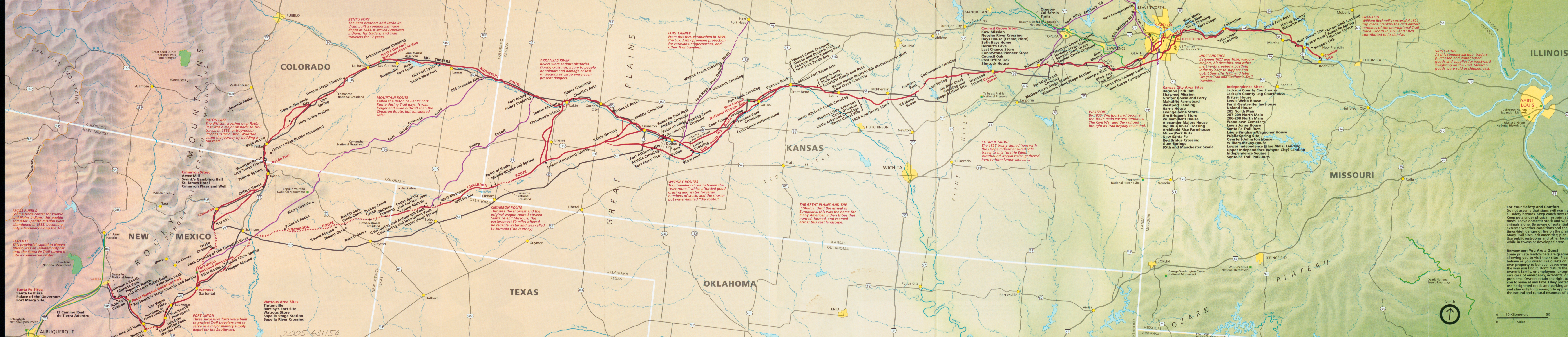


Santa Fe Trail

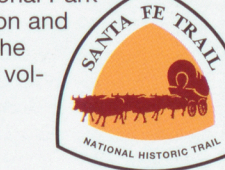


Visiting the Trail Today

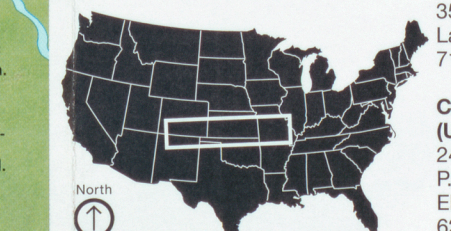
Freight wagons no longer cross the prairies, but the Trail's legacy endures as buildings, historic sites, landmarks, and original wagon-wheel ruts. The National Park Service, working with the Santa Fe Trail Association, coordinates efforts to preserve, develop, and enjoy the Trail and provides technical and limited financial help to Trail projects. Private landowners, nonprofit groups, and federal, state, and local agencies manage most Trail resources.

For information contact: National Trails System Office—Santa Fe, National Park Service, P.O. Box 728, Santa Fe, NM 87504-0728; 505-988-6888; www.nps.gov/safe. For membership and activities information contact: Santa Fe Trail Association, Santa Fe Trail Center, RR3, Larned, KS 67550; www.santafetrail.org.

Private individuals and organizations own much of the Santa Fe Trail. Not all sites are open for public use; some are open only certain hours and days. Check guidebooks and ask locally before going onto private land. Many state, county, and city museums, chambers of commerce, and tourist information centers provide Trail information. Distinctive signs mark the auto tour route that parallels the Trail. **Certified Trail Properties:** Non-federal historic sites, trail segments, and interpretive facilities that meet National Park Service standards for resource protection and public enjoyment may become part of the Santa Fe National Historic Trail through voluntary certification. Look for the official Trail logo.



Background colors on the large map (color key below) suggest the vegetation changes Trail travelers witnessed en route. The box on the map silhouette below shows the area the large map covers.



Trail sites on federal lands:

- Bent's Old Fort National Historic Site (NPS)**
35110 Highway 194 E.
La Junta, CO 81050-9523
719-383-5010
- Cimarron National Grassland (USDA Forest Service)**
242 Hwy. 56 East
P.O. Box 300
Elkhart, KS 67950
620-697-4621
- Comanche National Grassland (USDA Forest Service)**
1420 East 3rd St.
La Junta, CO 81050
719-384-2181
- Fort Larned National Historic Site (NPS)**
Rt. 3, Larned, KS 67550
620-285-6911
- Fort Union National Monument (NPS)**
P.O. Box 127
Watrous, NM 87753
505-425-8025
- John Martin Reservoir (U.S. Army Corps of Engineers)**
For information contact:
John Martin Reservoir State Park
30703 Rd. 24
Hasty, CO 81044
719-829-1801
- Kiowa National Grassland (USDA Forest Service)**
714 N. Main St.
Clayton, NM 88415
505-374-9652
- Pecos National Historical Park (NPS)**
P.O. Box 418
Pecos, NM 87552-0418
505-757-6414
- Santa Fe National Forest (USDA Forest Service)**
1474 Rodeo Road
P.O. Box 1689
Santa Fe, NM 87505
505-438-7840
- Colorado Welcome Center**
309 Nevada
Trinidad, CO 81082
719-846-9512
- Kansas Division of Travel and Tourism**
700 S.W. Harrison, Suite 1300
Topeka, KS 66603-3712
800-252-6727
- Missouri Division of Tourism**
P.O. Box 1055
Jefferson City, MO 65102
800-877-1234
- New Mexico Department of Tourism**
P.O. Box 20003
Santa Fe, NM 87503
800-545-2040
- Oklahoma Tourism and Recreation Department**
500 Will Rogers Memorial Bldg.
2401 N. Lincoln Blvd.
Oklahoma City, OK 73105-4492
800-652-6552

Remember: You Are a Guest
Some private landowners are graciously allowing you to visit their sites. Please behave as you would like guests on your own property to behave. Leave everything the way you find it. Don't disturb the owner, owner's family, or employees, except in the rare case of emergency, accidents, or other problems. Owners retain the right to ask you to leave at any time. Obey posted signs, use designated roads and parking areas, and stay only long enough to appreciate the natural and cultural resources of the site.

For Your Safety and Comfort
Do not assume that signs will warn you of all safety hazards. Keep watch over children. Keep pets under physical restraint at all times. Leave domestic stock and wild animals alone. Be aware of potentially extreme weather conditions and the sometimes-high danger of fire on the prairie. Many Trail sites lack amenities; plan ahead. Use public restrooms and other facilities while in towns or developed areas.

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The Great Prairie Highway

The Santa Fe Trail stirs imaginations as few other historic trails can. For 60 years the Trail was one thread in a web of international trade routes. It influenced economies as far away as New York and London. Spanning 900 miles of the Great Plains between the United States (Missouri) and Mexico (Santa Fe), it brought together a cultural mosaic of individuals who cooperated—and at times clashed. In the process, the rich and varied cultures of Great

Plains Indian peoples caught in the middle were changed forever. Soldiers used the Trail during the 1840s border disputes between the Republic of Texas and Mexico, 1846–1848 Mexican-American War, and America's Civil War, and troops policed conflicts between traders and Indian tribes. With the traders and military freighters tramped a curious company of gold-seekers, emigrants, adventurers, mountain men, hunters, American Indians, guides, packers, translators,

invalids, reporters, and Mexican children bound for schools in *Los Estados Unidos* (the United States). rule. With independence, they unlocked the gates of trade, using the Santa Fe Trail as the key. Encouraged by Mexican officials, the Santa Fe trade boomed, strengthening and linking the economies of Missouri and Mexico's northern provinces. The close of the Civil War in 1865 released America's industrial energies, and the railroad pushed westward, gradually shortening and then replacing the Santa Fe Trail.

Spain jealously protected the borders of its New Mexico colony, prohibiting manufacturing and international trade. Missourians and others visiting Santa Fe told of an isolated provincial capital starved for manufactured goods and supplies—a potential gateway to Mexico's interior markets. In 1821 the Mexican people revolted against Spanish

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Santa Fe Trail Timeline

Pre-1540
American Indians establish trade and travel routes that later become part of Santa Fe Trail.

1540-1541
Francisco Vázquez de Coronado explores from Mexico to Quivira (Kansas).

1601
Juan de Oñate spends 5 months traveling with Mexico to Quivira through the Plains.

1739
Paul and Peter Mallet make first French trading venture to Santa Fe from Illinois country.

1792
Frenchman Pedro Vial travels from Santa Fe to Saint Louis for Missouri government.

1819
Financial panic creates need for hard currency in Missouri Territory. Adams-Onís Treaty between U.S. and Spain makes Arkansas River international boundary.

1821
Mexico wins independence from Spain, and William Becknell's trail from Missouri is welcomed in Santa Fe.

1825
Sen. Thomas Hart Benton of Missouri (right) arranges for U.S. Government to survey Trail.

1833-1834
The Bent brothers, Charles (left) and William, and Cerán St. Vrain build Bent's Fort.

1836
Texas wins independence from Mexico.

1844
Trader Josiah Gregg chronicles his trips over the Trail in *Commerce of the Prairies*.

1846
U.S. invades Mexico.

1848
War ends. United States acquires almost half of Mexico's lands (including New Mexico) in the

1849-1852
California Gold Rush increases Trail traffic.

1851
Fort Union is established to help protect Trail commerce.

1861-1865
U.S. Civil War. 1862 battle at Glorieta Pass hoids Southwest for the Union.

1869
Trail grows shorter as railroads push westward.

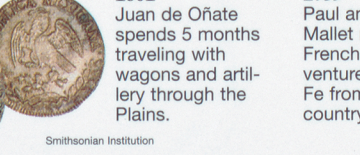
1878
Railroad reaches Ratón Pass on the Mountain Route.

1880
Railroad reaches Santa Fe; Santa Fe Trail slips into history.

1906
The Daughters of the American Revolution begins erecting Trail markers.

1986
Santa Fe Trail Association forms to help preserve and promote awareness and appreciation of Trail.

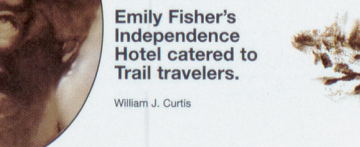
1987
Congress designates Santa Fe National Historic Trail under the National Trails System Act.



Smithsonian Institution



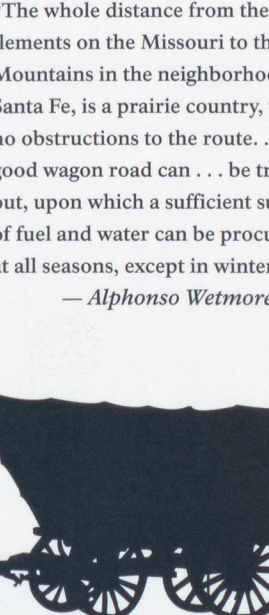
In 1821 the eastern Trail terminus was Franklin, Mo.; by 1832 Independence, Mo.; and by 1846, here at Westport Landing (now Kansas City, Mo.). Textiles (left) and hardware were traded west; silver and mules were traded east.



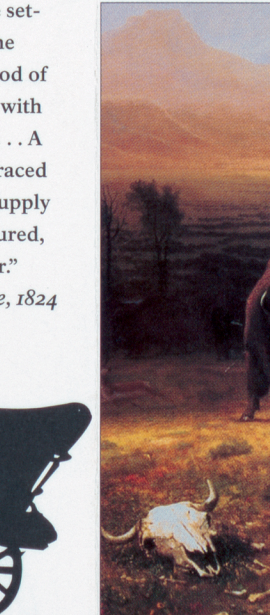
Emily Fisher's Independence Hotel catered to Trail travelers.
William J. Curtis



Nick Eggenhofer



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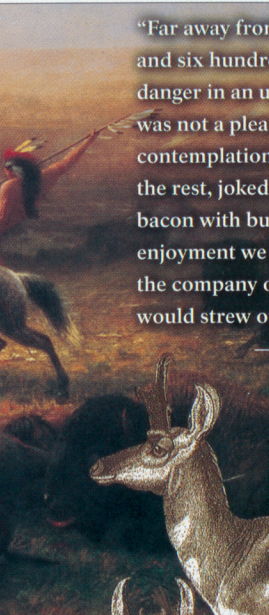
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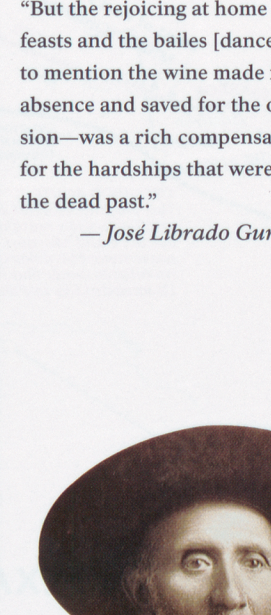
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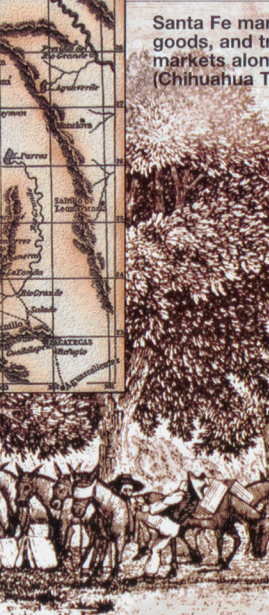
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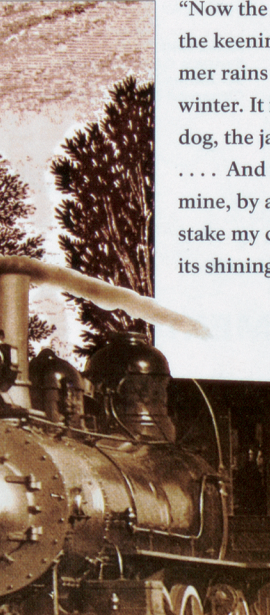
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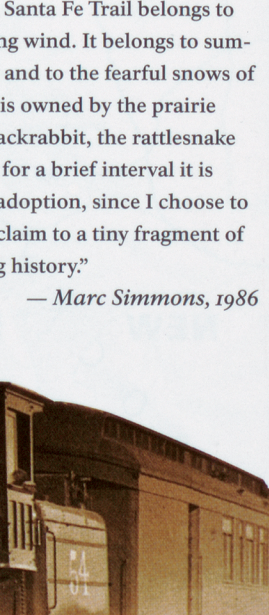
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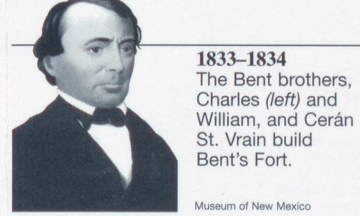
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"The Vast Plain, Like a Green Ocean"

Westward from Missouri, forests—and then tall-grass prairie—give way to shortgrass prairie in Kansas. In western Kansas, roughly at the Hundredth Meridian, semi-arid conditions develop. For Trail travelers, venturing into the unknown void of the plains could hold the fear of hardship or the promise of adventure. Long days traveling through seemingly endless expanses of tall- and shortgrass prairie, with a few narrow ribbons of trees along the waterways, evoked vivid descriptions. "In spring, the vast plain

heaves and rolls around like a green ocean," wrote one early traveler. Another marveled at a mirage in which "horses and the riders upon them presented a remarkable picture, apparently extending into the air . . . 45 to 60 feet high. . . . At the same time I could see beautiful clear lakes of water with . . . bulrushes and other vegetation" Other Trail travelers dreamed of cures for sickness from the "purity" of the plains.

Deceptively empty of human presence as the prairie landscape may



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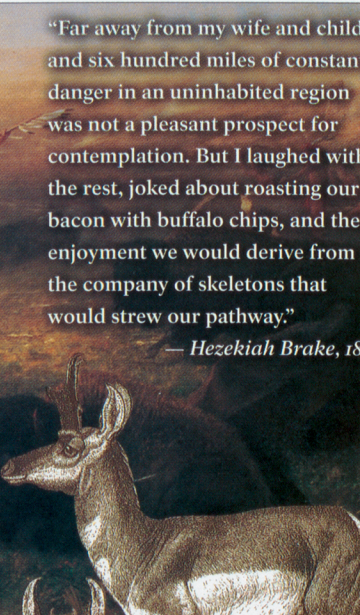
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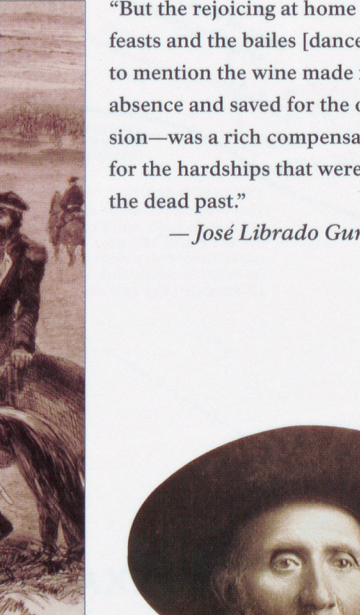
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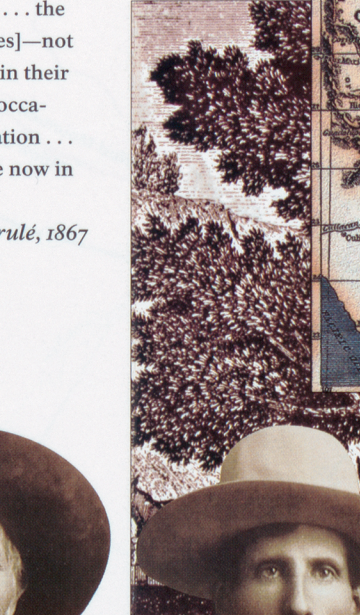
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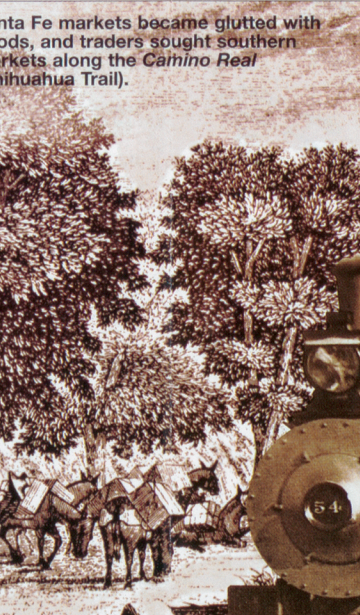
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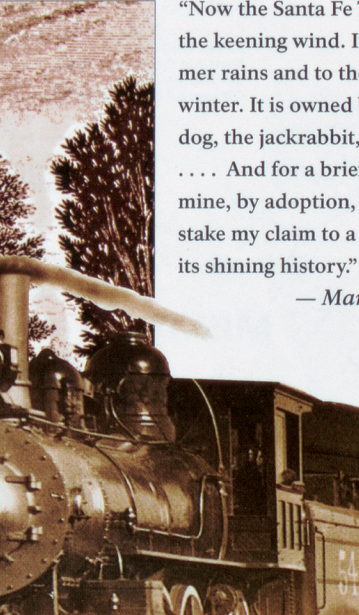
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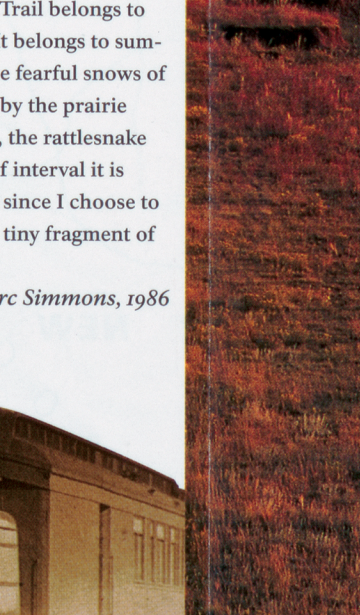
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Soldiers and Forts

uspicion and tension between the United States and Mexico accelerated in the 1840s, because Americans wanted territorial expansion, Texans raided into New Mexico, and the United States annexed Texas. The Mexican-American War erupted in 1846. Gen. Stephen Watts Kearny led his Army of the West down the Santa Fe Trail to take and hold New Mexico and Upper California and to protect American traders on the Trail. He marched unchallenged into Santa

Fe, and, although communities such as Taos and Mora fought back, American control prevailed. The Treaty of Guadalupe Hidalgo ended the war in 1848.

The Santa Fe Trail became the lifeline for protection and communication between Missouri and Santa Fe. From a succession of military forts such as Mann (1847), Atkinson (1850), Union (1851), Larned (1859), and Lyon (1860), the army tried to control conflicts between

American Indians and Trail travelers. As the military presence grew, freighting and merchant operations burgeoned. In 1858 many of the 1,800 wagons traveling the Santa Fe Trail carried military supplies.

In 1862 the Civil War arrived in the West. Confederates from Texas pushed up the Rio Grande Valley into New Mexico, intent on seizing the territory and Fort Union, and ultimately the rich Colorado gold fields. Albuquerque and Santa Fe

fell. But the tide turned at Glorieta Pass, New Mexico, on the Santa Fe Trail, in a decisive western battle of the Civil War. Union forces secured victory when they torched the nearby Confederate supply train. The Confederates abandoned hope of reaching Fort Union—and of keeping their foothold in New Mexico. The Union Army held the Southwest and its vital Santa Fe Trail supply line.

Trade created other opportunities. From New York, Manuel Harmony shipped English goods to Independence for freighting over the Santa

Fe Trail. New Mexican saloon-owner Doña Gertrudis "La Tules" Barceló invested in trade, and trader Charles Ifield ran mercantile stores. Wyandotte Chief William Walker leased a warehouse in Independence, and his tribe invested in the trade. Hiram Young bought his freedom from slavery and became a wealthy maker of trade wagons—and one of the largest employers in Independence. Blacksmiths, hotel owners, *arrieros* (muleteers), lawyers, and many others also found their places along the Trail. Trade flourished.



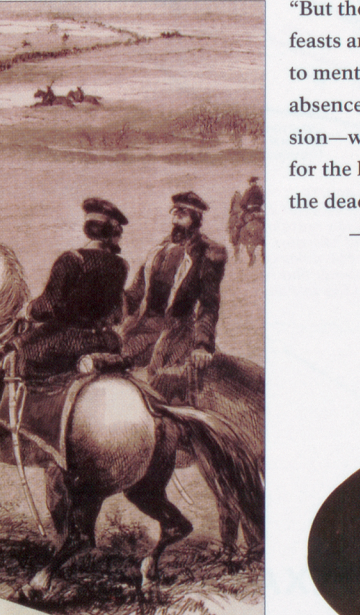
Museum of New Mexico



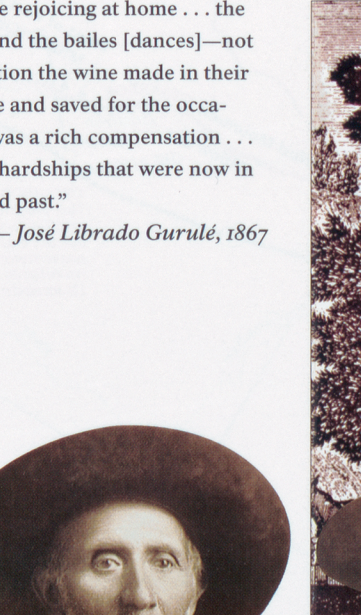
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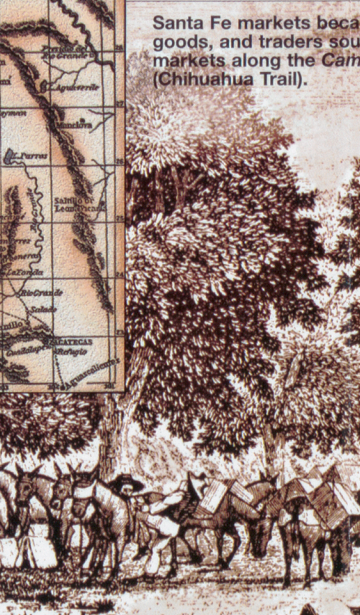
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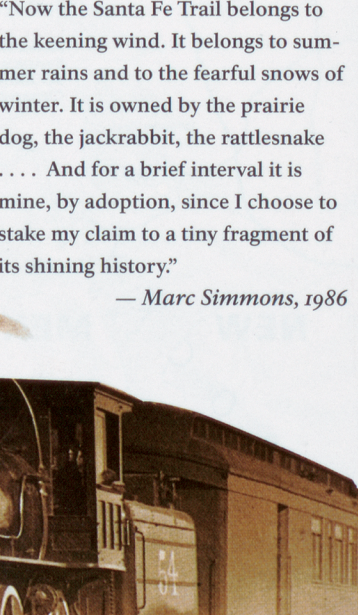
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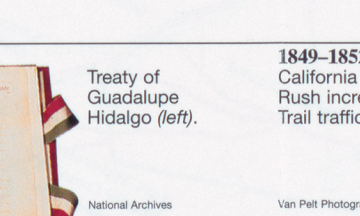
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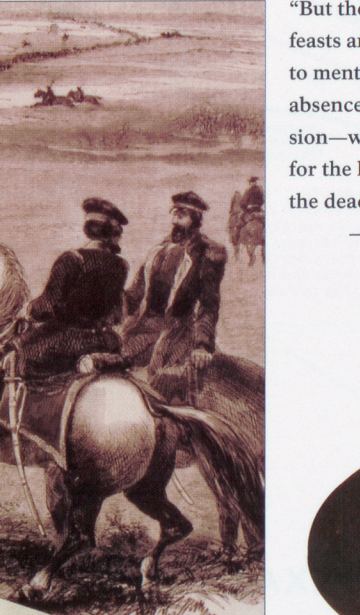
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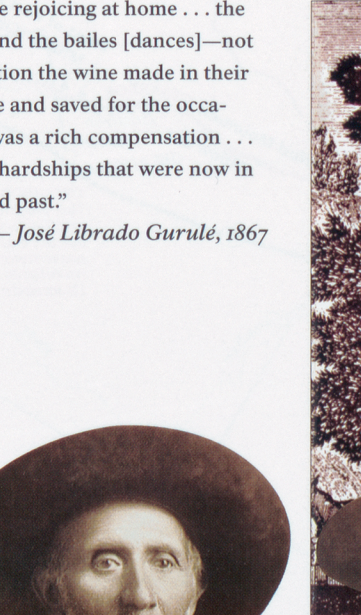
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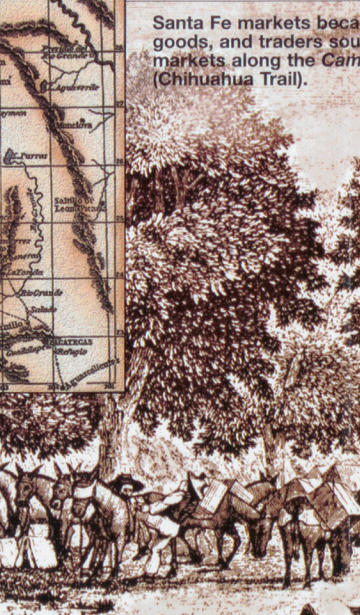
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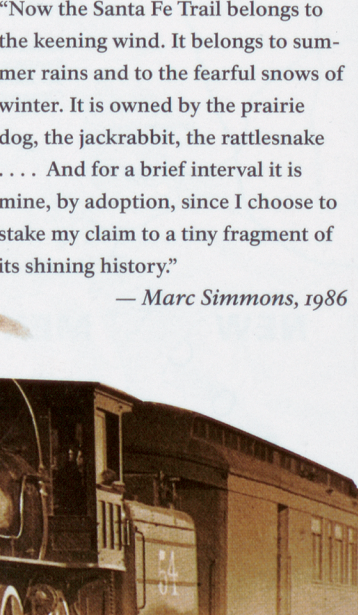
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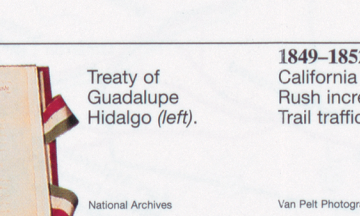
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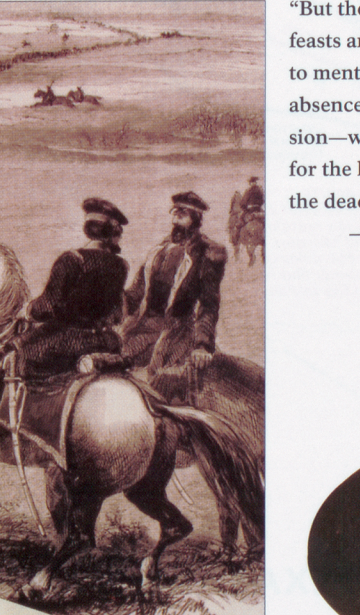
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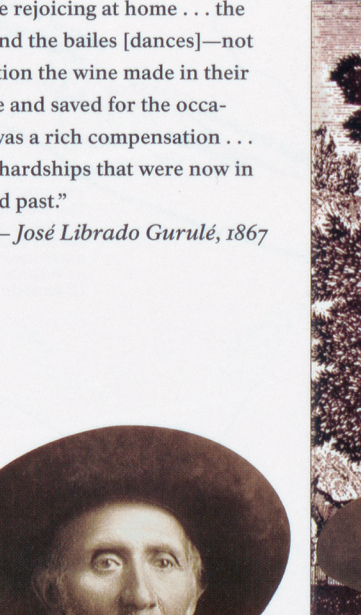
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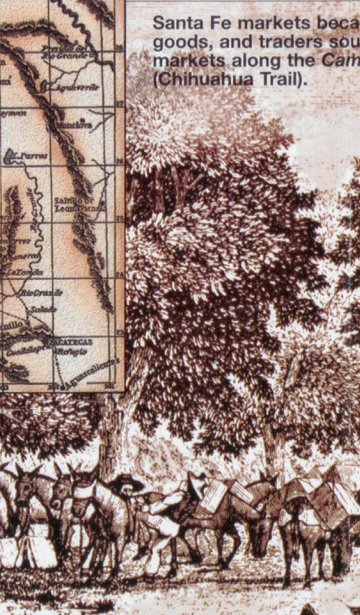
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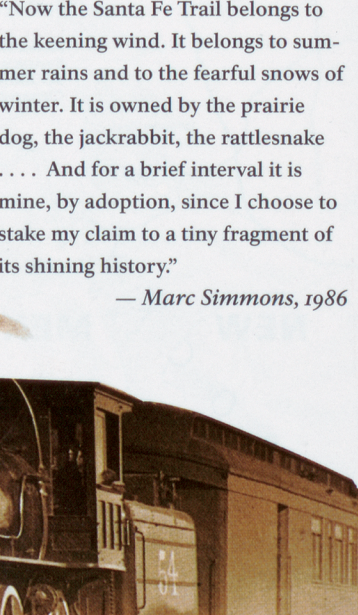
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