contexts International Trade on the Mexican Road, 1821 to 1846; The Mexican War and the Santa Fe Trail, 1846-48; Expanding National Trade on the Santa Fe Trail, 1848-1861, and the Effects of the Civil War on the Santa Fe Trail, 1861 to 1865. Begun as a trade route, by the early 1840s Missouri's segment of the Santa Fe Trail also became a gathering place for western emigrants seeking better lives in the "Far West," notably Oregon and points in between. This well-established route also became a favorite starting point for gold seekers racing to California beginning in 1849, though its predominance was fading by the 1850s when steamboats and trains were moving emigrants and traders farther west and north of Independence. The period of significance for the trail swale is 1821 to c. 1860, the date of the start of the Santa Fe Trail through the approximate period when hostilities along the Missouri-Kansas border prior to the Civil War disrupted trade along this portion of the route.

Historic Background:

The Path of the Santa Fe, Oregon and California Trails through Jackson County

The New Santa Fe Trail Swales may date to the beginning of the Santa Fe Trail in 1821 and are located on a path heavily used after the official survey of the trail (1825-1827), and the 1830s when Independence was established and became a major outfitter for western travel. Settlement of the land in what is now Jackson County was somewhat delayed due to Osage Indian land claims in the western half of the county (not resolved until 1825), designation of federal and state seminary lands not offered for public sale, and the general attitude that the prairie lands that covered much of the county were not suitable for agriculture. This allowed traders to forge their own path through the region with few objections from land owners. As noted in the 1881 *History of Jackson County,* "The route may be said to have been fairly inaugurated that year [1822], and the route so far determined that substantially the same trail was followed for many subsequent years."[3]

[3]Union Historical Company. *The History of Jackson County, Missouri*. Kansas City: Birdall, Williams & Co., 1881, p. 391.

Though the general path of the Santa Fe Trail may have been set early, for the first 20 years or so of its use, it was a trail forged by traders rather than an improved road established by local or state government. One of the earliest maps of the Santa Fe Trail, the results of the 1825-27 federal survey, shows the trail starting at Ft. Osage in northeastern Jackson County. From the fort, the path cuts west-southwest roughly to the current location of Independence, then south-southwest through the prairie between the Big Blue and Little Blue rivers. The surveyed path then cuts southwest across the Little Blue to the Missouri border, roughly at the historic location of New Santa Fe (see figure 2). The scale of this map does not allow for pinpointing the exact route. However, later government surveys of Jackson County, conducted in preparation for public land sales, provide a more reliable if not exact indication of the trail's route.

Jackson County's townships were surveyed over a twenty year time span by different surveyors. The location of roads is indicated on some township survey maps but not on others, allowing historians to trace with some accuracy the path of the trail through parts of Jackson County and provide educated guesses for unmarked sections. The 85th and Manchester trail segment is located in Section 19 of Township 48N, Range 32W. William Miller surveyed this township in July and August 1843, and indicated the path of the "Road to Santa Fe."[4] The map, again not drawn to a scale to allow for exact placement of the Santa Fe Trail, shows the path cutting through Section 19 at or very near the 85th and Manchester trail site (see figure 3).

This portion of Jackson County has become heavily developed in the past 75 years, obliterating many of the historic trail swales and associated resources. However, there are a handful of extant trail swales and trail-related historic sites/green spaces between Independence and the Missouri border. Using these sites and historic maps, one can "connect the dots" to get a sense of the historic path of the trail (see figure 4). Extant Santa Fe Trail related sites in Jackson County between Independence and the Missouri border include but are not limited to:

1. Independence Courthouse Square, Independence
2. Santa Fe Trail – Santa Fe Trail Park, Independence Trail Segments, Santa Fe Rd., Independence, listed in the National Register of Historic Places on April 21, 1994
3. Rice-Tremonti House, 8801 E 66th St., Raytown, listed in the National Register of Historic Places on March 2, 1979
4. Cave Spring, 7100 Blue Ridge Extension, Kansas City, listed in the National Register on August 10, 1978 (no evident trail swales)
5. Trail Swales, 85th and Manchester, Kansas City
6. Three Trails Greenway-Bannister Mall Segment, north side of E. Bannister Road between Interstate 435 and Hillcrest Road., Kansas City (green space, no ruts or swales visible)
7. Hart Grove Campground in Marion Park, southeast of the corner of U.S. Highway 71 (Bruce R. Watkins Drive) and East Bannister Road, Kansas City

[4] Dean Earl Wood. *The Old Santa Fe Trail from the Missouri River.* Kansas City: E.L. Mendenhall, Inc., 1951.

8. Santa Fe Trail-Minor Park Segment, Red Bridge Rd. E of jct. with Holmes Rd., Kansas City, listed in the National Register of Historic Places on June 30, 1994
9. New Santa Fe "Three Trails" trail segment and New Santa Fe Cemetery, intersection of West Santa Fe and Madison Ave., Kansas City

From Missouri's border, traders and emigrants traveled west and southwest into Kansas Territory toward the current location of Garner, Kansas.

Santa Fe Trail and Oregon-California Trail National Context Overview

The New Santa Fe Trail Swales were part of three significant western trails. First, as a part of the Santa Fe Trail, the site is nationally significant primarily as an outlet for trade and commerce both for the United States and for Mexico. The trail through Jackson County became a gathering and outfitting point for western trade—a place were manufactured goods from Europe and the eastern United States could be offloaded in preparation for shipment farther west, and where Mexican silver, wool and other goods could be distributed via the Missouri and other rivers to eastern markets.[5] Missouri's segment of the trail, then, forms an important transition point along the international trade route. The significance of the Santa Fe Trail and Missouri as an important outfitter and distribution point for the Santa Fe trade is outlined in the Multiple Property Documentation Form, "Historic Resources of the Santa Fe Trail." Currently, there is no Multiple Property Documentation Form outlining the significance of the Oregon and California trails nor their associated property types. However, Congress designated both the Oregon and California trails as National Historic Trails, lending credence to their national significance. Both are sited as significant for their roles in western migration and settlement, and the development of transportation and communication corridors.[6]

The Oregon Trail is considered the "harbinger of America's westward expansion and the core of one of the largest and longest mass migrations in U.S. history."[7] Though fur traders had been forging trails west to the Rocky Mountains and the Pacific Northwest since the late 18th century, the area did not attract significant permanent settlement until the 1840s. Early expeditions of missionaries and settlers to the "Far West," such as Marcus Whitman and Henry Spalding's journey with their wives to Oregon in 1836 made emigration of such a long distance—with women and by wagon, seem viable.[8] The writings and correspondence of these early

[5] Joseph J. Gallagher, et al. *Historic Resources of the Santa Fe Trail. 1821-1880.* National Register of Historic Places Multiple Property Documentation Form, 1994, Section E, p. 6.
[6] National Trails Intermountain Region & Harpers Ferry Center Interpretive Planning. *Oregon, California, Mormon Pioneer, and Pony Express National Historic Trails Long-Range Interpretive Plan.* National Park Service, August 2010, p. 203.
[7] *Comprehensive Management and Use Plan/Final Environmental Impact Statement: California National Historic Trail, Pony Express National Historic Trail/Management and Use Plan Update/Final Environmental Impact Statement: Oregon National Historic Trail, Mormon Pioneer National Historic Trail.* United States Department of Interior, National Park Service, June 1999, p. 33.
[8] David Dary. *The Oregon Trail: An American Saga.* New York: Alfred A. Knopf, 2004, p. 61.

missionaries, and reports made for the government by military expeditions led by the likes of Lt. Charles Wilkes, also outlined the economic benefits of the Oregon Country.[9] Reports, sometimes exaggerated, of the richness of the Pacific Coast attracted emigrants disillusioned by economic crises such as the Panic of 1837. Increased tension between the United States and Great Britain over the Oregon Country[10] in the 1840s also encouraged emigration to the Northwest as politicians sought to strengthen land claims by encouraging immigration and occupation of the territory. By 1846, when the United States and Great Britain settled the border dispute in the Northwest, Oregon's Willamette Valley claimed more than 5,000 settlers.[11]

Like early emigrants to Oregon, those moving to California before c. 1848 were by and large families seeking permanent homes. For much of the journey west, emigrants to California traversed the same ground as those heading to the Oregon Country. Feeder trails from Independence, Westport and other Missouri River crossings combined into a generally preferred trail route through much of present day Nebraska and Wyoming. In Western Wyoming, the trails split into myriad paths to various designations. The nature of emigration to California changed with the discovery of gold in 1848. Though families desiring a permanent home still trekked to California, the majority of travelers were "49ers" seeking to make their fortune in the gold fields before returning home to the East and Midwest.[12]

Between c. 1840 and 1860 approximate 500,000 emigrants crossed and settled the Trans-Mississippi West, traveling predominantly along all or portions of the Oregon and California trails. The influx of settlers influenced American politics, undermined relations with American Indian groups, and helped forge the American identity. The experiences of Western emigrants have "become a part of our national heritage and inspired a romantic movement in art, literature, and cinema that has had an enormous effect on American popular culture."[13]

Missouri and the Oregon-California Trail

Trade, notably during the 1820s and 1830s, was a primary motivator for travel west, but adventurers, health seekers, and emigrants also followed western trail routes. Emigration became increasingly important along the Missouri segment of the Santa Fe Trail as the Oregon Country began to attract American settlement. British and American commercial interests in the Northwest, notably the lucrative fur trade, attracted transient settlement to the Oregon country in the first quarter of the 19th century. Protestant and Catholic missionaries began making inroads into the region in the 1830s, but as the border dispute heated between the United States and Great Britain in the 1840s, so too did American emigration to the region. Occupation was thought by some to be one way to settle the "Oregon Question."

[9] Ibid., p. 71.
[10] The "Oregon country" included the present states of Oregon, Washington, and Idaho, portions of western Montana and Wyoming, and a large section of British Columbia.
[11] *Comprehensive Management and Use Plan*, 33.
[12] Ibid.
[13] Ibid., 31

Missourians, notably its congressional delegation, were strong proponents of American settlement and business development in the Oregon country. Thomas Hart Benton began studying the Oregon question while editor of the St. Louis *Enquirer.* In response to debate over the treaty of joint occupation of the territory with Great Britain in 1818, Benton wrote of his fear that the extension of the treaty would only secure Britain's claim to the Oregon country. Benton took his concerns to Congress when elected to the Senate in 1820, introducing numerous bills and resolutions to establish Oregon as a territory of the United States.[14] Benton mentored Lewis F. Linn when the physician was appointed to fill a vacant senatorial seat for Missouri in 1833. With Benton's support Linn, who would later be called the "Father of Oregon" by some historians, became the most vocal proponent of the United States' claim to the Oregon country. In his ten years in the Senate, Linn sponsored innumerable bills and resolutions to confirm these claims. Among Linn's most popular proposals was a land donation clause that would give American men in Oregon 640 acres of land, plus additional quarter sections (160 acres) for the wife and each child under age 18 emigrating with the family.[15] Linn's proposals were extensively debated during the 1842-43 Congressional session, and his bill was passed by the Senate in a 24-22 vote in February 1843. The measure, however, failed to pass in the House.[16]

The failure of Linn's bill did not dampen "Oregon Fever." In fact the Senate's support of the bill, notably the land donation clause, encouraged many Americans to prepare for the trek west. One Missouri farmer was purported to say to his family,

> Out in Oregon I can get me a square mile of land. And a quarter section for each of you all. Dad burn me, I am done with this country. Winters it's frost and snow to freeze a body; summers the overflow from Old Muddy [the Missouri River] drowns half my acres; taxes take the yield of them that's left. What say, Maw, it's God's country.[17]

The above quote may have been more propaganda than truth, but other emigrants did begin the move west with free land in mind. Peter Burnett, a Missourian who emigrated to Oregon in 1843 and later became Governor of California, noted in his memoirs that he was encouraged to go because of general support for Linn's Oregon bill and its land donation provisions.[18] Writing from St. Joseph, Missouri in 1844, another emigrant noted that, "Well, The Donation Bill passed

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[14] William A. Hansen. "Thomas Hart Benton and the Oregon Question." *Missouri Historical Review* 63, July 1969, p. 489-49.
[15] Michael B. Husband. "Senator Lewis F. Linn and the Oregon Question." *Missouri Historical Review* 66, October 1971, p. 13.
[16] Ibid., 16.
[17] Ibid., 16.
[18] Ibid. Burnett was a vocal supporter of Oregon emigration. The *Annals of Platte County* [Missouri] notes that on February 27, 1843, "Peter H. Burnett spoke at the court-house on the Oregon question, and advocated emigration thither." In June of that year, a contingency of Oregon emigrants gathered in Westport and elected Burnett as captain of the wagon train. William M. Paxton, *The Annals of Platte County*. Kansas City: Hudson-Kimberly Publishing, 1897, pp. 52, 54.

the Senate, but failed to reach a vote in the house, but I believe that, or a law like it, will pass, and I am going to Oregon anyhow."[19]

Large emigrant trains left for Oregon in 1843 (the Great Migration) and 1844, despite uncertainties about either land grants and even a firm United States claim on the property. In the United States, three general factions arose: a faction opposed to claiming Oregon and upsetting the delicate relationship between the United States and Great Britain, one supporting claiming Oregon for the United States to its full extent (to 54°40'), and a more moderate group seeking a compromise that would claim a portion of the Oregon country, but define its boundary at the 49th parallel. Missouri's congressional delegation was in full support of claiming Oregon, but differed on its division. Missouri at large was of the "fifty-four-forty or fight" persuasion. However, after Lewis Linn's untimely death in 1843, Benton once again took a major role in settling the Oregon question. Based on a long-term study of United States settlement and business concerns in Oregon, Benton thought that the United States could only justify claiming north to the 49th parallel, the same boundary drawn between United States and British claims in the Rocky Mountains. Benton assisted in the negotiations between the claimants to the Oregon territory, and a treaty drawing the boundary between United States and British holdings at the 49th parallel was ratified in June of 1846.[20] Four years later, in 1850, Congress passed the Donation Land Act through which Oregon settlers could also, finally, claim their free 640 acre tracts.

Many a Missouri resident took the leap and emigrated to Oregon in the 1840s. Political support for Oregon land claims and settlement was driven by commercial interests. Missouri businessmen had long known the profitability of international trade via the Santa Fe Trail. Oregon territory and California offered additional outlets for goods from the United States and Europe and backers hoped that trade would potentially open to Asia and the Pacific islands. Even before the boundary settlement, Missourians were ready for the trials of the trail to Oregon well-armed by their experiences in the Southwest. In his speech to the House of Representatives in January 1846, Rep. Leonard Sims of Missouri boastfully claimed that:

> It has been said that the route to Oregon was impracticable; that it is beset with dangerous enemies, and that we could not send troops to Oregon, nor provisions to feed them. Now, sir, we of Missouri can fit out ten thousand wagon loads of provisions for Oregon at any time, and ten thousand wagon boys to drive them, who, with their wagon whips, can beat and drive off all the British and Indians that they find in their way.[21]

Ten thousand wagons called up "at any time" was likely a stretch, even for Missouri. However, by the time that emigration to Oregon and California began in earnest in the 1840s, Missourians

[19] Husband, 19.
[20] Hansen, p. 495.
[21] *Speech of Mr. Leonard H. Sims, of Missouri, on the Oregon Question.* Washington: J and G. S. Gideon, 1846, p. 12.

had over 20 years of experience outfitting western traders and emigrants and dispersing western goods to the East Coast. River towns such as Arrow Rock and Boonville were equipped to handle large amounts of goods and had the industries, such as wagon and harness making and blacksmithing, to service overland traders. Towns farther west, such as Independence, also had a long-term reputation as outfitters and suppliers.

Jackson County and Santa Fe, Oregon and California Trails

Historians generally recognize William Becknell's foray from near Franklin, Howard County, Missouri to Santa Fe in 1821 as the opening of the Santa Fe trade. Becknell's success sparked a fire in the state's merchants and in its Congressional delegation. Missouri politicians such as Senator Thomas Hart Benton brought the trail and trade to national attention by winning legislative support and funding for the survey of the Santa Fe Trail. The survey, led by George C. Sibley in 1825-27, did not establish the route of the trail—something already well-marked by several years of open international trade—but succeeded in both promoting the trail and winning concessions from numerous American Indian tribes through whose land the trail passed.[22]

Just as the opening of the Santa Fe trade coincided with Missouri's statehood, the completion of Sibley's survey marked the beginning of an important period in Jackson County's history. Sibley's survey officially began and ended at Fort Osage, located on the Missouri River in the northeastern corner of what is now Jackson County. Though Fort Osage was never a significant trailhead for the Santa Fe trade, the completion of the survey occurred at a critical point in Jackson County's development. A treaty of 1825 in which the Osage relinquished land claims in western Missouri opened the region for settlement.[23] Within two years the population was sufficient to warrant the creation of a new county in late 1826. The following year, local representatives established Independence as the county seat.

Growing population and ever-advancing steamboats up the Missouri River brought increased attention to Jackson County and its natural riverboat landing sites. By landing merchandise along the Missouri River banks in Jackson County, Santa Fe traders could shave approximately 100 miles and several days of hard overland travel off the trip to and from Santa Fe and points beyond compared to more easterly trailheads such as Franklin or Arrow Rock. Settlers in Jackson County's new county seat took advantage of its location near two riverboat landings to create businesses to service the trade. Saddlers, harness and wagon makers, blacksmiths, and others soon built Independence into a thriving town and, by c. 1832, the leading outfitter for the Santa Fe trade.

County histories note that the location of Independence did not comply with the Missouri General Assembly's dictate that the county seat be located within three miles of the center of

[22] Gallagher, et al, Section E, p. 15.
[23] Charles P. Deatherage. *Early History of Greater Kansas City Missouri and Kansas.* Vo. 1. Kansas City: s.p., 1927, p. 205.

the county. Historian Charles Deatherage attributes the town's location to the population, largely concentrated in the forested northern tier of the county, and to the general attitude that the prairie lands in the southern two-thirds of the county were unsuitable for agriculture.[24] Population centers likely played a key role, but the well-established Santa Fe Trail path may have also influenced the location. Independence is located near where the path of the trail turned south to enter a wide swath of prairie between the Big Blue and Little Blue rivers. The accessibility to Missouri River landings, crossings of the two "Blue" rivers, and its proximity to the Santa Fe Trail soon launched Independence into the forefront of the international trade route.

From c. 1832 to c. 1850, Independence was said by some to have "had whole command of this [Santa Fe] great trade."[25] Even as riverboat landings and trading points west of Independence, such as Chouteau's Warehouse, Westport and Westport Landing (later Kansas City), grew, Independence remained a significant trailhead and outfitter. As early as 1834 Santa Fe Traders were finding winter accommodations around Westport, and were on- and offloading goods at Chouteau's fur trading warehouse.[26] However in these early years, Westport had not developed enough industry to outfit traders with the wagons, harnesses, and other equipment needed on the trail west. As described by trail historian Dean Wood (using modern road references),

> This meant that traders returning in the fall pastured their teams 7 miles or more north of New Santa Fe; via New Santa Fe and Wornall Road, or via the Gardner-Overland Park route across State Line at 70th Street. Either route was available to them, to reach the great camping ground along Wornall Road. When spring came, they hitched up and took their wagons to Independence on Westport Road, and thence to Blue Mills Landing. Loading their freight off of the steamboats there, they set out for Santa Fe on the old Santa Fe Trail through Independence and New Santa Fe.

Flooding Chouteau's Warehouse/landing in the 1820s and 1830s, which did not affect Blue Mills Landing downstream from Independence, retarded the popularity of Chouteau's landing and Westport as a major Santa Fe Trail trailhead for a time. By the 1840s, the natural stone landing at Westport Landing and the development of the Town of Kansas (later Kansas City) adjacent to the landing site launched Westport and Kansas City into the forefront of the Santa Fe trade and outfitting industry. Several sources, however, note that outfitting was equally split between Independence and Kansas City at least through the end of the 1840s. Frances Parkman's 1843 description of his trip to Oregon seems to support Independence's continuing popularity. Parkman wrote that after leaving St. Louis by steamboat:

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[24] Ibid., p. 212.
[25] C.C. Spalding. *Annals of the City of Kansas.* Kansas City: Van Horn and Abeels's Printing House, 1858. Republished, Columbia, MO: Frank Glenn Publishing Co. and E.W. Stephens Co., 1950, p. 32.
[26] Wood, 27.

> In five or six days we began to see signs of the great western movement that was taking place. Parties of emigrants, with their tents and wagons, were encamped on open spots near the bank, on their way to the common rendezvous at Independence.

Parkman goes on to describe the mix of people heading toward or from Independence including Spaniards "attached to one of the Santa Fe companies," "French hunters from the mountains," and a representative of "that race of relentless and intrepid pioneers" heading west to Oregon.[27] So, as preparations for the Great Migration to Oregon culminated in 1843, Independence remained an important site to equip and organize wagon trains. From Independence, emigrants could take the road west to Westport and beyond or travel the old Santa Fe Trail route southwest into Kansas near New Santa Fe.

Those traveling the old Santa Fe route southwest through Jackson County had both a well-established track and, until the late 1840s, few landowners to protest their crossing. The original Santa Fe Trail route passed through what historians of Jackson County called the "lost townships." The geographic townships were called "lost" because the original surveyor neglected to map section lines in the area. According to county histories, the excuse provided was that the land was prairie and "it would not pay to bring it to market." Purportedly the surveyor also claimed that in attempting to run lines through the townships "some powerful magnet so influenced the compass as to make survey impossible." A more colorful account notes that the surveyor met with the owner of a still, and having imbibed too much, lost his hat and field notes, both of which were apparently eaten by a hungry sow.[28] Township 47N, Range 33W, where the New Santa Fe "Three Trails" Segment is located, was not surveyed for land sale until the summer of 1843.

Lack of survey may have delayed development in southwestern Jackson County, but the well-established Santa Fe Trail route likely drew squatters who staked their claim in anticipation of official land sales.[29] This is evidenced by the fact that the political township that includes New Santa Fe was organized in February 1836, several years before some sections of the township had been surveyed or offered for public sale.[30] By the 1843 survey, there were also numerous houses and farm fields identified, notably in areas within ½ to 1 mile of the Santa Fe Trail and the Harrisonville to Independence Road (see figure 2). There were some advantages to the delay in land survey. Early survey maps of Jackson County's townships lack road references. However, those surveyed in later years include major roads and pathways.

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[27] Francis Parkman. *The Oregon Trail: Sketches of Prairie & Rocky Mountain Life.* 4th ed. Boston: Little, Brown and Company, 1872, p. 3.
[28] Union Historical Company, p. 104.
[29] Ronald Becher. "Whatever Happened to Fitzhugh's Mill? Rendezvous Point for the Great Migration of 1843." *Overland Journal*, Vol. 9, No. 4, 1991, p. 3.
[30] Ibid., p. 357. The boundaries of Washington Township were reduced twice after initial organization, in 1860 and 1872.

Land survey and public land sales on the prairie land southwest of Independence in the 1840s hastened the closure of the Independence to New Santa Fe segment of the Santa Fe, California and Oregon trails. Increased trade and outfitting enterprises in Westport and Kansas City had already reduced traffic on the route, as the roads between Independence and Westport and from Westport due south to New Santa Fe (now Wornall Road) became more popular and improved in the 1830s through 1850s. The settlement of southern Jackson County, however, is counted as the end of the Independence to New Santa Fe route by 1856. As described by the 1881 *History of Jackson County*:

> The Santa Fe and Chihuahua traders continued to make this [Independence] their place of outfit and departure until 1856, at which time the prairie country between here and the State line, became so attractive that the lands were inclosed [sic] into farms and the roads turned into by-lanes so crooked that the traders were disheartened with the trouble and expense attendant on their trips to the line.[31]

The New Santa Fe "Three Trails" Trail Swales have the distinction of being part of two feeder trails of the Santa Fe, Oregon, and California trails. As noted above, its longest association is with the original route of the Santa Fe trail, leading from northeastern Jackson County, through Independence, then south southwest to the Missouri border. The trail swales were also connected north toward Westport on today's Wornall Road. Wornall Road and the old Santa Fe Trail route connect approximately 0.6 miles east-northeast of the swales. As the prairie lands south of Westport became a popular camping ground and winter pasturage for Santa Fe traders, the area around New Santa Fe also became a place where traders returning from Santa Fe could split, moving unneeded livestock and wagons north toward Westport and take merchandise up the old Santa Fe route to Independence.

The significance of the New Santa Fe to Westport connection is more difficult to establish than the original route. Though Santa Fe traders were wintering south of Westport and roads north and west of Westport were well-established by the mid-1830s, roads running south of Westport were not mapped or surveyed. For example, while the 1843 survey map of Township 47N, Range 33 W clearly shows both the road "From Santa Fe to Independence" and that "From Harrisonville to Independence," there is no indication of a road heading due north toward Westport (see figure 2). Also, by the late 1830s and early 1840s, traders and emigrants had an increasing number of choices for equipping and for leaving/entering the state. In his book researching and documenting Santa Fe Trail routes from the Missouri River through Jackson County, Dean Wood wrote:

> When the returning traders reached the present location of Gardner, Kansas, they had a choice of routes to said camping ground [south of Westport] for the teams and wagons they did not want to take on with them to Independence. One route was northeastward on the long ridge through Olathe and Overland Park of today, thence on the ridge

[31] Union Historical Company, p. 644.

> across state line at about 70th Street . . . The other route was to continue on the original Trail as far as New Santa Fe at State Line, and thence up Wornall Road about 6 miles. . . . Since there was a settlement at New Santa Fe in Missouri, and none whatsoever at Gardner, then Indian country, the second route offered a convenient point to separate the teams and wagons going directly to pasture for winter, or going on to Westport or Chouteau's warehouse on the river . . . [32]

The route from what later became Gardner angling several miles to the north of New Santa Fe may have been the more popular route, despite Wood's comments on settlement around New Santa Fe. New Santa Fe was platted in 1851, and by this time the Jackson Count Court had already required that what is now Wornall Road be improved north of present-day W. 103rd Street (August term 1846).[33] The quality or existence of this road south of this point to intersect with the old Santa Fe Trail is unknown. By 1856, however, the town of New Santa Fe was large enough to warrant additional road improvements. That year, the Jackson County Court referred to Wornall Road as "the road to New Santa Fe from Westport."[34]

In the 1840s and 1850s, the land north of New Santa Fe was becoming more settled and was attracting those closely associated with western trade. Both Jim Bridger and his partner Louis Vasquez (both of Fort Bridger fame) purchased farms along Wornall Road in the 1850s. Notably, both men also purchased lots in New Santa Fe in 1853, though both sold the town lots to other investors in 1854.[35] In 1855, Alexander Majors moved his family, and the corrals where he stabled the stock used in his freighting businesses, to land between Wornall Road and the state line. Majors is credited with improving State Line Road between his farm and New Santa Fe before moving his family to Nebraska City in 1858.[36]

That land between Westport and New Santa Fe was attracting investment by families associated with the Santa Fe trade and Oregon and California Trails seems to support the growing importance of western Jackson County to western commerce and migration. Much of this investment, however, was occurring several miles north of New Santa Fe. The "big names" in western trail history may have preferred land near Westport, but a handful of land owners in the immediate vicinity of the New Santa Fe "Three Trails" Trail segment are connected with western trade and travel. For example, in March 1848 Duke W. Simpson, James M. Hunter and John Fitzhugh received a land patent for the N ½ of lot/tract 2, the north ½ of lot/tract 1 and the south ½ of lot/tract in Section 7, Township 47 N, Range 33 W.[37] This land is immediately adjacent to the property that Dabney Lipscomb platted as New Santa Fe in 1851. Both

[32] Wood, p. 237.
[33] 103rd Street is approximately 3 miles north of the New Santa Fe Trail Swales. Ibid., p. 57.
[34] Ibid., p. 34.
[35] Wood, pp. 245-246.
[36] Wood, p. 86; Martha Kusiak, "Alexander Majors House, 8145 State Line Rd., Kansas City (also located in Johnson County, KS)," National Register of Historic Places Nomination Form, 1970.
[37] It is very likely that the three purchased the property months or years prior to the issuance of the land patent, as land patents at times took several years to process.

Simpson and Hunter were identified as being "among the old families living in Westport."[38] James Hunter was an early saddler in Westport and, later, a successful merchant achieving some of his success from a partnership with Simpson. The firm of Simpson & Hunter traded with the Delaware and Kaw Indians, and was licensed to trade with the Potawatomie, all of which had land in eastern Kansas.[39] Simpson & Hunter also had earlier business dealings with John Fitzhugh, purchasing what is often referred to as Watt's Mill and surrounding property from him in 1842 (the historic location of Watt's Mill is approximately 2 to 2 ½ miles due north of New Santa Fe).[40]

As noted above, Dabney Lipscomb also purchased land immediately adjacent to the Santa Fe Trail and bordering the Simpson-Hunter-Fitzhugh property. Lipscomb and Simpson were connected through family ties, as Duke Simpson married Lipscomb's sister Louisa, and Lipscomb was married to a Susan Simpson, likely a relative of Duke.[41] Though listed as a "farmer" in the 1850 census, Lipscomb may have been more directly associated with western trade through his connection to Duke Simpson. He certainly tried to capitalize on the traffic along the trail and the increasing population of southwestern Jackson County when he platted the town of New Santa Fe in 1851.

Other nearby property owners also made a name for themselves on the western trails. John Bartleson, who helped lead the first wagon train to California in 1841, is an excellent example involved with the formation and the settlement of Jackson County near New Santa Fe. Bartleson came to western Missouri at a young age, purchasing property in Clay County (just north of Jackson) in the late 1810s and early 1820s.[42] In 1827, Bartleson was one of three men charged with locating a county seat for the newly formed Jackson County.[43] Bartleson had moved to southern Jackson County (on the Jackson/Cass County line) by c. 1840, receiving land patents for the property in 1848. He is noted as one of the early settlers of Washington Township living "six miles southwest of Hickman's Mills."[44] Bartleson had another footnote in history for his travels in the West. The *History of Jackson County* noted:

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[38] Carrie Westlake Whitney. *Kansas City: Its History and Its People, 1808-1908*, Vol. 1. Chicago: The S. J. Clarke Publishing Co., 1908, pp. 56, 59.
[39] James Levi King. *History of Shawnee County, Kansas.* Chicago: Richmond & Arnold, 1905, p. 557. Published online by Internet Archive at: http://www.archive.org/details/cu31924028875636.
[40] Becher, p. 5.
[41] "The Lipscomb Burying Ground." *Public Member Stories*. Ancestry.com, accessed. October 7, 2011.
[42] John Bartleson and his brother Andrew received land patents for approximately 400 acres in Clay County between 1823-25, likely purchased years or months before the issuance of the patent. Land Patent Search, General Land Office Records, U.S. Department of Interior, Bureau of Land Management, http://www.glorecords.blm.gov/.
[43] Union Historical Company. *The History of Jackson County*. Kansas City: Union Historical Company, 1881, p. 103. Published online at: http://books.google.com.
[44] Ibid., p. 359.The location description fits the property for which Bartleson held land patents in Sections 32 and 33 of Township 47N, Range 33W. This property is also approximately 3.5 to 4 miles south southeast of New Santa Fe.

> In the winter of 1847-8 the California excitement sprang up, but previous to this a few of our citizens of border life proclivities, and having tasted the sweets of said life, longed to know more of the vast region lying beyond the Sierra Nevadas. Lewis Jones, John Bartleson, L. W. Boggs, Major Hickman and others, fitted out an expedition, safely crossing the barrier, and returned with favorable reports of the goodly land beyond—little dreaming of the immense wealth hidden away in its fields, and so soon to be developed and made attractive to thousands.[45]

The expedition likely refers to the Bartleson-Bidwell Party organized by the Western Emigration Society for emigration to California in 1841. The expedition is purportedly the first organized group to attempt the Missouri-to-California crossing by wagon.[46] Bartleson was nominally the leader of the wagon train, but Bidwell is recognized for his leadership of the party. Bidwell's diary of the journey was published by a friend in Missouri and widely read by later emigrants to California.

Conclusion:

The significance of the Santa Fe Trail has been well documented, as has Jackson County's role in the Santa Fe trade and western migration. Due to exponential growth of the Kansas City Metro area in the late 19th and 20th centuries few local physical remnants of these trails exist. Commercial buildings and homes of traders have been replaced and historic trail swales graded for new construction or paved roadways. Modern development, however, has spared some significant buildings and sites. The New Santa Fe "Three Trails" Trail Segment has been spared from modern development and protected, in part, by the designation of a burial ground in c. 1880. The cemetery, a non-contributing resource in this nomination, may have some historical importance not related to the trail. It is the last remnant of the town of New Santa Fe. It also contains the grave of town founder, Dabney Lipscomb, whose body was moved to the cemetery in 1933 when all the burials on the family farm were disinterred and the remains moved to other cemeteries.

The segment likely dates to the earliest period of the Santa Fe Trail, 1821. Its general path through Jackson County is shown on John Brown's 1825 survey map of the Santa Fe Trail. The scale of this map is too large for precise measurement, but the line is generally drawn at a south southwest path from Fort Osage (Sibley) to the Missouri border, roughly where these trail swales are located. The 1843 survey map of the township further confirms the location of the trail, exiting the county near the southwest corner of Section 7, very near the New Santa Fe "Three Trails" Trail Segment. The trail segment, as part of the Santa Fe and later Oregon and

[45] Ibid., p. 358.

[46] David L. Bigler. "Bartleson-Bidwell Party," *Utah History Encyclopedia.* Originally published by the University of Utah Press, 1994. Published online at: http://www.media.utah.edu/UHE/.

California trails, carried thousands of traders and emigrants west and many Hispanic traders east. It is also closely tied to Missourians who, like John Bartleson, traveled west for adventure and returned to promote the wonders of the West—further encouraging western emigration and the development of trade and communication routes.

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Verbal Boundary Description

The boundary encompasses land across two adjacent properties: the New Santa Fe Cemetery, and a large open lot behind a modern church building. The boundaries are as shown on the attached, scaled map of the site.

Boundary Justification

The land surrounding the New Santa Fe "Three Trails" segment has been significantly impacted by modern residential and institutional development. Prior to land development in the late 1970s to the north, south and east of the site, the trail segment may have extended in broken segments to the north northeast. Historic county atlases indicate that portions of the original trail route may have been incorporated into county roads in the late 19th century.

The boundaries are somewhat arbitrary, as it is difficult to set the boundaries of historic trail sites. The registration requirements for historic trail segments outlined in the "Historic Resources of the Santa Fe Trail" MPDF, allow for some arbitrary boundary definitions. In urban areas the MPDF allows that boundaries encompassing "the segment's length and width and a parcel of land, for example, a fifteen meter swath on either side of the rutted segment, paralleled to the trail" may be "useful in a developed urban area." Following this guideline, the boundaries for the New Santa Fe "Three Trails" Trail Segment is drawn to encompass the entire width and breadth of the identifiable trail swales and some adjacent undeveloped property. The parallel property is largely green space, or grave sites with relatively low profile stone markers. The green space protects, somewhat, the sense of the site as an open prairie.

The boundary does not include all the legal parcels of land crossed by the swale. The southern third of the property, on which a modern church building and asphalt parking lot is located, is excluded from the boundaries.

Photo Log:

The following is true for all photographs:

New Santa Fe—Santa Fe/Oregon/California Trail Segment and New Santa Fe Cemetery
Jackson County, Missouri
Photographer: Tiffany Patterson
Date of Photographs: October 2011
Location of Digital Images: Missouri State Historic Preservation Office, P.O. Box 176, Jefferson City, MO 65102

See site Plan (Figure 1) for photo angles.

1. Looking northeast, standing on south edge of swale.
2. Looking northeast from center of trail swale. Swale is the depression extending through the center of photograph between the two trees.
3. Looking north, trail swale is the depression running left to right roughly in the center.
4. Looking northeast, showing parallel depressions.
5. Looking west, showing parallel swales.
6. Looking west. Showing squared depression also on site, south of swales. Likely modern alteration for utility installation.

List of Figures:

Figure 1: Site Plan, New Santa Fe Cemetery and Trail Swale

Figure 2: Inset of 1843 Land Survey of Township 47N, Range 33W, Jackson County, Missouri

Figure 3: Portions of two maps showing location of Santa Fe Trail near the New Santa Fe "Three Trails" Trail Segment. Top map, with modern labels, shows path of the trail based on the 1844 survey of Township 47N, Range 33W. The bottom map, showing the same area in 1877, the general path of the Santa Fe along county roads is highlighted.

Figure 4: Segment of 1825 Map showing Santa Fe Route through Missouri and into Kansas. Joseph C. Brown, "The Santa Fe Route," 1825. Published online by the Library of Congress Geography and Map Division Washington, D.C. at: http://memory.loc.gov/cgi-bin/query/h?ammem/gmd:@field(NUMBER+@band(g4052s+ct000190))

Figure 5: Location map with UTM reference.

Figure 1: Site Plan, New Santa Fe "Three Trails" Trail Swales

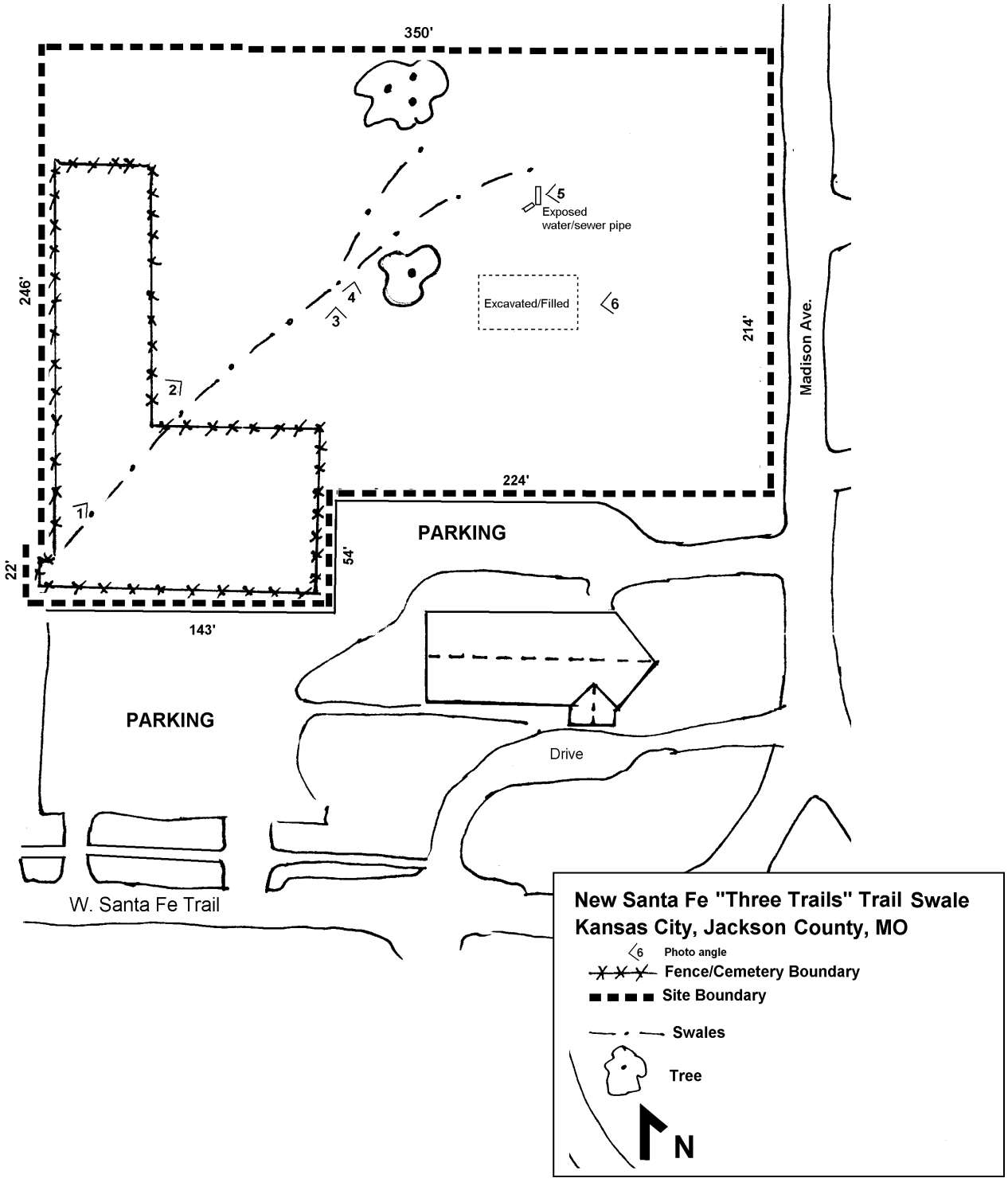
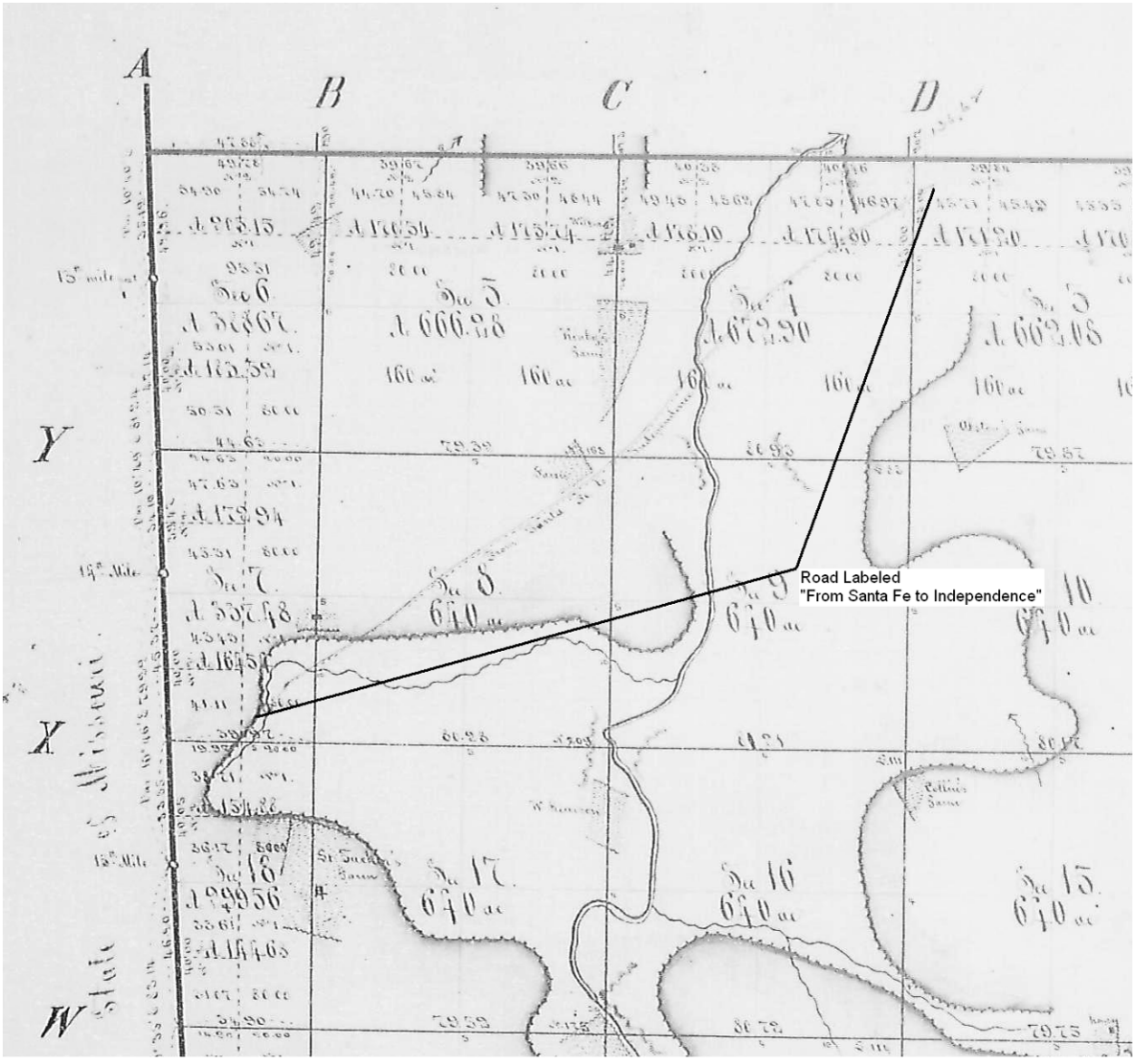


Figure 2: Inset of 1843 Land Survey of Township 47N, Range 33W, Jackson County, Missouri



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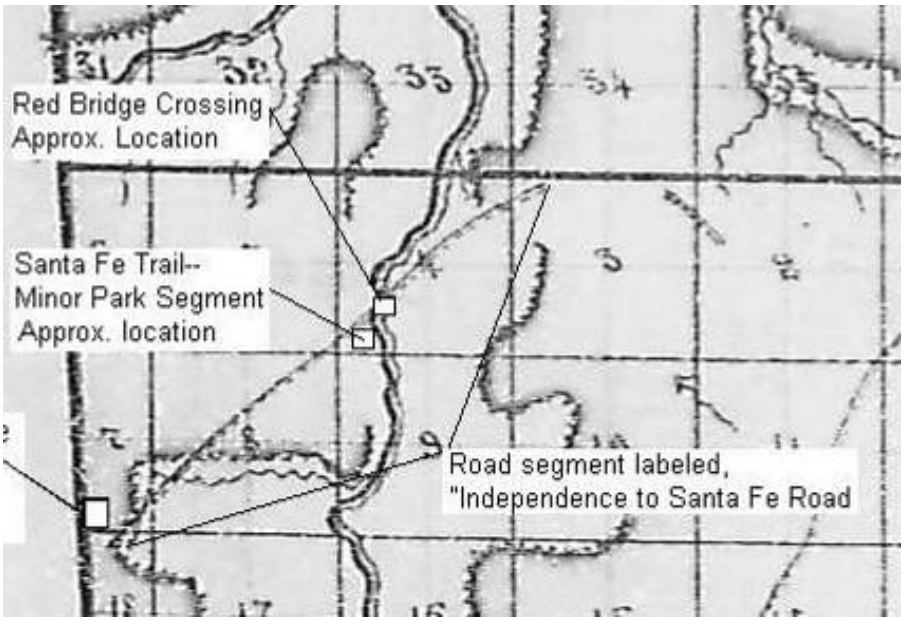


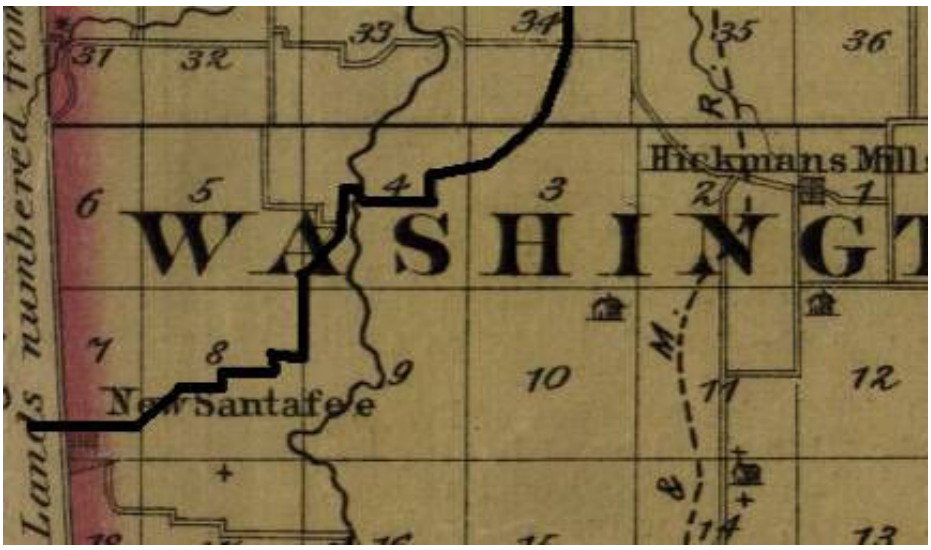
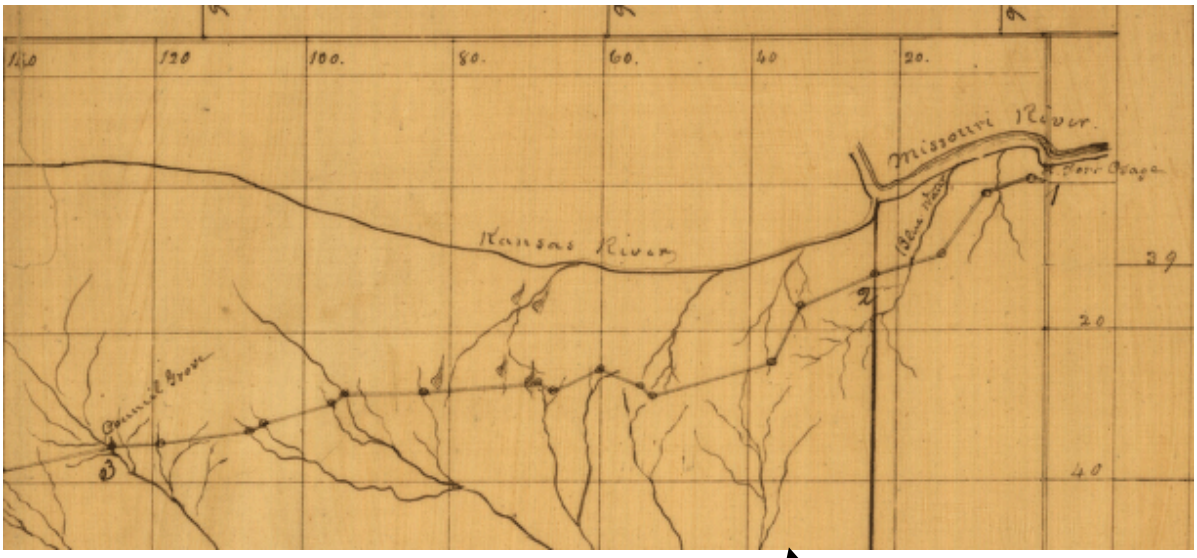


Figure 4: Segment of 1825 Map showing Santa Fe Route through Missouri and into Kansas. Joseph C. Brown, "The Santa Fe Route," 1825. Published online by the Library of Congress Geography and Map Division Washington, D.C. at: http://memory.loc.gov/cgi-bin/query/h?ammem/gmd:@field(NUMBER+@band(g4052s+ct000190))



Full Map showing segment location.

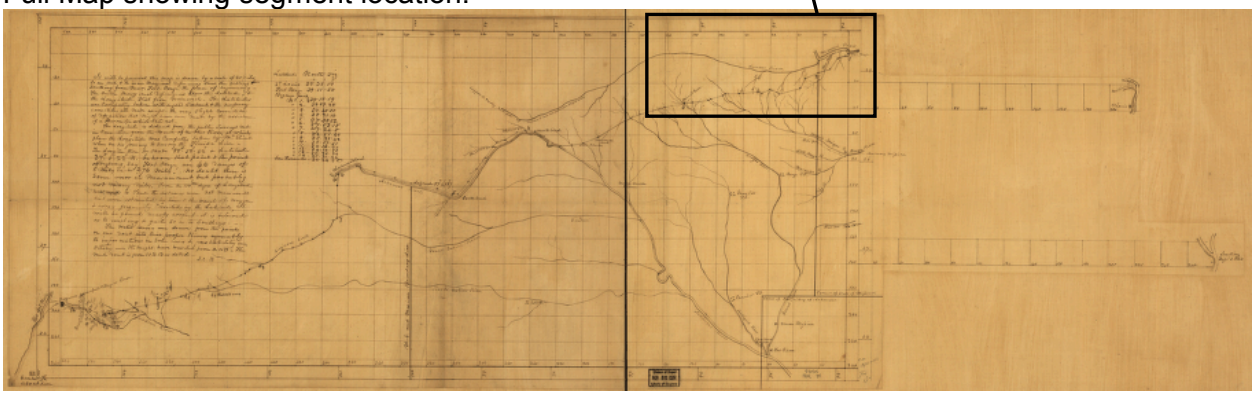
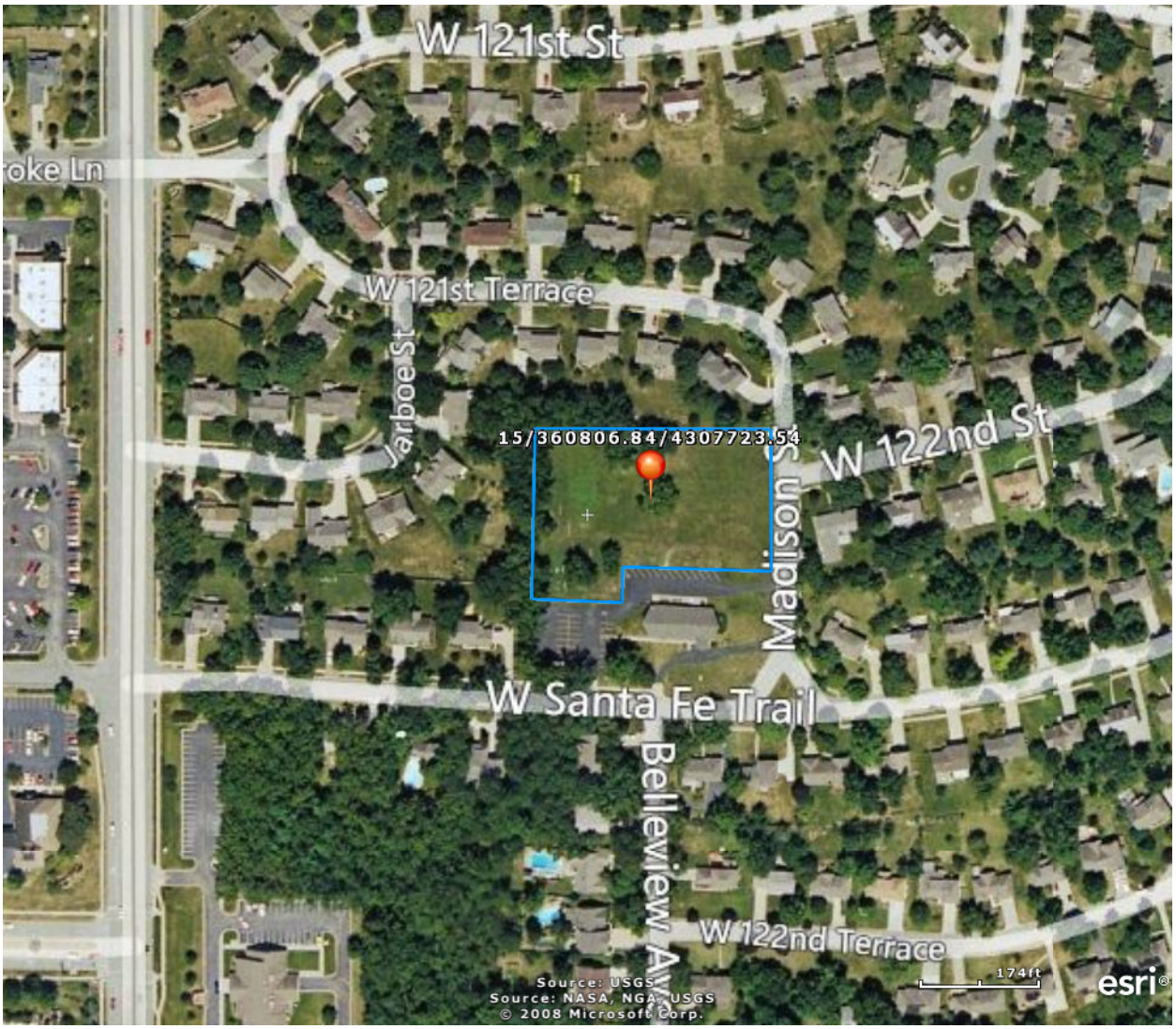


Figure 5: Location map with UTM reference.
New Santa Fe "Three Trails" Trail Swales
Kansas City, Jackson County, Missouri
Geographic Reference: NAD 1983
Center UTM Reference Point: 15/360806.84/4307723.54

Boundary outlined.