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 85th & Manchester "Three Trails" Trail Segment

other names/site number Santa Fe Trail

2. Location

street & number Northwest corner 85th and Manchester N/A not for publication

city or town Kansas City N/A vicinity

state Missouri code MO county Jackson code 095 zip code 64138

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 20, 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

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		sites
		structures
		objects
1		**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

Current Functions
(Enter categories from instructions.)

Landscape/unoccupied land

7. Description

Architectural Classification
(Enter categories from instructions.)

Other: Trail swale

Materials
(Enter categories from instructions.)

foundation: N/A
walls:
roof:
other:

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. 1856

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:

____State Historic Preservation Office
____Other State agency
____Federal agency
____Local government
____University
____Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 1.22 acres

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

	Zone	Easting	Northing		Zone	Easting	Northing
1	15	370203	4314577	3			
2				4			

Verbal Boundary Description (On continuation sheet)

Boundary Justification (On continuation sheet)

11. Form Prepared By

name/title Tiffany Patterson, National Register Coordinator
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 Cave Spring Association/Attn: Al Maddox
street & number 8701 E. Gregory Blvd. telephone 816 547-9679
city or town Kansas City, state MO zip code 64113

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 85th and Manchester "Three Trails" Trail Segment is located at the northwest corner of the intersection of 85th and Manchester in Kansas City, Jackson County, Missouri. The trail segment is historically associated with the Santa Fe, Oregon and California trails and is an example of the "Historic Trail" property type identified in the "Historic Resources of the Santa Fe Trail" Multiple Property Documentation Form. From the northeast corner of the 1.22 acre property, the swale ascends a hill at a steep grade (approximately 13%). The trail segment is identified by a deep and wide swale that diverges around a natural rock outcrop near the north central portion of the property. Near the top of the hill, the swales appear to diverge into parallel tracks. The segment is in a residential subdivision, but its setting is somewhat protected by vegetation, the size of the neighboring lots (most larger than one acre) and the low density development to the northeast (school sports fields).

Setting and description:

The 85th and Manchester "Three Trails" Trail segment was part of the Santa Fe, and later the Oregon and California trails. The segment may have been on the route of the original Santa Fe trading expedition led by William Becknell in 1821. Becknell and later expeditions roughly followed existing trails blazed by Native Americans. These trails, while often only suitable for pedestrians or horses, generally took the path of least resistance. In the area that is now Jackson County, this meant following a high ridge of prairie lands at the northeast corner of the county and passing through woodlands and forests near the current site of Independence. From Independence, the trail turned south-southwest through a broad swath of prairie between the Big Blue and Little Blue rivers (see figure 1). The trail crossed the Little Blue River near the current Red Bridge (on Red Bridge Road), and thence southwest to the Missouri border at New Santa Fe.

Jackson County's prairies presented fewer obstacles than its woodlands and river drainages, but were by no means without the occasional difficulty. The prairies of Jackson County, while generally following a high wide ridge of land, were by no means flat. The 85th and Manchester trail swales illustrate the sometimes steep and rocky nature of the state's prairie lands. According to contour lines on the USGS topographic map of the area, the high ridge followed by the Santa Fe trail peaks at approximately 1020 feet of elevation northeast of the 85th and Manchester site (roughly where the school soccer field is now located to the east of the site). On Manchester, near the northeast corner of the site, elevation abruptly drops to 970 feet along Manchester, north of the site. The land rises again toward what is now 85th Street and is roughly at 990 feet of elevation where the trail swale begins in the northeast corner of the site. From this point, the swale extends southwest, skirting two sides of a stone outcropping and crests the hill at approximately 1010 feet of elevation. The measurement along the trail swale between the low point of the site to the hill's crest is approximately 155 feet, translating into a roughly 13% grade.

The 85th and Manchester trail segment is contained within a 1.22 acre tract and is relatively short, being approximately 390 feet in length. Like the Santa Fe Trail segment in Minor Park to the southwest (National Register listed in 1994), the site well represents both the organic nature of the trail and the sometimes treacherous nature of its path. This can be seen in the skirting of the rock outcropping, rather than its removal. The steep incline and parallel tracks near the top of the hill indicate the passage of multiple wagons at any one point veering off at the top of the hill, possibly to avoid stalled wagons at the hill's crest, or to pull animals to one side for a well-deserved break.

The setting of the 85th & Manchester "Three Trails" Trail Segment has been impacted by urban residential and institutional development. The nominated trail swales were, until the development of the soccer fields to the northeast, part of a much longer trail segment that was bisected by Manchester Road, but otherwise still visible on the landscape. The property is also within a residential subdivision, and houses on large lots abut the property to the north, south and west. Despite modern development, the trail swale site feels relatively isolated. Neither 85th nor Manchester in this area are connector streets so traffic is limited. A line of trees along the western side of the property blocks the view of the houses to the west, though most of the trees on the site post-date the use of the trail and are atypical of historic prairies.

The most mitigating factor in the setting may be the topography of the site. Looking southwest from the low northeast corner of the site, where the trail swales begin, the dominant feature is the steep rise of the hill. The hill's crest blocks the view of the houses to the north (see photo 1). The rise of the land to the northeast of the site also blocks the view of the neighboring school and sports fields. The swale itself is located in and up one side of a natural bowl of land. From the low point of the hill to its crest, site lines would have historically been limited.

The 85th and Manchester "Three Trails" Trail Segment meets the registration requirements of the "Historic Trail" property type as outlined by the *Historic Resources of the Santa Fe Trail* Multiple Property Documentation Form. The setting has been somewhat compromised by modern development, but the trail segment is easily discernable by the depth and width of the swale, its divergence around a rock outcropping and its parallel tracks at the top of the hill. The swale also provides an essential sense of movement not only over a distance, but over challenging terrain.

Summary:

The 85th & Manchester "Three Trails" Trail Segment is located northwest of the intersection of 85th and Manchester in Kansas City, Jackson County, Missouri. The segment is nationally significant under National Register Criterion A in the areas of Transportation and Commerce. The trail segment, consisting of wide swale ascending a steep slope, is part of the Santa Fe Trail and the later Oregon and California emigrant trails. This trail segment likely dates to the earliest use of the trail by overland traders following existing Native American paths and traces. From a path near the Missouri River at the northeast corner of Jackson County, the Santa Fe Trail turned south-southwest onto a broad swath of prairie lands between the Big Blue and Little Blue rivers. Treeless prairies offered fewer obstacles for travelers and provided an easier, if not ideal, path accessible to wagons. Heavy use during the 1830s and 1840s wore a deep swale at the 85th and Manchester site. The swale is 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; and Expanding National Trade on the Santa Fe Trail, 1848-1865. Begun as a trade route, by the early 1840s Missouri's segment of the Santa Fe Trail also became a starting point for western emigrants seeking better lives in the "Far West," notably Oregon, California 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. 1856, the date of the start of the Santa Fe Trail through the period when settlement of the prairies south of Independence significantly altered roadways making travel difficult for the large wagons used by traders and emigrants.

Elaboration:

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

The 85th and Manchester "Three Trails" Trail segment was likely on or very close to the first path used by Santa Fe traders in 1821. 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. These factors 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."[1]

[1]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."[2] 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
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

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

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 85th and Manchester trail segment was part of three significant western trails. First, as a part of the Santa Fe Trail, it 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 where 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.[3] 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.[4]

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."[5] 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.[6] The writings and correspondence of these early 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.[7] Reports, sometimes exaggerated, of the richness of the Pacific Coast attracted emigrants disillusioned

[3] 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.
[4] 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, pp. 203.
[5] *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.
[6] David Dary. *The Oregon Trail: An American Saga.* New York: Alfred A. Knopf, 2004, p. 61.
[7] Ibid., p. 71.

by economic crises such as the Panic of 1837. Increased tension between the United States and Great Britain over the Oregon Country[8] 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.[9]

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.[10]

Between c. 1840 and 1860 approximately 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."[11]

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."

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

[8] 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.
[9] *Comprehensive Management and Use Plan*, 33.
[10] Ibid.
[11] Ibid., 31

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.[12] 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.[13] 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.[14]

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.[15]

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.[16] Writing from St. Joseph, Missouri in 1844, another emigrant noted that, "Well, The Donation Bill passed 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."[17]

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

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[12] William A. Hansen. "Thomas Hart Benton and the Oregon Question." *Missouri Historical Review* 63, July 1969, p. 489-49.
[13] Michael B. Husband. "Senator Lewis F. Linn and the Oregon Question." *Missouri Historical Review* 66, October 1971, p. 13.
[14] Ibid., 16.
[15] Ibid.
[16] 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 Barnett as captain of the wagon train. William M. Paxton, *The Annals of Platte County.* Kansas City: Hudson-Kimberly Publishing, 1897, pp. 52, 54.
[17] Husband, 19.

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.[18] 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.[19]

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 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

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

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.[20]

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.[21] 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 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.[22] 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

[20] Gallagher, et al, Section E, p. 15.
[21] Charles P. Deatherage. *Early History of Greater Kansas City Missouri and Kansas.* Vo. 1. Kansas City: s.p., 1927, p. 205.
[22] Ibid., p. 212.

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."[23] 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.[24] 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:

> 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.[25]

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[23] 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.
[24] Wood, 27.
[25] Francis Parkman. *The Oregon Trail: Sketches of Prairie & Rocky Mountain Life.* 4th ed. Boston: Little, Brown and Company, 1872, p. 3.

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.[26] Township 48N, Range 32 W, where the 85th and Manchester trail swale 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.[27]

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, and this date is used as the justification for the end of the period of significance for the 85th and Manchester "Three Trails" Trail Segment. As described by the 1881 *History of Jackson County*:

> The Santa Fe and Chihuahua trade 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.[28]

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 to Oregon, California and other western territories.

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[26] Union Historical Company, p. 104.
[27] 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.
[28] Union Historical Company, p. 644.

Due to exponential growth of the Kansas City Metro area in the late 19th and 20th Century, few physical remnants of these trails exist. Commercial buildings and homes of traders have been replaced; historic trail swales graded for new construction or paved roadways. Modern development, however, has spared some significant buildings and sites. The 85th and Manchester "Three Trails" Trail Segment has been spared from modern development and protected through the concerted efforts of the Cave Springs Association that purchased the land on and around the swale to protect it from development.

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 (see figure 2). The scale of this map is too small for precise measurement, but the line is generally drawn as a south-southwest path from Fort Osage (Sibley) to the Missouri border, roughly where this trail swale is located. The 1843 survey map of the township further confirms the location of the trail as it passed through Section 19, at or very near the site of the 85th and Manchester swale. The trail segment, as part of the Santa Fe and later Oregon and California trails, carried thousands of traders and emigrants west.

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Verbal Boundary Description

The boundary encompasses approximately 1.22 acres of land with the legal description of Oldham Farms No. 2, Lot 39 in the city of Kansas City, Jackson County, Missouri.

Boundary Justification

The land surrounding the 85th and Manchester "Three Trails" trail segment has been significantly impacted by modern residential and institutional development. Prior to land development in the late 1970s to the north, south and west of the site, the trail segment may have extended in broken segments to the northeast. Historic county atlases indicate that portions of the original trail route in this area 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 boundary for the 85th and Manchester swale is drawn to encompass the entire width and breadth of the identifiable trail swales and some adjacent undeveloped property. The flanking property within the boundaries includes portions of the natural bowl of land and hill that the trail swales climbs and to some extent naturally blocks the view of surrounding modern development.

Photo Log:

The following is true for all photographs:

85th & Manchester "Three Trails" Trail Segment
Jackson County, Missouri
Historic Resources of the Santa Fe Trail MPDF
Photographer: Tiffany Patterson, Missouri State Historic Preservation Office
Date: October 24, 2011
Original digital images on file: Missouri State Historic Preservation Office, P.O. Box 176, Jefferson City, Missouri 65102

1. Trail swale, looking southwest from Manchester Road.
2. Trail swale, looking northeast from rock outcropping in path of trail. Asphalt paving in background is Manchester Ave.
3. Trail swale, looking northeast from near crest of hill. Note depth and width of swale.
4. Trail swale, looking north northeast from south property line. Note appearance of shallower parallel track to right of the deep swale.

Figure Log:

1. Aerial map of site with photo angles.
2. Historic prairies of Jackson County (c. 1850). Approximate location of some extant Santa Fe Trail-related properties are marked and labeled.
3. Segment of 1825 Map showing Santa Fe Route through Missouri and into Kansas. Joseph C. Brown, "The Santa Fe Route," 1825.
4. 1843 Land survey map of Township 48N, Range 42W
5. Figure 5: Location map with UTM reference.

Figure 1: Aerial Map of Site with photo angles.

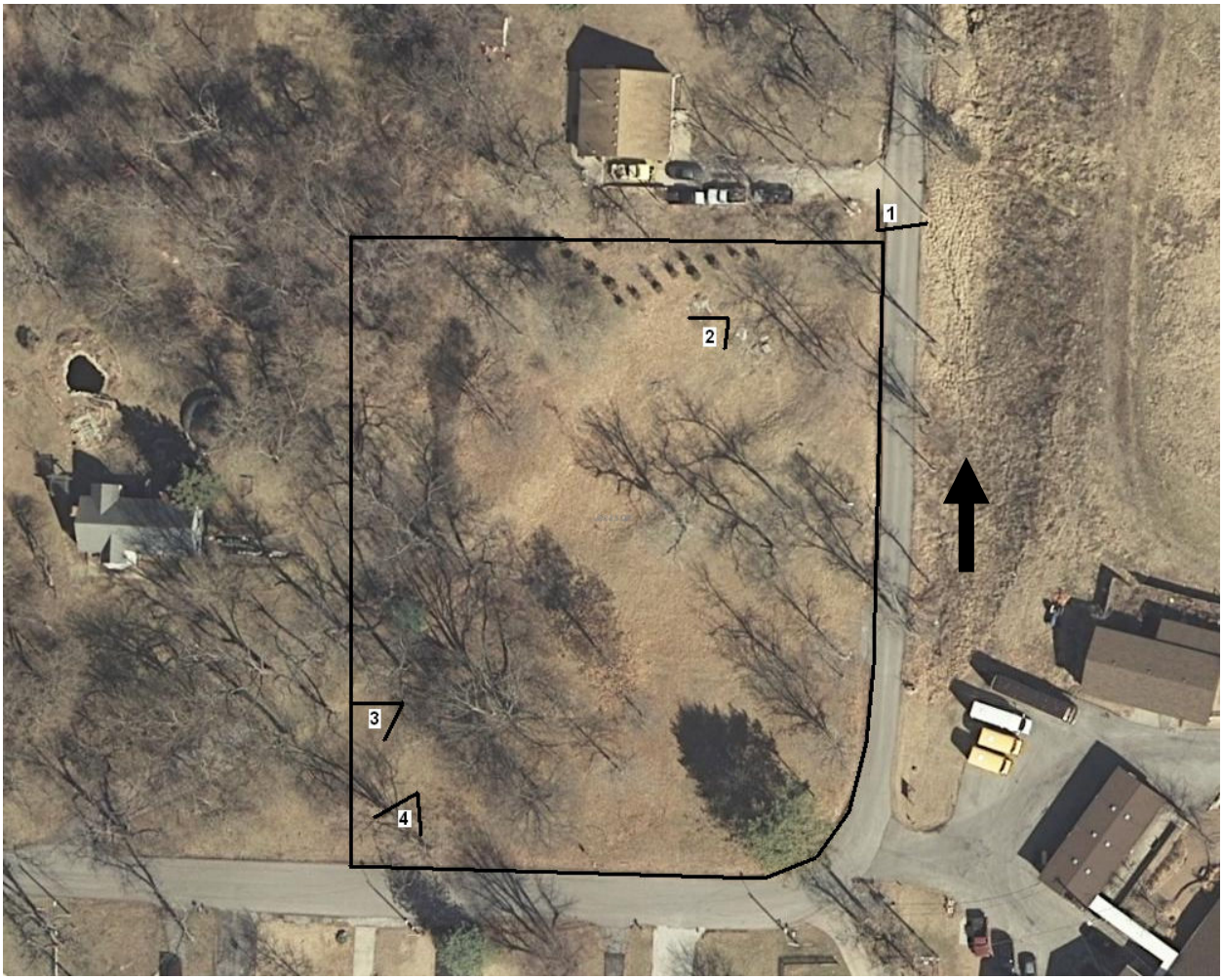


Figure 2: Historic prairies of Jackson County (c. 1850) denoted by shading. Approximate location of some extant Santa Fe Trail-related properties are marked and labeled.

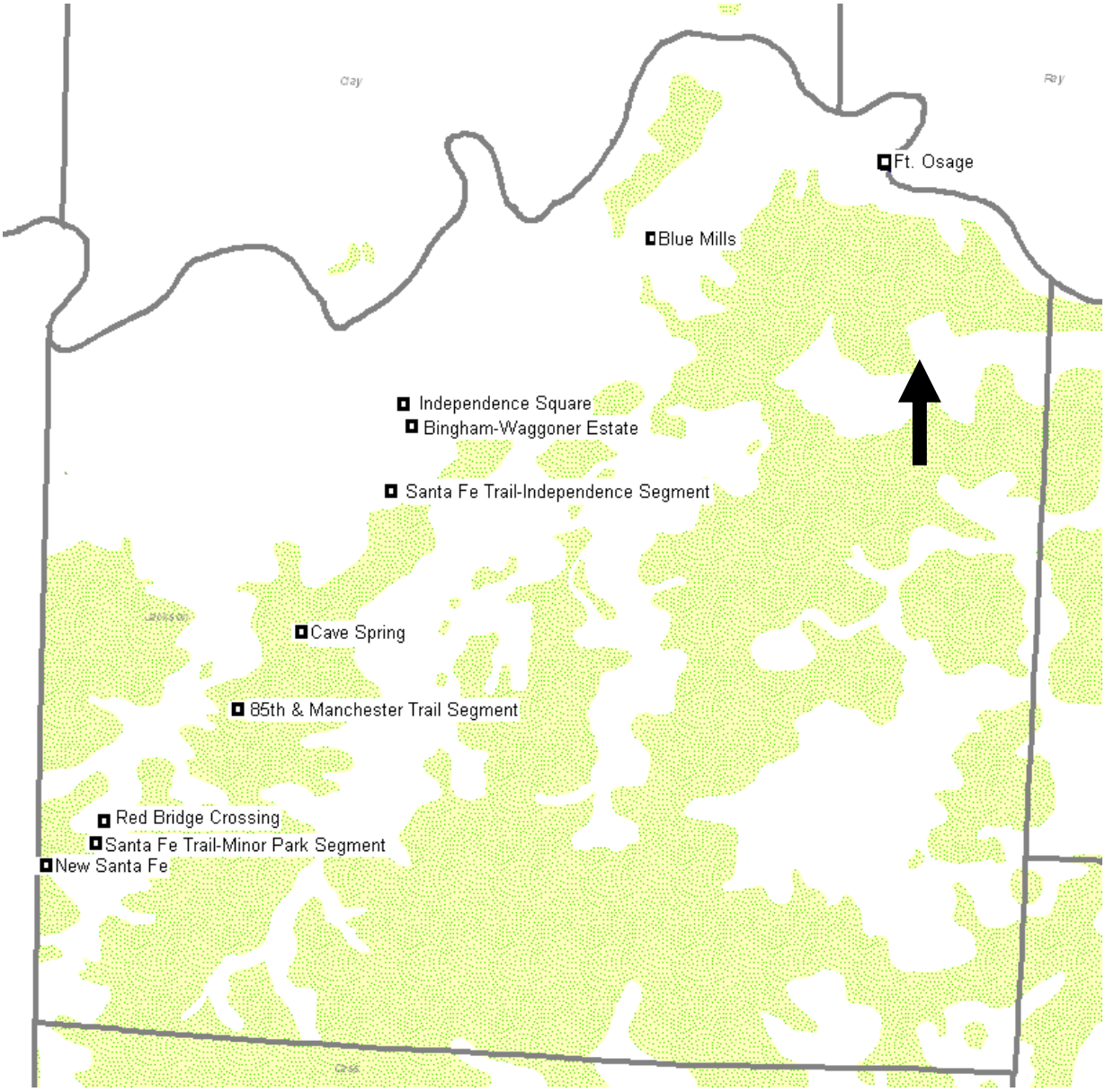
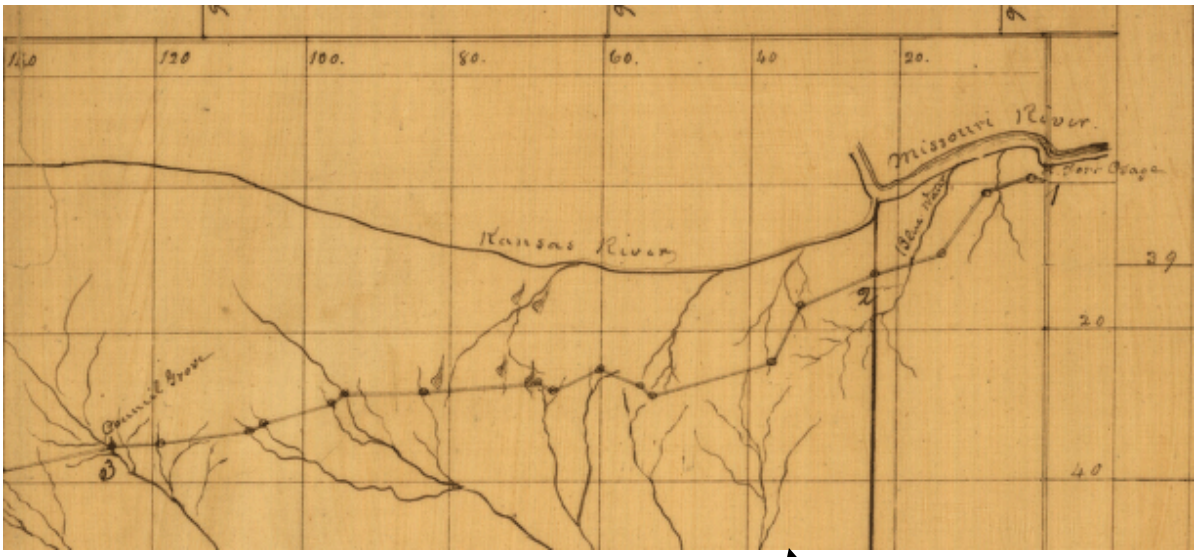


Figure 3: Segment of 1825 Map showing Santa Fe Route through Missouri and into Kansas. Joseph C. Brown, "The Santa Fe Route," 1825. Published online by the Library of Congress Geography and Map Division Washington, D.C. at: http://memory.loc.gov/cgi-bin/query/h?ammem/gmd:@field(NUMBER+@band(g4052s+ct000190))



Full Map showing segment location.

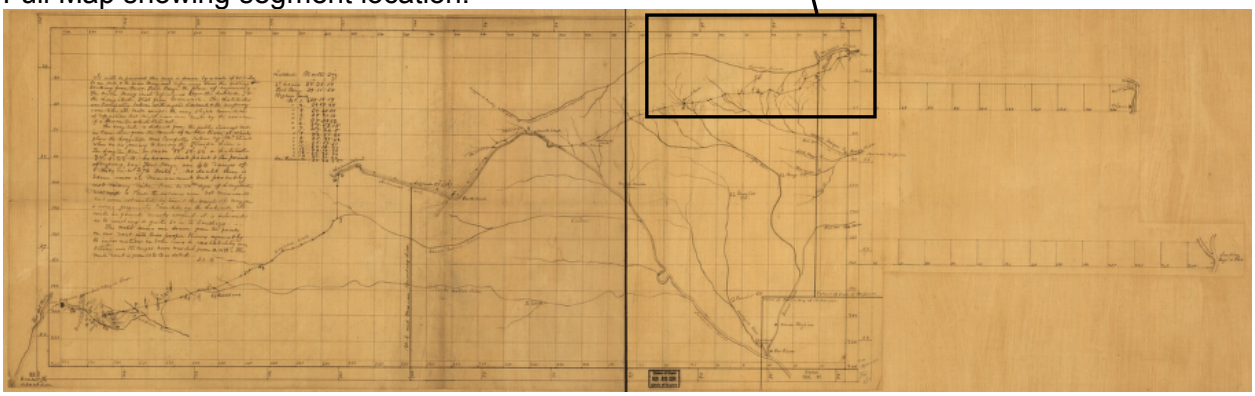


Figure 4: 1843 Land survey map of Township 48N, Range 42W showing "Road to Santa Fe" and labeled with the approximate location of the 85th & Manchester "Three Trails" Trail Segment.

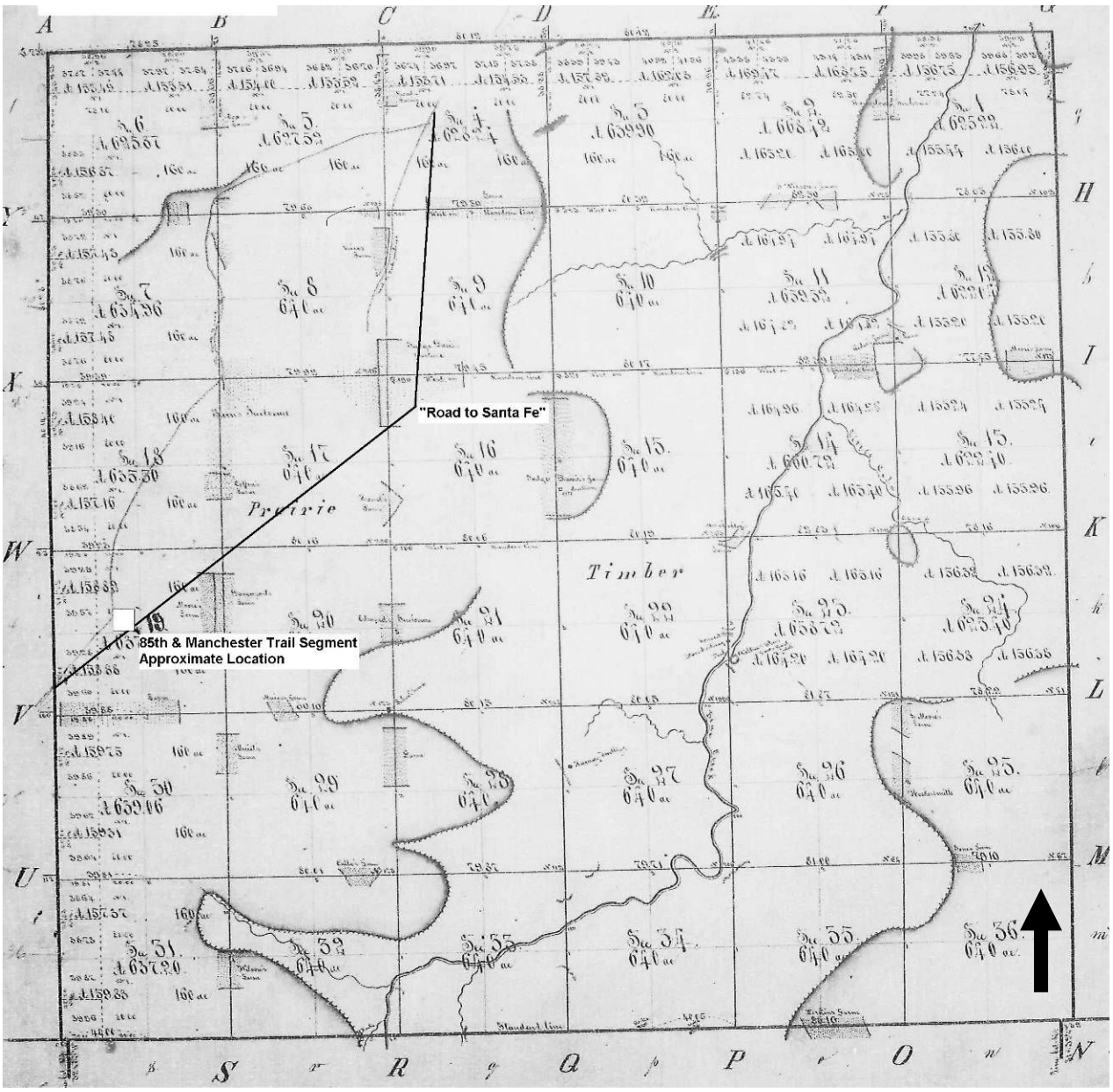
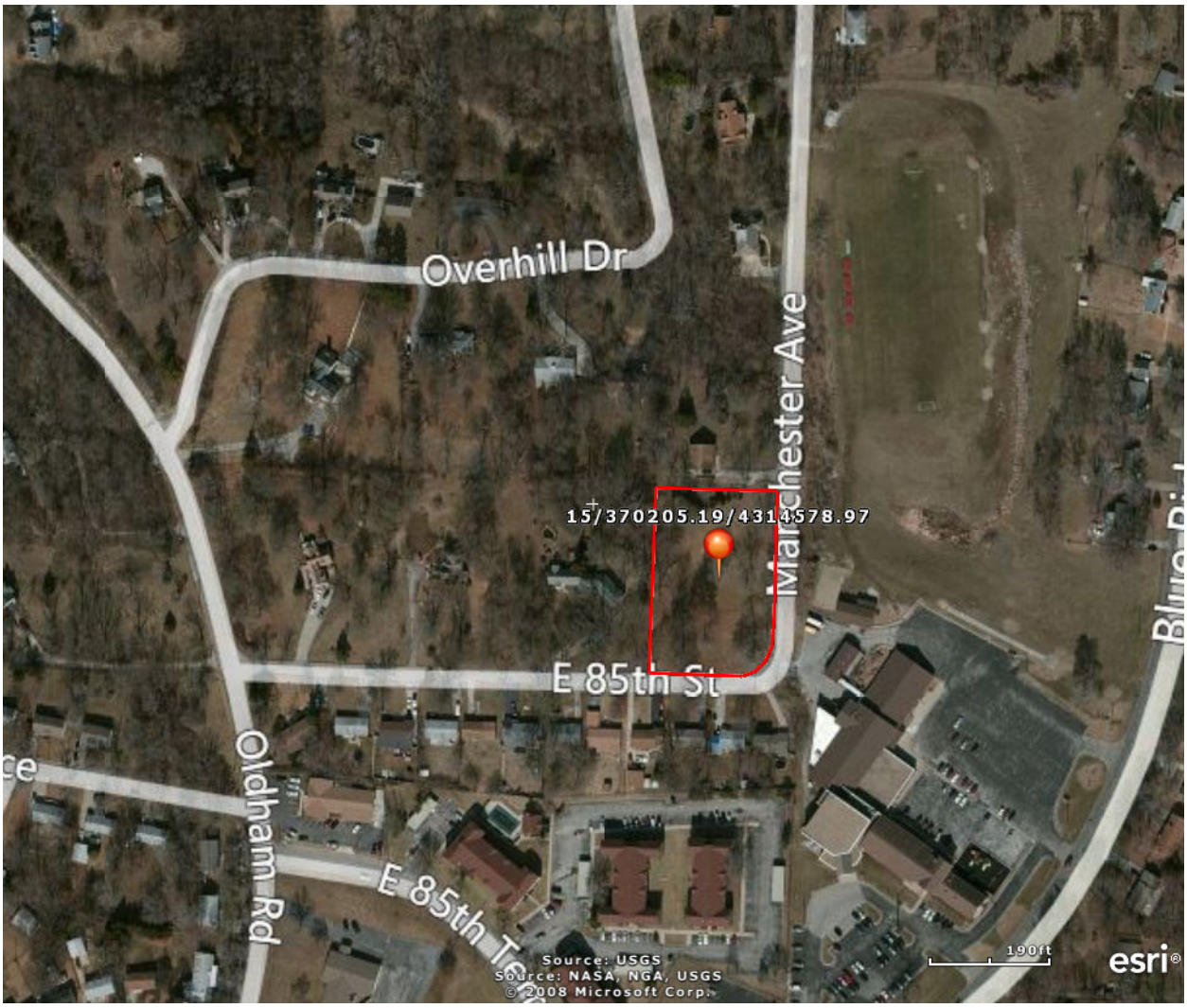



Figure 5: Location map with UTM reference.
85th & Manchester "Three Trails" Trail Segment
Kansas City, Jackson County, Missouri
Geographic Reference: NAD 1983
Center UTM Reference Point: 15/370205.19/4314578.97