

THE CENTURY SURVEY
OF THE
KANSAS SANTA FE TRAIL
DAR MARKERS

PLACED BY THE
KANSAS SOCIETY DAUGHTERS
OF THE
AMERICAN REVOLUTION
IN 1906

HISTORICAL PRESERVATION PROJECT
OF THE
"AT HOME ON THE PLAINS ADMINISTRATION"
SHIRLEY S. COUPAL, STATE REGENT
PATRICIA DORSCH TRAFFAS, HONORARY STATE REGENT
AND PROJECT COORDINATOR

2007-2010

Forward

You are invited to view the travelogue CD and use the abbreviated booklet of the Century Survey to travel down the Road to Santa Fe and see our beautifully restored markers. Research is continuing on a comprehensive work that will include all the history and tales of the DAR Santa Fe Trail markers in Kansas. As we proceeded into researching the original dedications and reading the newspapers of the era, we found more and more interesting sidelights to the marking of the trail. The conclusion was that these stories should be part of any history of the Kansas Daughters marking the Santa Fe Trail. In other words, Almira Cordry didn't get the whole story in her 1915 book.

The following narration was used to apply for the National Society Daughters of the American Revolution's Historic Preservation Project award. Much to our delight, Kansas Daughters were the first to win the first award given by this new committee.

Nothing is ever perfect. If there are corrections for GPS coordinates, locations, misspellings especially of names, or omissions especially of donors, please contact Shirley Coupal.

Preface

I have loved history for as long as I can remember, especially history about the settling of Kansas. My great-great-grandparents came to Kansas in covered wagons from Illinois and Wisconsin. What they brought with them and what they acquired was passed down. I grew up surrounded by "old stuff." I listened intently to the stories my grandparents told. And remembered.

Even though I followed another career path, history remained my avid avocation. It was with great humility that I followed the footsteps of Kansas Daughters who led us to this moment in our history. You can't go forward unless you've know where you've been. Almira Cordry, Emma Stanley, and Grace Meeker paved the way with their detailed correspondence and recordings of the Kansas Daughters greatest undertaking – the marking of the Santa Fe Trail through Kansas.

Somewhere between November 1995 and April 1996, the Santa Fe Trail DAR markers became my passion. By November 1996, Pat Traffas and I had located all the known markers, had found a missing one, photographed each one, and recorded their locations as best as technology allowed us at the time.

September 2000 found us viewing the recently lithographed markers at Cottonwood Crossing and Waldeck. I thought, if I ever became State Regent, restoring the Santa Fe Trail DAR markers would be the perfect project.

There are not enough words to express the appreciation I have for all the Kansas Daughters, who have been a source of inspiration and support for this project.

Shirley Coupal
KSDAR Historian 1995-1998
KSDAR State Regent 2007-2010



THE NATIONAL SOCIETY OF THE

Daughters of the American Revolution

Historic Preservation Committee

Recognizes

*Mary Frisch, State Regent
Kansas Society*

for

*First Place
Restoration of the Santa Fe Trail Markers*

Mary Ann D. Wright
President General NSDAR

JULY 2011

Linda L. Withers
National Chairman

**National Society of the Daughters of the American Revolution
Historic Preservation Committee**

First Place

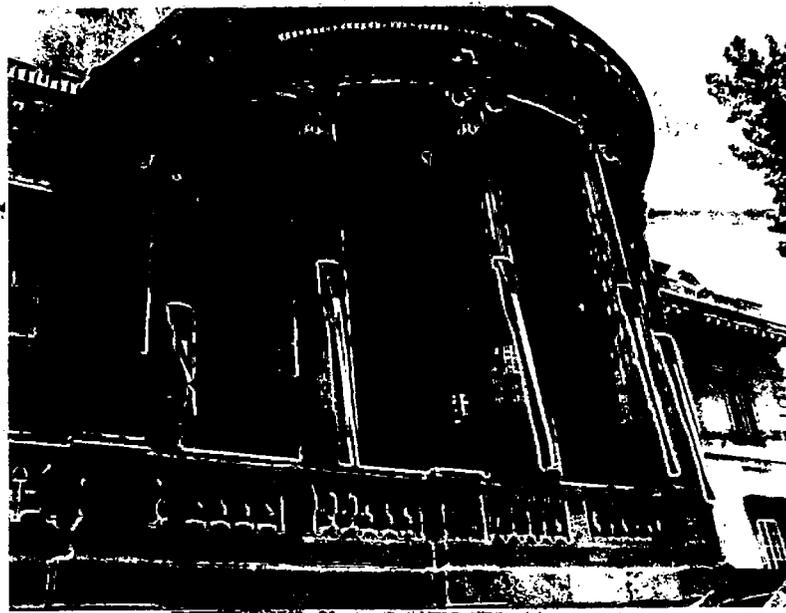
Restoration of the Santa Fe Trail Markers

July 2011

Welcome

Historic Preservation Forum

June 30, 2011
2:30-4:00 p.m.
Connecticut Board Room



Celebrating Successes

Santa Fe Trail DAR Marker Historical Preservation Project 2007-2010

Historical Significance: If the Kansas DAR hadn't marked the Santa Fe Trail through Kansas in 1906, the old trail would have been lost for all time. Eighty-nine red granite markers were placed at historic sites on the Santa Fe Trail.

Scope of the Project: The 89 red granite markers placed in 1906 had very little care over the 100 plus years and were in dire need of restoration. The engraving on many could no longer be read. Over 95% needed some work or a new base. A stone conservator was contracted to provide a quote for the project. The average cost would be \$300 per stone. A Challenge Cost Share Grant from the National Park Service was applied for. Spinning off from the DAR Museum adopt-an-object, Adopt-a-Stone was created to raise the additional funds.

Effect on Educational Benefits and Opportunities: The Santa Fe Trail is part of the National Park Service's Historic Trails. It is also the impetus of the Santa Fe Trail Association. It is an integral part of Kansas history. As such, the trail offers numerous educational opportunities. Many DAR and Santa Fe Trail Association Chapters offer field trips and educational events along the trail. There are annual meetings and symposiums at trail sites.

The marking of the Santa Fe Trail through Kansas is the single greatest undertaking of the Kansas Daughters. Starting in 1902 as a vision to preserve the fast fading vestiges of the Road to Santa Fe, Kansas' first major highway, the project grew to involve the Kansas State Historical Society, the Kansas legislature, the Santa Fe Railroad and the Kansas Department of Education. The first stones were placed in the fall of 1906 and the last in Morton County in 1914. The red granite stones have sat on or near the trail fading into the landscape. The stones originally cost \$16 each. Made from end pieces and scraps, they were hand carved, a lost art, essentially they are irreplaceable and consequently priceless. Of the 89 stones appropriately 95% need restoring. Some can't be read unless standing at an angle and up close. It is time to restore them to their original prominence. Once again they will stand out and people will stop to see what the stones are about.

The Kansas Daughters of the American Revolution are celebrating a century on the Santa Fe Trail by restoring the eighty-nine original red granite markers. A Challenge Cost Share grant has been awarded from the National Park Service for this project. The Kansas Daughters and friends have generously supported this project by adopting-a-stone. Stone conservators, Suhor Industries, have been contracted to do the restoration. Each stone will be evaluated as to how much restoration is needed. Two conservators will do the work on the stones. They will maintain the historical integrity of the stones while cleaning, lithographing, and/or re-engraving. New bases will be added as needed. The cost averages \$300 per stone.

Using Sibley's 1825 survey map, recollections of Trail travelers and old settlers, Roy Marsh traced the Trail across Kansas for the DAR and the Kansas State Historical Society. In 1905, the Legislature appropriated \$1,000.00 to the Daughters for this project. Another \$584.00 was collected from school children on Trail Day - Kansas Day, 1906. Due in part to the generosity of the Santa Fe Railroad and the overwhelming support of the County Commissioners or local friends in the involved counties, the money bought 89 red granite engraved stones. A quote was solicited from the Topeka stonemason, C.W. Guild, for as many markers as \$1500.00 could purchase. Guild quoted \$16.00 each for end pieces or scrap red Osage granite from Oklahoma. Each would be hand engraved with "Santa Fe Trail marked by the State of Kansas and the Daughters of the American Revolution 1906." The wording may be the same but there are eight different arrangements.

For the Kansas Society, 1996 was a special year. We celebrated our Centennial, the 175th Anniversary of the Santa Fe Trail and the 90th Anniversary of our marking that Trail in Kansas. Interest was renewed in this great project, information about which can still be found in Mrs. T.A. Cordry's book *The Story of the Marking of the Santa Fe Trail*.

During 1996, the markers were surveyed for the first time since 1936. They had never been photographed and described by a sitting State Regent or State Historian. In commemoration of the 175th Anniversary, a new marker was placed on the Trail at the site of seven undisturbed swales, known as Ralph's Ruts in Rice County and dedicated in September 1996. The 1997 publication, *Ninetieth Anniversary Survey of the Santa Fe Trail DAR Markers in Kansas*, gives the complete location and condition of each marker. Summer of 2007, the markers were re-surveyed, re-photographed, and GPS coordinates noted. Eleven years and declining air quality had taken a tremendous toll on the markers. Restoration of the markers was to be 2007-2010 State Regent's Project.

State Regent Shirley Coupal (2007-2010) and the Kansas Daughters choose as the "At Home on the Plains Administration" project to restore the original 89 state markers and four special chapter markers. A Challenge Cost Share Grant was awarded by the National Park Service which was administered by the Santa Fe Trail Association (SFTA). SFTA overwhelmingly supported the restoration of the stones, some of which had deteriorated to the point of not being able to be read. With the grant plus the Adopt-a-Stone fund raiser (for \$300 chapters, individuals, groups, and/or the interested public could adopt a marker), over \$40,000 was netted for the project. The project was completed in 2010. The restoration of the markers was celebrated in June 2010. Pictures, locations, and details of the project will be in a forth coming publication, "The Tales They Could Tell." (2011 note – this will be the comprehensive work that is currently in progress.)



KANSAS SOCIETY
DAUGHTERS OF THE AMERICAN REVOLUTION

SANTA FE TRAIL
CENTENNIAL COMMEMORATION

DEDICATED TO:
EMMA HILLS STANLEY
ISABELLE CONE HARVEY
GRACE MEEKER
ZU ADAMS
ALMIRA PECKHAM CORDRY

SATURDAY - JUNE 5, 12, 19, 26, 2010



"At Home on the Plains"



SANTA FE TRAIL DAR MARKER RESTORATION COMMEMORATIONS

JUNE 2010

CHAPLAIN/READER:

And this shall be a sign among you, that when your children ask, "What do these stones mean?" tell them that these stones shall be a memorial forever.

–Joshua 4:6

Set up road markers, put up guideposts;
Turn your attention to the highways, the road by which you went.

–Jeremiah 31:21

You shall not move your neighbor's landmarks erected by your forefathers in the heritage you receive in the land which the Lord, your God, is giving you to occupy.

–Deuteronomy 19:14

STATE REGENT:

Dr. Ramon Powers, former Director of the Kansas State Historical Society, spoke of sacred spaces, creating patriotic landscapes, and separating these sacred spaces from the ordinary with monuments. Quoting Dr. Powers, "Why do we commemorate places and events in our past?... With the exception of Indian peoples, Americans usually do not classify their lands and properties as sacred.... ...we do regard some locations as having strong symbolic power.... By placing monuments or other identifying markers..., we create a patriotic landscape.... This monument is a way of separating sacred space from the surrounding secular space. Although the story of particular events can change over time based on new evidence and new ways of looking at old evidence, ...history is our only guide to the future, and we have a responsibility to collect, preserve, and interpret that history as best we can."

Historian Elliot West wrote: "In terms of human history, Bob Dole's Kansas is far older than Thomas Jefferson's Virginia or John Winthrop's Massachusetts. Where we sit and stand today, in fact, may well have been some of the first American soil ever touched by human beings – something that Kansans might take both interest and pride in."

To all who pause in this place, may this marker be an effective voice of those who traveled this way, those who made this place sacred, and last forever in our memory. May it remind us of the nobility of life, of our forbearers, who sought a better life, found commerce and the bread basket of the world in this place called Kansas, and of those who lingered no longer than to rest and move on.

CHAPLAIN/READER:

We give You thanks, Almighty and everlasting God, for the records of the past which give inspiration and courage to us. We thank You for the lessons taught by memorials to events of past years and to deeds of long ago. May we add our assurances to these, increasing their strength for generations to come.

STATE REGENT:

Nothing is really ended until it is forgotten. Whatever is kept in memory still endures. Therefore, we the Kansas Society Daughters of the American Revolution, commemorate this marker in grateful recognition of the significance of this site. May it help to keep alive an appreciation of our heritage.

CHAPLAIN/READER:

Let us pray: God of Eternal Love, we give You grateful praise for the privilege of walking in the paths of our forefathers, of the historical landmarks of our country so magnificently preserved. Just as we cherish these national treasures, may future generations also be mindful of the courage, dedication and sacrifices of our forefathers who created this land of freedom.

We lift our hearts to You and give thanks for all the good things in life. May the blessing of God rest upon and abide here forever. AMEN

SANTA FE TRAIL DAR MARKER RESTORATION REMARKS

**By Shirley S. Coupal, State Regent
June 2010**

Fannie Geiger Thompson had a dream. She wanted to preserve something as important to the Kansas Daughters as the Revolutionary War sites were to our eastern sisters. At the state DAR meeting in the fall of 1902, State Regent Thompson proposed preserving the fast fading Santa Fe Trail. This was probably not her idea alone. The early 1900's had many agendas not the least of which was improving the road system. Better roads were often the subject of front-page news. It is known that the Missouri Daughters in the next decade used their marking of the Santa Fe Trail and the Boone's Lick Road to promote better roads in Missouri.

Fannie Thompson died in the spring of 1903 without seeing her dream materialize. Four women, Emma Hills Stanley, Wichita, who became State Regent; Isabelle Cone Harvey, Topeka, State Vice Regent; Grace Meeker, Ottawa, State Recording Secretary and Zu Adams, Topeka, State Registrar and Kansas State Historical Society assistant secretary were responsible for bringing this dream to fruition. These formidable women were from pioneer families who came to Kansas during our wild-west days. Influential in their own right, they married prominent, influential men or they were professional women. The Kansas DAR in 1906 consisted of nine chapters, Topeka, Eunice Sterling (Wichita), Betty Washington (Lawrence), General Edward Hand (Ottawa), Newton, Hannah Jameson (Parsons), Sterling, Esther Lowrey (Independence), and Captain Jesse Leavenworth (Leavenworth). Statewide there were 200-350 members, most belonged to the Topeka or to the Eunice Sterling Chapters. To accomplish marking the Santa Fe Trail, they relied heavily on local citizens, old settlers associations, county commissioners, and the Atchison, Topeka & Santa Fe and the Rock Island Railroads.

Would the markers be here today? Two things happened in August 1906 that insured their existence forever. The original plan had been to place cement posts that cost \$5 each every few miles. At important spots a larger monument of composite (cement) stone with a bronze plaque would be set. Zu Adams, along with Kansas State Historical Society secretary George W. Martin, was a zealous supporter of the composite stones. Emma Stanley regarding her crumbling cement sundial pedestal and a sample of stone from Zu Adams, remarked in an Aug 15, 1906 letter to Grace Meeker, "I am not pleased with it." Mrs. Stanley wanted a stone that would withstand the test of time. She met with Miss Adams on Aug 18. Not being able to change Miss Adams resolve, she called a full committee meeting for Aug 28, 1906 to make the final decision.

Isabelle Harvey had instigated the purchase of a red granite monument in memory of Fannie Thompson. Costing \$45, this stone was to be placed by the Topeka Chapter at Burlingame in September 1906. This was to be the first red granite marker on the Santa Fe Trail. Mrs. Harvey was a staunch supporter of the granite markers. On August 21 she undertook a letter campaign to change the committee's minds. She negotiated a bid from C.W. Guild, a Topeka stonemason, for end piece fragments at \$16 per stone. The

DAR had enough money for 70 stones. The committee was swayed, voting in favor of the red granite. Zu Adams cast the only nay vote. This tiff eventually led to her resignation from the committee. In a September 18 letter, Emma Stanley writes to Grace Meeker, “ ... I was very much pleased that the decision was in favor of the granite. Of course we do not have so many of them but we will have the satisfaction of knowing they will last for all time.”

Today, we are commemorating the foresightedness and determination, to place these guide posts along Kansas' first interstate. The red granite markers have lasted over 100 years with very little care and with this restoration will last many times that.

Using Sibley's 1825 survey map, recollections of Trail travelers and old settlers, Roy Marsh traced the Trail across Kansas for the DAR and the Kansas State Historical Society. In 1905, the Legislature appropriated \$1,000.00 to the Daughters for this project. Another \$584.00 was collected from school children on Trail Day - Kansas Day, 1906. Across the state children brought at least a penny to school that day to help mark the Santa Fe Trail. The Atchison, Topeka & Santa Fe and the Rock Island Railroads shipped the markers for free and most were set by old settlers associations or county commissioners at no cost. Due to this generosity in the involved counties, the \$1584 bought 89 red granite engraved stones and a cannon. In addition six special Markers, some costing as much as \$300.00, were purchased by DAR Chapters (Betty Washington & General Edward Hand, Trail Park at Baldwin City; Topeka, Fannie Geiger Thompson Memorial Stone at Burlingame; Eunice Sterling, Lost Spring at Lost Springs; and Sterling Chapter/Rice County at Lyons,) and Old Settlers Associations (Olathe Courthouse and Gardner School).

The Topeka Chapter, DAR ordered the first Marker, honoring Fannie Geiger Thompson in September, 1906. However, we can't find it being dedicated at Burlingame until June 1907. The rest of the Markers were delivered though the fall of 1906 into the spring of 1907. The last ones were set in Morton County in 1914. In 1915, long time State Historian, Mrs. T.A. (Almira "Allie") Cordry published her book, *The Story of the Marking of the Santa Fe Trail*. It is still considered the authority on where and why the Markers were placed. She numbered the Markers 1-96, starting in Overland Park and ending at Point of Rocks in Morton County. Unfortunately, some markers were missed, out of order, or counted twice. In the 1997 "Ninetieth Anniversary Survey.....," State Regent Patricia Traffas and State Historian Shirley Coupal gave each Marker an unique name. We have accounted for all the markers, none are missing, with this restoration, they will be listed in consecutive order using the 1997 name they were assigned by Traffas and Coupal.

No two Markers are a like; each has its own distinctive shape. The wording may be the same but there are eight different arrangements. In procuring the 175th Anniversary Marker, the 90th State Marker at Ralph's Ruts in Rice County, it was discovered how

valuable the 1906 Markers had become. Their size and hand engraving have made them unique and irreplaceable.

A select group of markers, representing each of the KSDAR districts, are being commemorated due to their historical significance. The tales these Markers could tell, of life on the plains, of bitter winters, scorching summers, days of black dust clouds and days of pristine blue skies, from seas of grass to oceans of waving wheat.

Lone Elm, Johnson County, was selected for the Northeast District:

The Lone Elm Marker sits on the northwest corner of the Lone Elm Campground. Travelers starting their journeys from Independence for Santa Fe or Oregon used this campground, which was generally reached the first night out. The campground covered approximately 80 acres. In the early days the campground was also known as Elm Grove or Round Grove. From Susan Magoffin's diary, we learn that by 1846, only one elm tree remained. It stood on a small incline near the creek. There was sufficient (spring) water for the animals and the grass grew as tall as a man's waist. West of here the Trail divides, one Trail going west and south to Santa Fe for commerce and trade and the other Trail angling sharply northwest headed for Oregon and a new life.

Lone Elm marker was dedicated Nov 9, 1906. Newt Ainsworth owned the site of the Lone Elm Campground. He took a deep interest in the marker's placement, paying for the base and foundation and having the base inscribed with "Lone Elm." He orchestrated the dedication. Over 300 attended including many school children, the who's who of old settlers spoke, the flag draped marker was unveiled by schoolgirls. There was considerable news coverage. Later Mr. Ainsworth had a souvenir pamphlet printed (February 1907) for those who attended.

Due to widening of Lone Elm Road, the Marker was moved out of the right of way, placed on a new base, and rededicated September 8, 1997.

Council Oak, Morris County, was selected for the Southeast District:

The Council Oak Marker sits forty feet from the treasured site of the Council Oak long used as a post office to trail travelers. The marker stands on the exact spot where the council of the Chiefs of the Great and Little Osage and the United States Commissioners signed the treaty for the right-a-way to the Santa Fe Trail guaranteeing safe passage for trail travelers. On August 10, 1825, George C. Sibley met with the Osage at the old oak grove near the Neosho River. This was the largest body of timber anywhere on the Trail. This settlement was a major repair and supply rendezvous, where all caravans camped and combined forces to make a more solid front against the tribes on the western plains.

From Susan Magoffin's 1846 diary, we learn that Council Grove was the great rendezvous point for all traders. It was at the edge of civilization, west meant looking out for hostile tribes and hunting for food. Each company coming out stopped for at least a day to repair their wagons, rest the stock, get timbers for the rest of the journey, mold bullets, and make ready their guns. It was also the last place to wash your clothes.

The Magoffin's struck camp on a hill near a large mound, which had a splendid view. The prairie to the west, as far as the eye could see, was waving sea of tall grass, to the east miles of hills and trees. "I went up onto it at sunset, and thought I had not seen, ever, a more imposing sight." Susan Magoffin, Friday June 19th, Council Grove.

Inscribed on both sides, the Marker was dedicated on the eighty-second anniversary of the treaty, August 10, 1907, with an elaborate celebration. Present were State Senator George P. Morehouse and Kansas State Historical Society Secretary George W. Martin, who were both instrumental in helping the Kansas Daughters mark the Santa Fe Trail through Kansas. Senator Morehouse was the keynote speaker, with many other prominent Kansas historians, DAR members, members of the Osage tribe, and old settlers in attendance. Council Grove was the most noted stopping place between the Missouri River and Santa Fe. For years it was the last chance to obtain supplies. Main street, on both sides of the Neosho, mark the course of the trail. The monument is one of the finest on the Trail and had a history box placed in its cement foundation. On August 10, 2007, the box was opened. The contents had disintegrated. A new state of the art time capsule has been sealed into the base and will be opened August 10, 2107.

Stone Corral, Rice County, was selected for the Northwest District:

The Stone Corral Marker is near the Crossing of the Little Arkansas River and the long dismantled Stone Corral. At the Little Arkansas crossing, the stones, that were laid in the riverbed for wagons to cross are still visible when the water level is low. The huge cottonwood on the east bank, known as the Marker Cottonwood, was probably the reference point for locating the crossing. Southwest of the crossing on the west side of the river was the 200 x 300 foot stone enclosure. The Stone Corral, with its 8 foot high and 30 inch thick walls, was an overnight camping stop, providing accommodations and protection for trail travelers. It was a trading post and from 1865-67 a military encampment. Pieces of the stone can still be found in the field where it was located.

From Susan Magoffin's 1846 diary, leaving Council Grove on June 21st the company now included forty-five wagons and four different camps composed of Americans, Mexicans, and negroes; horses, mules, and oxen. The stop that night was Diamond Springs. It was a cold night. Morning brought rain, difficulty yoking the oxen, and getting stuck. Susan writes of being wrapped in a buffalo robe to keep dry and warm. Lost Springs was the next camp and still raining. With little wood, no hot meals were to be had. On the 25th the next 12 mile journey took from early morning until well after dark due to the mud. Cottonwood Creek camp found them with no wood or water. Rain and slippery mud make crossing the Cottonwood an all day affair. Finally the open prairie with no wood and little water for man or beast, then the heat, wind, dry lightening, and mosquitoes. June 30th they make the Little Arkansas River. Traveling early morning, resting during the mid-day, and traveling again late into the evening, the heat, no water, and little rest wear heavily on the oxen and humans, they are completely focused on making water.

“On our arrival here the buffalo and pillow were spread out and I layed down to sleep and I can say it took no rocking to accomplish the end. The tent was stretched with the intention of remaining here all night. The crossing is quite difficult, the sun extremely warm and it was supposed the oxen could not go on. About 11 o’clock *mi alma* came and raised me by my hand entirely up onto my feet without waking me. The whole scene had entirely changed. The sky was perfectly dark, wind blowing high, the atmosphere cool and pleasant and no mosquitoes, with every appearance of a hard storm.”

– Susan Magoffin, Tuesday June 30th, Little Arkansas River.

We’ve not found any trace of a formal dedication. However, this being fairly remote, someone made the effort to remember this spot on the trail and place the marker near this famous location. George W. Martin, Kansas State Historical Society Secretary, speaking about the Rice County markers, remarked “with their tales and traditions, legends and lore, embracing humorous, pathetic and tragical events that should not be forgotten.”

Fort Larned, Pawnee County, was selected for a special celebration with the Santa Fe Trail Association:

E.C. Campbell of Hutchison, a former paymaster at Fort Larned, wrote an account of the early days. “The first fort on the Trail after leaving Council Grove was Fort Zarah, on the Arkansas River, at the mouth of Walnut Creek, near the present town of Great Bend. Thirty-two miles west, on the Pawnee Fork, and six miles west of its junction with the Arkansas River, Fort Larned was located. About fifty-five miles due west, Fort Dodge was established after the previously built post of Fort Adkinson was abandoned. Then a stretch of a hundred miles, more or less, and the post of Fort Lyons was built near the Indian trading-post known as ‘Bent’s Fort.’ The greatest danger of the whole line from Indian surprise and attack, lay between Forts Zarah and Larned, the very heart of buffalo range.”

From Susan Magoffin’s 1846 diary, Pawnee Fork was reached on July 4th after only what can be called an unforgettable day. Stopping at Pawnee Rock while the rest of the company moved on, Susan, under the watchful eye of her husband and her maid Jane, cut her name into the rock. Catching up with the company at Ash Creek, they found the creek dry and the bank smooth though a little steep. As they descended the carriage overturned, Susan and her husband were thrown from it. She hurt her back and side and he was bruised from catching her which probably saved her life.

By an order of the Government, they were detained at Pawnee Fork for seven days and then given permission to go as far as the ford of the Arkansas or to Bent’s Fort.

“Oh how gloomy the Plains have been to me today! I am sick, rather sad feelings and everything around corresponds with them.

We have never had such a perfectly dead level before us as now. The little hillocks which formerly broke the perfectly even view have entirely disappeared. The grass is perfectly short, a real buffalo and Prairie dog and rattle snake region.”

– Susan Magoffin, Saturday July 11th, Pawnee Fork.

I have two post cards, one with the marker and one with two ladies standing by it. One of the ladies, I believe, is Mrs. Stanley. She is wearing her State Regent's sash. She was Regent until 1908. This very possibly could have been taken the day of the dedication. Since the marker was placed on such a distinguished base, there had to be some formal ceremony. We've not come across the report of its occurrence, yet. But then again we haven't gotten through all of the 1907-08 newspapers.

From 1859 until 1878 this was an outpost in the wilderness, the wind blew, the buffalo roamed and the Plains Tribes attacked. The Federal government stationed soldiers here to protect the travelers along the Trail. The base of the Marker includes the history of the Fort. The Marker was moved from the parade ground into the road side park in 1983, so that it would be more visible. The Marker was dedicated September 22, 1983.

A special tour of the Markers between Wagon Bed Springs, Grant County, and Wilburton, Morton County, was made:

Wagon Bed Springs (Lower Cimarron Spring), Grant County: This was a special Marker made for Wagon Bed Springs. E.F. Towler had it placed about 50 yards from the Spring. The Spring on the Cimarron River was one of the first watering-places after crossing the Jornada, the waterless crossing between the Arkansas and the Cimarron, making this a good resting area. Legend has it that the Spring didn't always run, so a wagon would be sunk in the quick sand, allowing water to flow into the bed, hence the name. This Marker was moved in November, 1996 to its current location. It was placed on a new base and sits in front of a buffalo cutout. This site was designated a National Historic Landmark in 1960. In 1998 the name of the site was changed to Lower Cimarron Spring. The National Historic Landmark boundary was expanded to include the historic campground.

The Trail is now following the Cimarron River.

Zeiler Crossing (Cimarron River), Stevens County: The Marker overlooks the Cimarron River on the Trail. This is the only Marker in Stevens County.

The Morton County Markers are dispersed along the Trail. Four are in or near the Cimarron National Grasslands which is administrated by the U.S. Forest Service.

Richfield (Morton/Stevens County Line): The Marker is east of Richfield on the Trail. It sits on an out of the way corner, hidden periodically in sunflowers.

Rolla (North of Rolla): The Marker was placed on the Trail north of Rolla.

Wilburton (Mid-Morton County): The Marker sits on the Trail, visible ruts are nearby. SFTA markers adjoin the site, midway between Richfield and Wilburton, in the Cimarron National Grasslands.

Point of Rocks was selected for the Southwest District:

Fred G. Glenn, county clerk, reported to George W. Martin, Secretary of the Kansas Historical Society that the Morton County Commissioners assumed the expense of transporting the stones from the railroad and setting them. "The markers are located, one on the east county line and one on the west line, or where the trail leaves the state. There is one located very near the center of the county, and the other two at places between these where they will most likely be seen. The trail for the first twelve miles in this county is all together, except for a short distance about five miles from the east line, where there is a short branch to the Cimarron river for water. For the remainder of the distance across the county there are practically two trails, one following the river-bottom, or close to it, and the other branch keeping parallel with the river at a distance of two miles, or about that. There are connecting roads every few miles, and appearances indicate the main trail for the last one-third of the way across the county to be on the river-bottom."

It should be remembered that in those days the railroad was a distance of about sixty-five miles. The Markers were delivered by wagon which exemplifies the interest and efforts of the people of Morton County to mark the Trail.

Every story has a twist. Unbeknownst to the Daughters three of the Morton County Markers sat in Richfield for a number of years. In a letter dated December 27th, 1912, Lavinia J. Smyser (of Pawnee Rock fame) writes to Lillie E. Guernsey, Kansas DAR State Regent, that her son has seen these Markers in Richfield and "one was injured by someone who had built a fire too near."

In January, 1914, Mrs. Guernsey, not being satisfied with the written responses, traveled to Morton County to see why the Markers had not been set. Mrs. Guernsey was a rather formidable lady, of pioneer, Methodist stock. She set the tone and structure of the Kansas Society from the time she took office in 1909 until her death in 1939. To the best of our knowledge, there is no written record of what transpired when Mrs. Guernsey arrived. What we know is from a letter written by E.M. Dean, dated November 26, 1914, "The marker set at "Point of Rocks" was the last one to be set in this county, and I presume the last one in the State of Kansas, these markers were sent to Morton county several years ago and 3 of them were placed, the other two, that is the one at Point of Rocks, and the one on the State line were not placed until last spring, when myself and a few others in this county interested ourselves in getting them properly located.

The citizens of Morton county who were active in this matter were Mayo Thomas of Elkhart (a friend of your Mrs. Guernsey), Perry Brite who lives at Point of Rocks, Lee Moore, Ernest Wilson and J(no) Bartholomew of Richfield and myself. The Stone was set at Point of Rocks on the 26th day of April, 1914. It is placed on a rocky point about 50 feet above the river on the north bank of the Cimarron River, and about ½ way up the Bluff that constitutes the "Point of Rocks." On the cement base the following inscriptions appear. Mo River 550 Miles Santa Fe 226 Miles Surveyed in Sept 1825. Also on the cement base is the Square and Compass with the letter G in the center, this you of course know is the emblem of the Masonic Fraternity, and was placed on this base for the reason that Msrs Thomas-Brite-Wilson and myself happen to be "Masons."

Point of Rocks is the first bluff found on the River in going west, it is a sharp rocky point very steep and 108 feet above the water level of the Cimarron River. The place called "Middle Spring" is a spring ½ mile east by north of the Point, it was a noted Land Mark and the only spring in what is now Morton County."

We found the Marker in the turn out overlooking the Grasslands in 1996. The U.S. Forest Service agreed to reset it at its original location at the Point of Rocks in time for the 1997 SFTA Symposium. It was dedicated September 25, 1997 in memory of Fannie Geiger Thompson, Emma Hills Stanley, Zu Adams, Grace Meeker and Isabelle Cone Harvey, without whose untiring efforts the Santa Fe Trail through Kansas would not have been marked by the DAR.

We have no interesting tales about the State Line Marker. We assume its significance is that it marks the Kansas boundary on the Old Trail. Originally set in 1914, the Marker was moved to a more accessible location along Kansas 27 in 1956. This is where we found it in 1996. The U.S. Forest Service agreed to move it back to the State Line. It is in an undeveloped section of the Grasslands but accessible for the adventurous. A corner is broken off probably due to a lightning strike. It was dedicated September 25, 1997.

In closing, "Set up road markers, put up guideposts; Turn your attention to the highways, the road by which you went." Jeremiah 31:21 And with great hope that Divine intervention will keep these markers where they were put, "You shall not move your neighbor's landmarks erected by your forefathers in the heritage you receive in the land which the Lord, your God, is giving you to occupy." Deuteronomy 19:14

*Remarks by Harry C. Myers, Santa Fe Trail Association Manager, June 19, 2010. At the Santa Fe Trail Center, Larned, and similar remarks at Elkhart (June 26), Kansas upon the occasion of the re-dedication of the Kansas Society of the Daughters of the American Revolution.

Madame Regent, Director of the Santa Fe Trail Center, President of the Wet/Dry routes Chapter of the Santa Fe Trail Association, Officers of the Kansas Society of the Daughters of the American Revolution, and honored guests all, it is my pleasure to be here today and represent President of the Santa Fe Trail Association, Joanne VanCoevern and myself. Congratulations on this most wonderful occasion.

On November 13 of 1821 Captain Don Pedro Ignacio Gallego and over 400 militiamen, Pueblo Indian auxiliaries, and presidial soldiers met William Becknell and five other men from Missouri south of Las Vegas, New Mexico. Not knowing what to do with Becknell and unable to communicate, Gallego sent the 6 Missourians into Santa Fe where on November 15th they met with Governor Facundo Melgares who welcomed them to New Mexico. Thus the Santa Fe Trail was officially opened, as we know it today. And we also know today that people had been trading across the Great Plains since at least 1200 and most likely before that.

In the 59 years after 1821 big wagons lumbered across the Great Plains, through the heart of Kansas, cutting ruts and swales in the rich Kansas prairie. Tons of goods were freighted with cloth being the major item of trade. The gold, silver, and furs that returned to the western frontier of the United States enriched the residents and protected them from the economic downturns that periodically weighed upon the economy of the young nation. The traders were merchants, mountain men, farmers, and all those taking a risk in this new and different enterprise.

They were mainly men and most of the women stayed home. They took care of the farm, the stock and the crops; they carried on the business of the merchants in their towns and villages; they raised the children and kept everything going while the men were ogling the pretty women of Santa Fe. Business and ordinary life carried on at home only because of the women.

In time the United States invaded and acquired the southwest. What was once Mexico was now the territories and later states of New Mexico, Arizona, and California. The railroad eventually extended from the western frontier to Santa Fe and the era of the big freight wagons was over. The railroad carried more goods and freight than ever a trader thought possible.

The Santa Fe Trail helped bring about an international exchange of goods and most importantly – ideas. The trail still continues to influence us today

By the turn of the century in the early 1900s Americans began to realize the loss of their frontier. Historian Frederick Jackson Turner declared the frontier closed. The West was settled and the buffalo no longer roamed the Great Plains; the Indian people were on reservations; and the great open ranges were quickly being wrapped with the barbed wire. The loss of this frontier, so vital to every American for over a hundred years, was felt by many. President Teddy Roosevelt embraced the conservation movement and in 1906 Devil's Tower National Monument was declared under the new Antiquities Act of 1906. And more significantly the signature inscribed rock of El Morro in New Mexico was the first Historic national monument declared under this act in 1906. The first historic national park was established that same year. Mesa Verde was established in June 1906.

Ah, but the Kansas Society of the Daughters of the American Revolution beat Roosevelt and the others to the punch. At their convention in Ottawa in 1902 Regent Mrs. Fanny Geiger Thompson proposed the marking of the Santa Fe Trail, because it was being lost. The DAR would "wrench it back from history." Mrs. Thompson passed away shortly (possibly because she wrenched too hard) but her idea remained and the DAR embarked on a process of mapping the trail, determining the appropriate markers, contracting for and erecting the red granite stones that now mark the trail in Kansas. The Kansas Society of the DAR was the first to recognize the disappearing trail and its heritage and to do something positive about it. By 1906 over ninety monuments had been placed along the trail in the state of Kansas.

Once again leaders, over a hundred years later the Kansas Society of the DAR recognized that a number of the monuments needed preservation work and in cooperation with the National Park Service and the Santa Fe Trail Association, they embarked on a project to locate, GPS, and do preservation work on the monuments. It is the completion of that work that we celebrate today. I doubt that every monument will be celebrated for its rehabilitation but we recognize that at the location of every one of these monuments, represents traders campgrounds, locations of where people gave their lives either to sickness or to battle; represents the sites of Indian campgrounds where they lived, died, and gave birth; represents where buffalo were hunted; and where the dream of a better life was pursued. In short the experience of the all those on the Santa Fe Trail is the common heritage of all of us in the United States. The red granite stones that mark the trail can be seen symbolically as the blood and sacrifice of every one of our ancestors. And who better to commemorate and mark this heritage than the Daughters of the American Revolution.

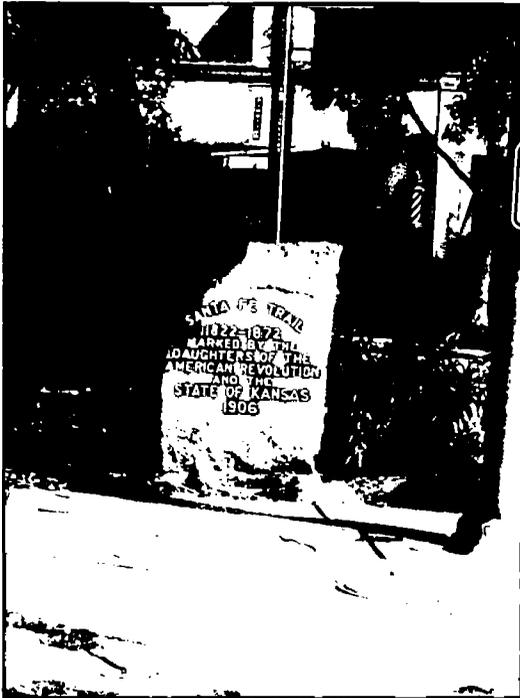
This early effort at the preservation of our common history before it disappeared by the Kansas DAR reached far. First in other states the DAR copied the marking efforts on the Santa Fe Trail and eventually the Oregon-California Trail was marked. Their efforts also started the good roads association for the new horseless carriages that were becoming all the rage. In the initial discussions in 1902 the Kansas DAR urged and accomplished adding the teaching of Kansas history in the schools. And last but not least, and probably

not the end of all the benefits, the DAR prompted the preservation of Pawnee Rock along with the Women's Kansas Day Club, the Women's Relief Corps, the Woman's Christian Temperance Union. The tall monument atop Pawnee Rock was dedicated in 1912.

That they accomplished this in only about four years is a testament to their dedication and knowledge of how to get things done. One lady commented that it was done with a unanimity of purpose, that there was no friction anywhere – There were no fusses and the only misunderstanding came from two persons – men. But these were only a matter of a few days worry.

I salute President Shirley Coupal and her assistant, Pat Traffas and all the others who participated in and have made this project a success. May one hundred years from today we assemble again (it will probably be our grand children) and honor both the preservation work once again of these monuments and the Kansas Society of the Daughter's of the American Revolution for the preservation of our common heritage.

Thank you.



Before



After

Overland Park, Johnson County, northeast corner of 80th and Santa Fe Trail Drive – S30T12SR25E –38 59.012N, 094 40.352W

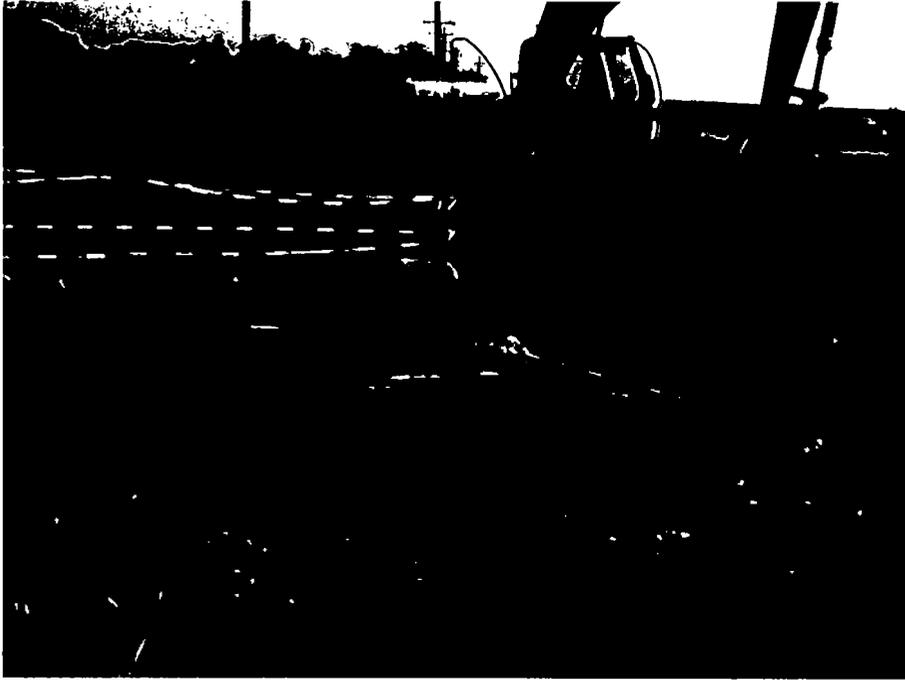


Before



After

Lenexa, Johnson County, near the southwest corner of Noland Road and Santa Fe Trail Drive – S34T12SR24E –38 57.718N, 094 44.291W

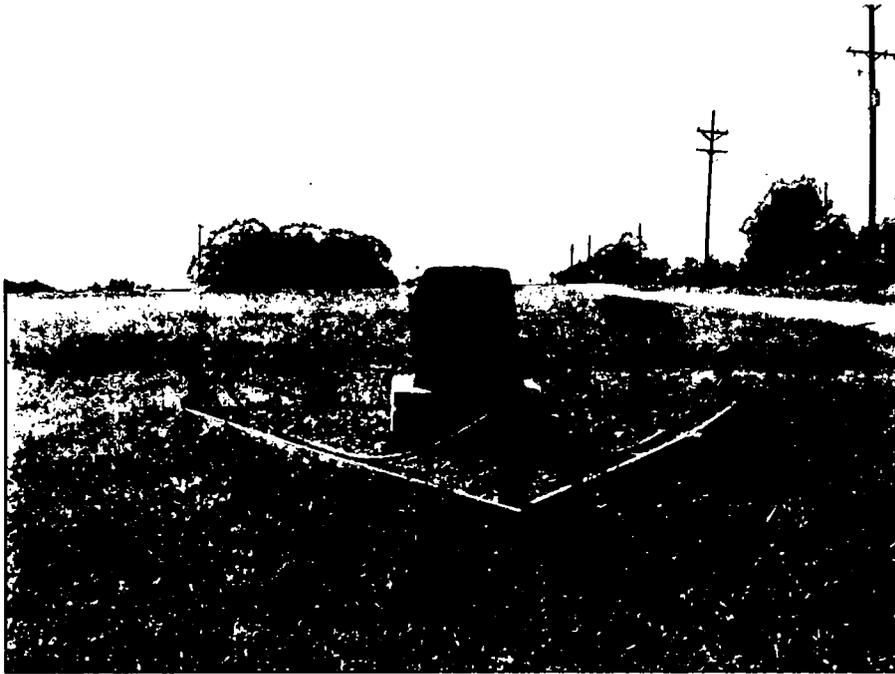


Before



After

Lone Elm, Johnson County, southeast corner of 167th and Lone Elm Road, Olathe –
S23T14SR23E3 –38 57.602N, 094 44.509W



Before

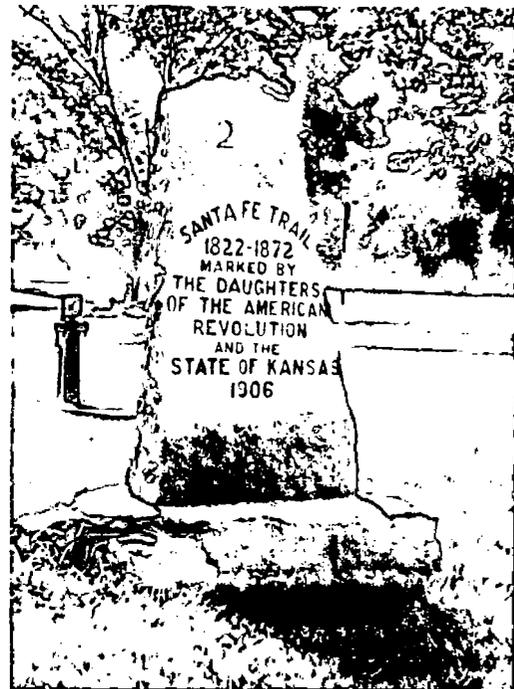


After

Elm Grove/Sunflower School, Johnson County, north side of Old Highway 56 at 151st and Lakeshore Road, between Olathe and Gardener – S4T14SR23E –38 51.212N, 094 52.159W



Before

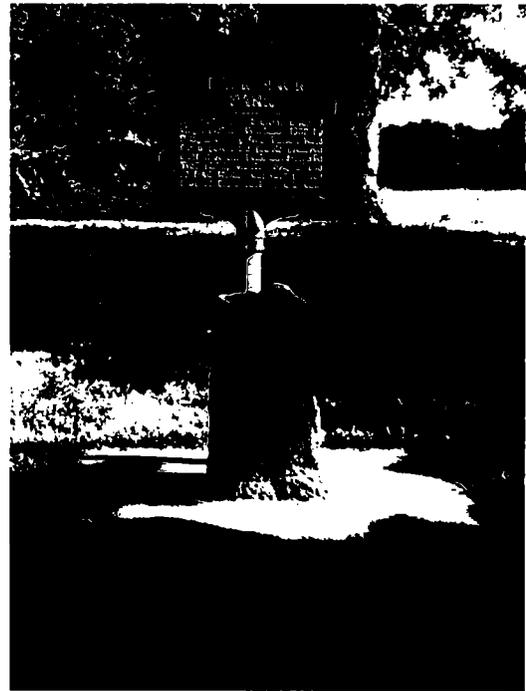


After

Lanesfield School, Johnson County, US 56 to 191st west to Dillie Road north to Lanesfield School – S32T14SR22E –38 47.312N, 094 59.478W



Before

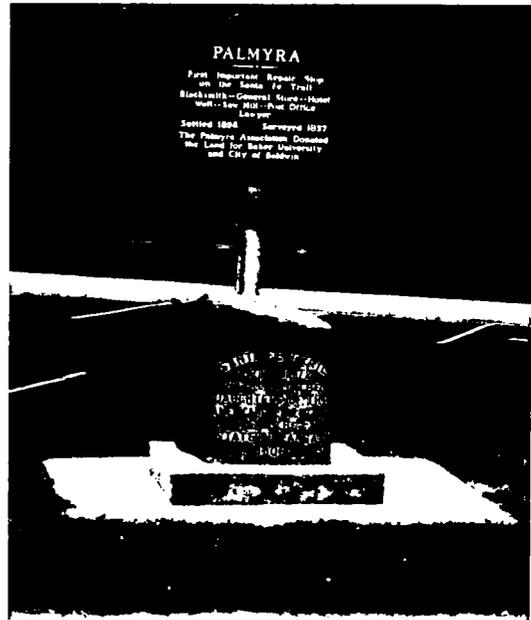


After

**Black Jack, Douglas County, US 56 and E2000 Rd, south side, (2½ miles east of Baldwin)
– S7T15SR21E –38 47.171N, 095 10.928W**

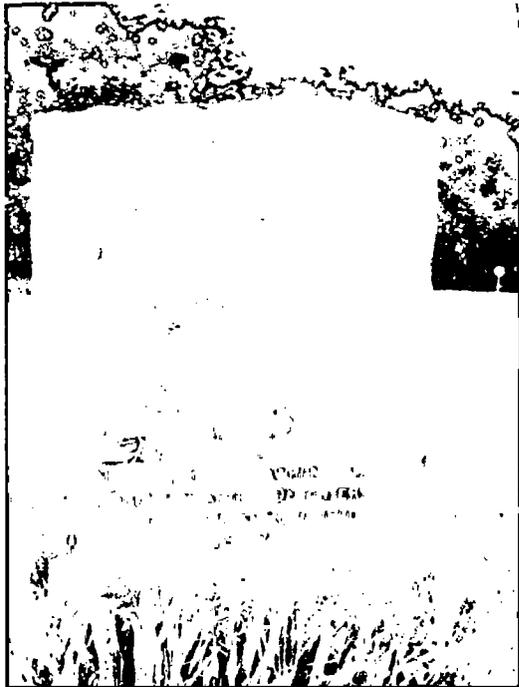


Before

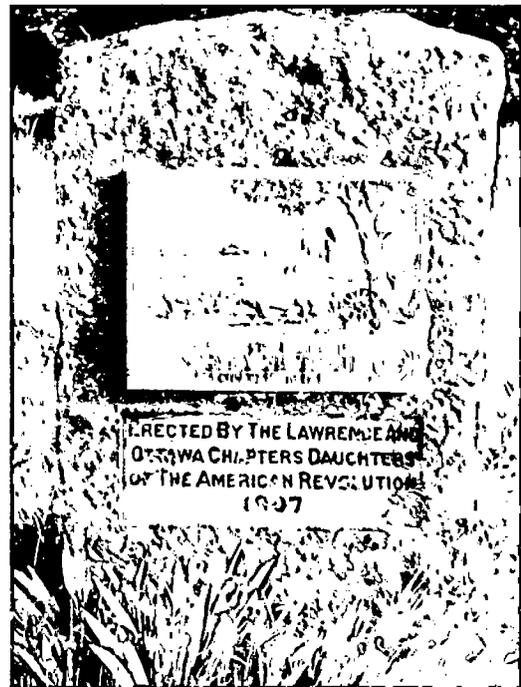


After

Palmyra, Douglas County, east side of Baldwin, US 56 to Eisenhower north to N. Quayle in front of the junior high school – S34T14SR20E –38 47.173N, 095 10.933W



Before



After

Trail Park, Douglas County, west side of Baldwin, US 56 to 6th St, north to N400 Rd and E1700 Rd (½ mile, west side) in Trail Park – SPECIAL Marker – S33T14SR20E – 38 47.444N 95 11.195 W

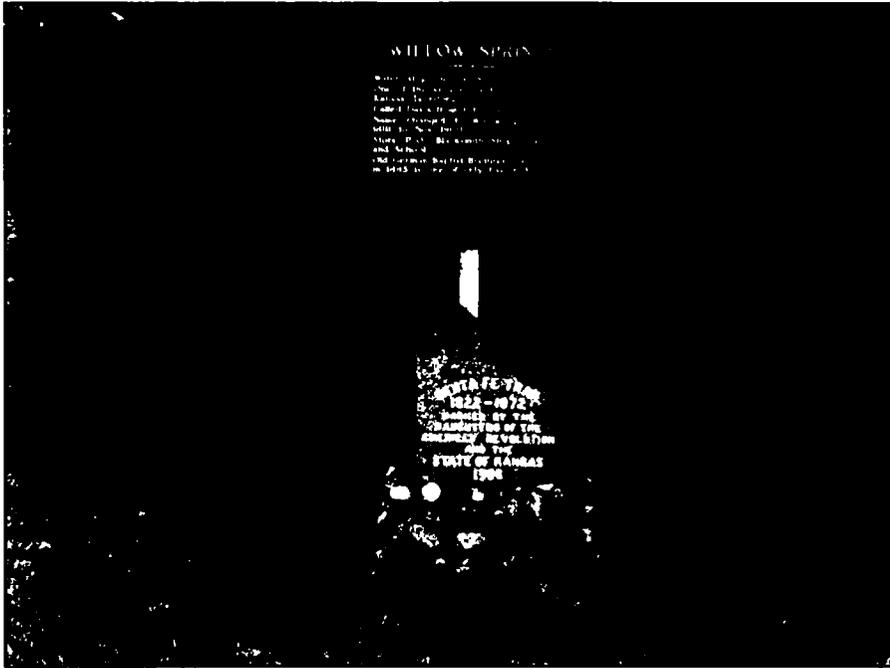


Before

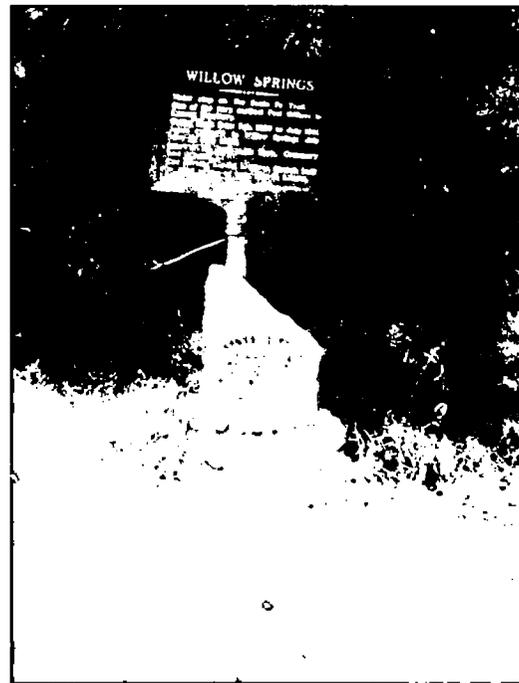


After

Brooklyn, Douglas County, US 56 to US 59 north 2½ miles to N550 Rd east 2 miles to E1400 Rd where road ends, corner of E1400 Rd & N550 Rd, due to road construction on US 59 (not finished in 2011) an alternate route: US 56 to E1400 Rd turn right, 2½ miles north, east side at N550 Rd – S19T14SR20E –38 49.116N, 095 14.496W

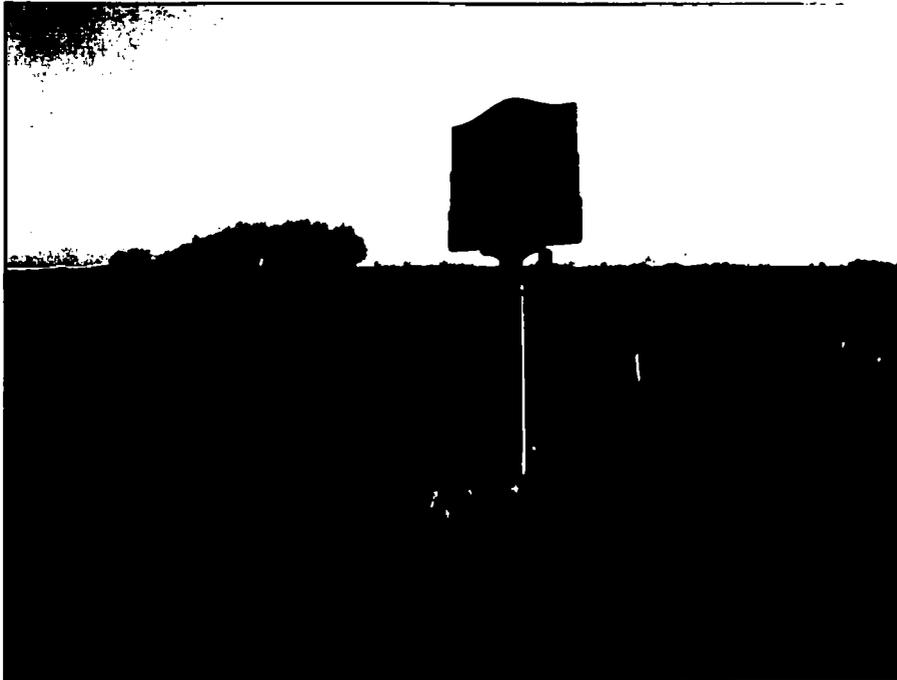


Before

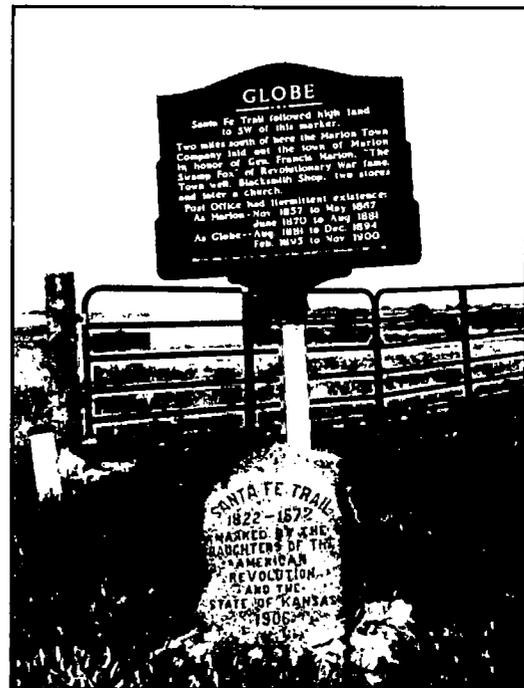


After

Willow Springs, Douglas County, US 56 to US 59 north 2½ miles to N550 Rd west 2 miles to E1100 Rd to end of road, corner of E1100 Rd & N550 Rd, due to road construction on US 59 (not finished in 2011) an alternate route: US 56 to E1100 Rd turn right, 2½ miles north, west side at N550 Rd – S21T14SR19E –38 47.821N, 095 23.646W

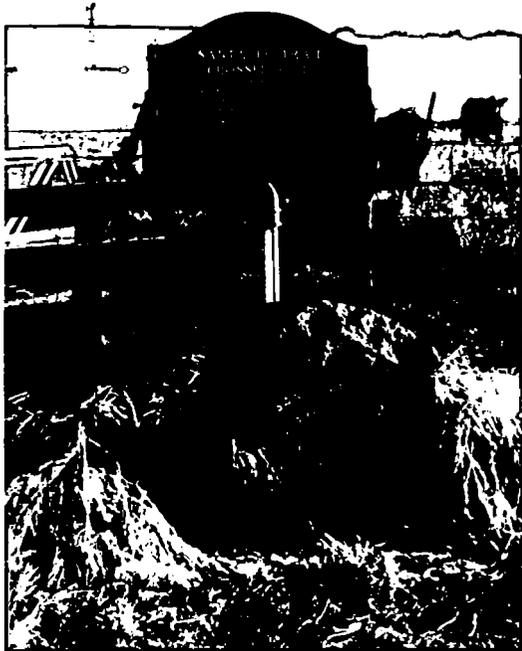


Before



After

Globe, Douglas County, US 56 to N400 Rd (north 1 mile) at E550 Rd on west side across from the water tower – S34T14SR18E –38 46.935N, 095 28.931W



Before



After

Simmons Point/Flag Springs, Douglas County, south side of US 56 at E100 Rd (1 mile east of the Douglas/Osage County Line) – S2T15SR17E –38 46.932N, 095 28.922W



Before



After

Overbrook, Osage County, US 56 to Maple south past Santa Fe Trail in front of the Post Office – S5T15SR17E –38 46.697N, 095 33.400W



Before

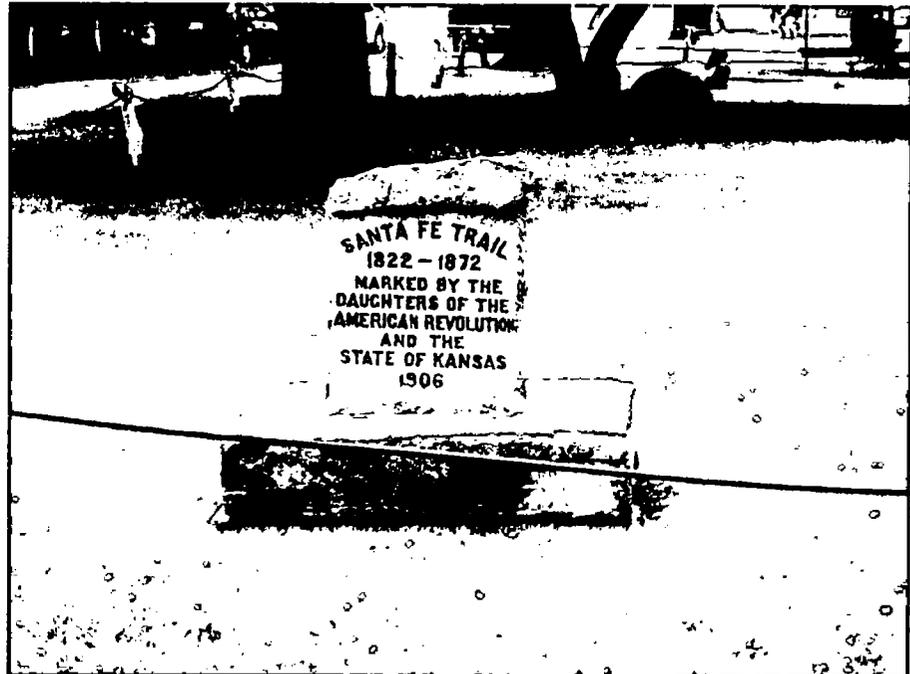


After

110 Mile Creek Crossing, Osage County south of Carbondale, "Four Corners," ½ mile south of the US 56 and US 75 Interchange on the west side of highway – S6T15SR16E –38 46.415N, 095 41.143W



Before



After

Scranton, Osage County, US 56 to Boyle south to Boone in northeast corner of Jones Park – S3T15STR15E –38 45.229N, 095 55.151W



Before



After

Fannie Geiger Thompson Memorial (Burlingame), Osage County, US 56/K31 junction west on Santa Fe (K31) to Dacotah, southwest corner of Santa Fe and Dacotah on the old school grounds – SPECIAL Marker – S15T15SR14E –38 45.220N, 095 50.220W



Original location of the **Fannie Geiger Thompson Memorial** in the center of Burlingame's main street



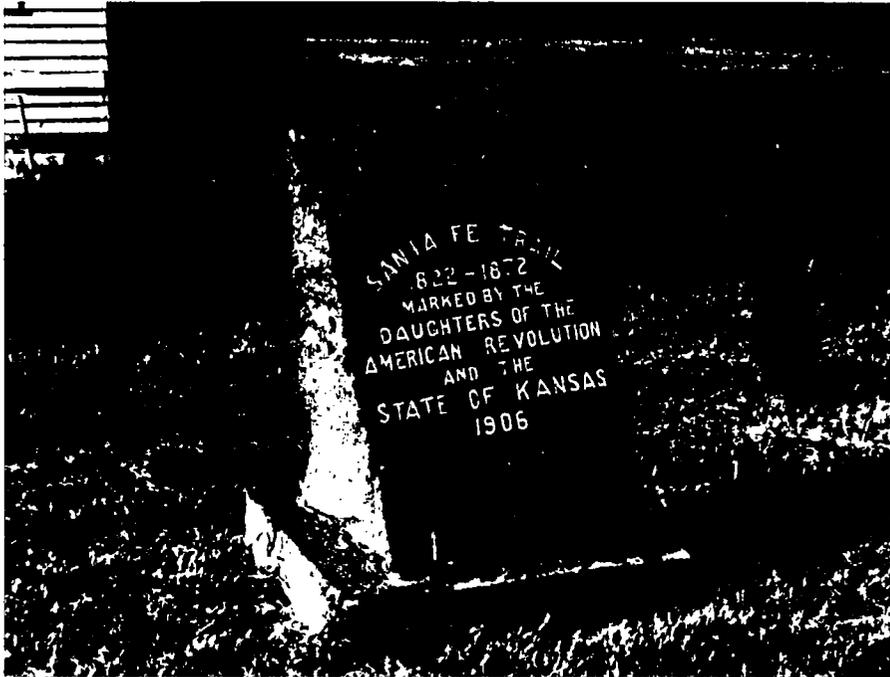
Before



After

Dragoon Creek Crossing, Osage County, north side of K31, (1/2-3/4 mile west of Davis across from SFT ruts sign on the south) 4½ miles west of Burlingame – S12 T15SR13E

-38 45.229N, 095 55.152W



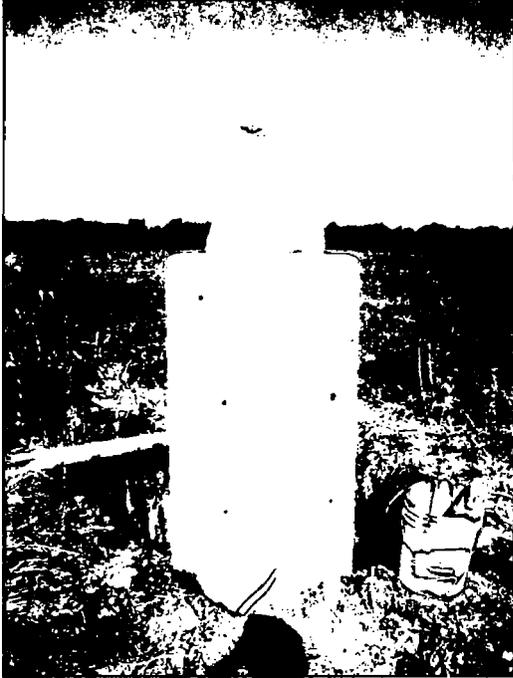
Before



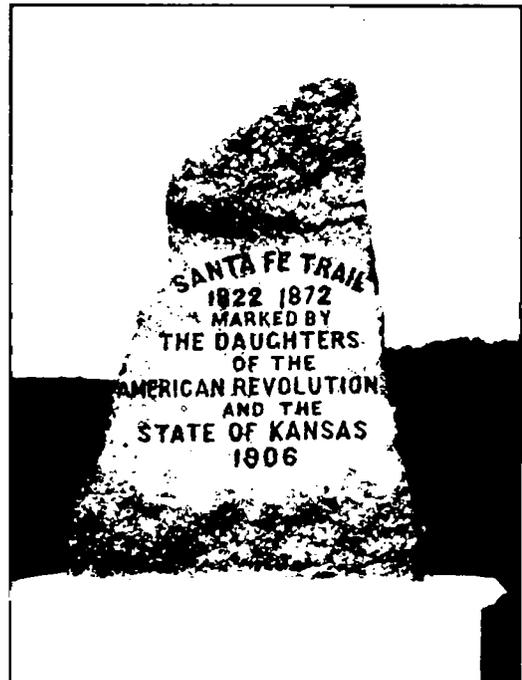
After

Wilmington, Wabaunsee County, K31, to Santa Fe Trail Road (½ mile west of the Wabaunsee/Osage County Line), south 0.7 mile to Wilmington Road, west ½ mile on the

north side in front of the abandon school on the corner of School House Road—
S15T15SR13E—38 42.631N, 096 05.655W



Before



After

Elm Creek Crossing, Lyon County, US 56 to K99 north past Road 380, 0.2 mile on the west side (north side of the new bridge) – S29T15SR12E –38 42.626N, 096 05.653W



Before



After

142 Mile Creek Crossing, Lyon County, US 56 to Road M north to Road 370 east 0.3 mile
on the south side – S1T16SR11E –387 41.291N, 096 16.830W



Before



After

Agnes City, Lyon County, US 56 to Road E north 1.8 miles to the cemetery on the west side, SFT Ruts sign down the road north – S3T16SR10E –38 41.289N, 096 16.831W



Before



After

Rock Creek Crossing, Morris County, US 56 to 200 Road north 0.2 mile on the east side – S12T16SR9E –38 39.706N, 096 29.054W



Before side 1



After side 1

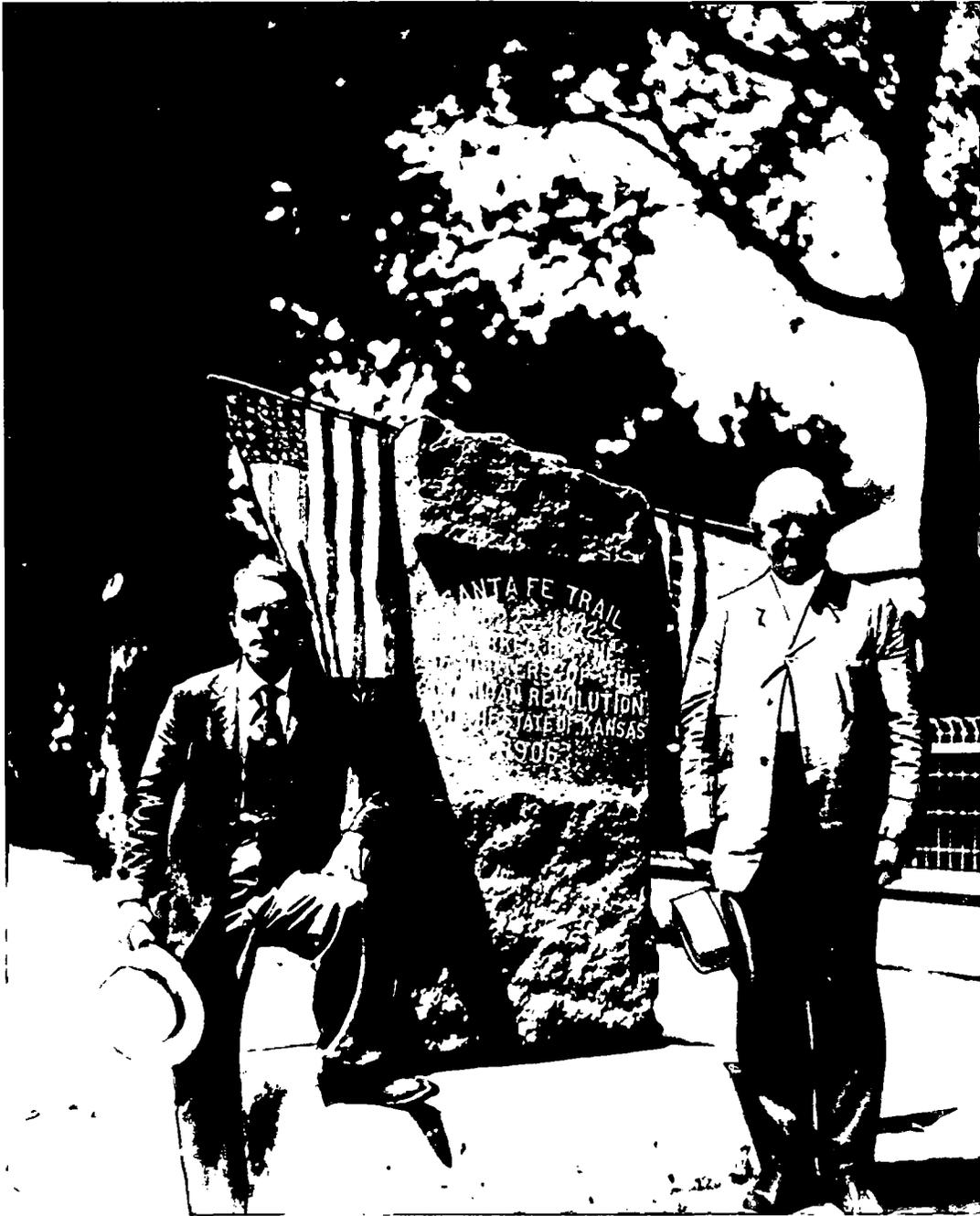


Before side 2



After

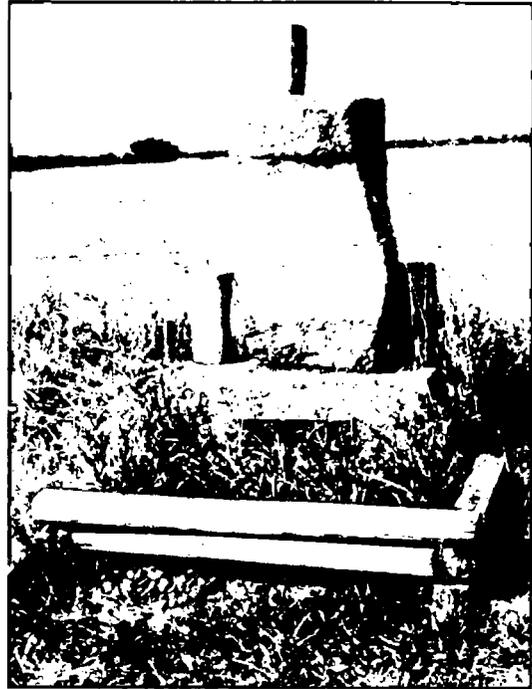
Council Oak (Council Grove), Morris County, in Council Grove, one block east of the US 56/177 junction on the north side – 2 sides – S14T16SR8E –38 37.169N, 096 34.613W



Council Oak Marker, Council Grove
August 10, 1907 Dedication Speakers
George P. Morehouse and George W. Martin



Replacing the base and installing the new time capsule to be opened August 10, 2107
Contents of the capsule placed on August 10, 1907
and opened on August 10, 2007 had disintegrated.

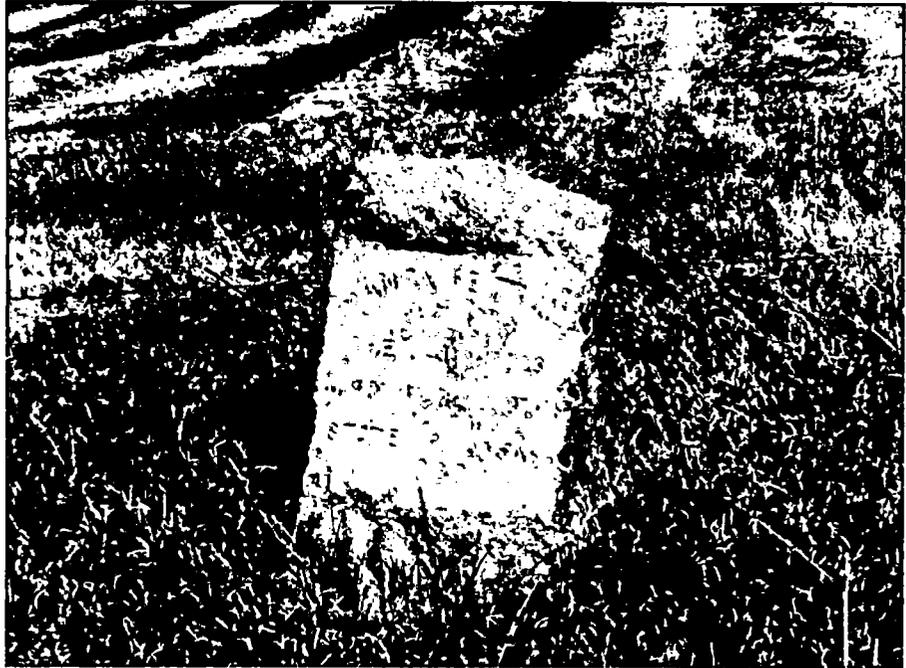


Before



After

Trail Crossing, Morris County, north side of US 56, 5 miles west of US 56/177 junction, 0.7 mile west of 1200 Rd – S18T16SR8E –38 37.376N, 096 41.377W



Before

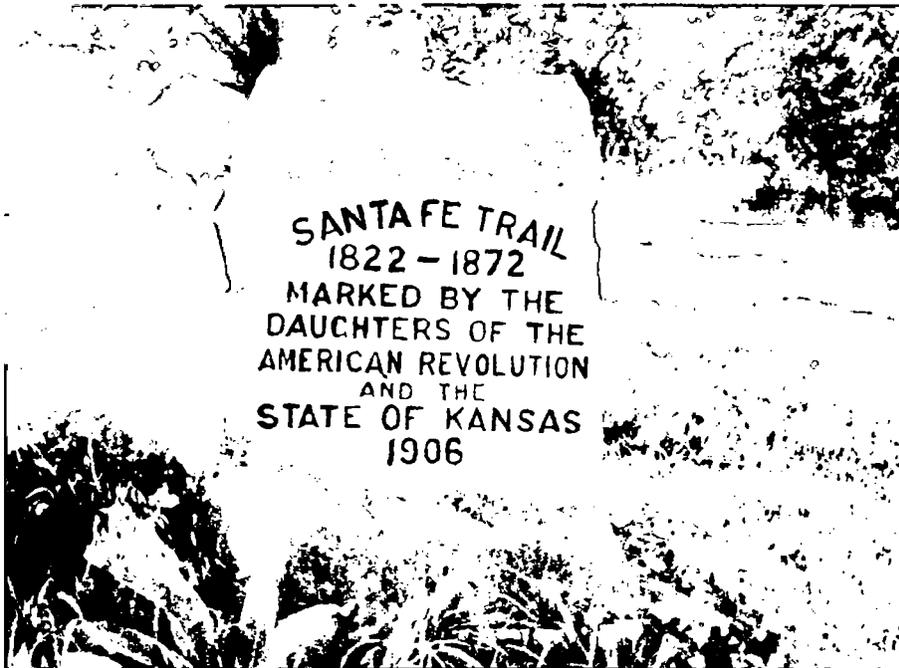


After

Wilsey, Morris County, US 56 to 1900 Road south 2 miles on the east side – S32T16SR7E
–38 36.970N, 096 45.752W



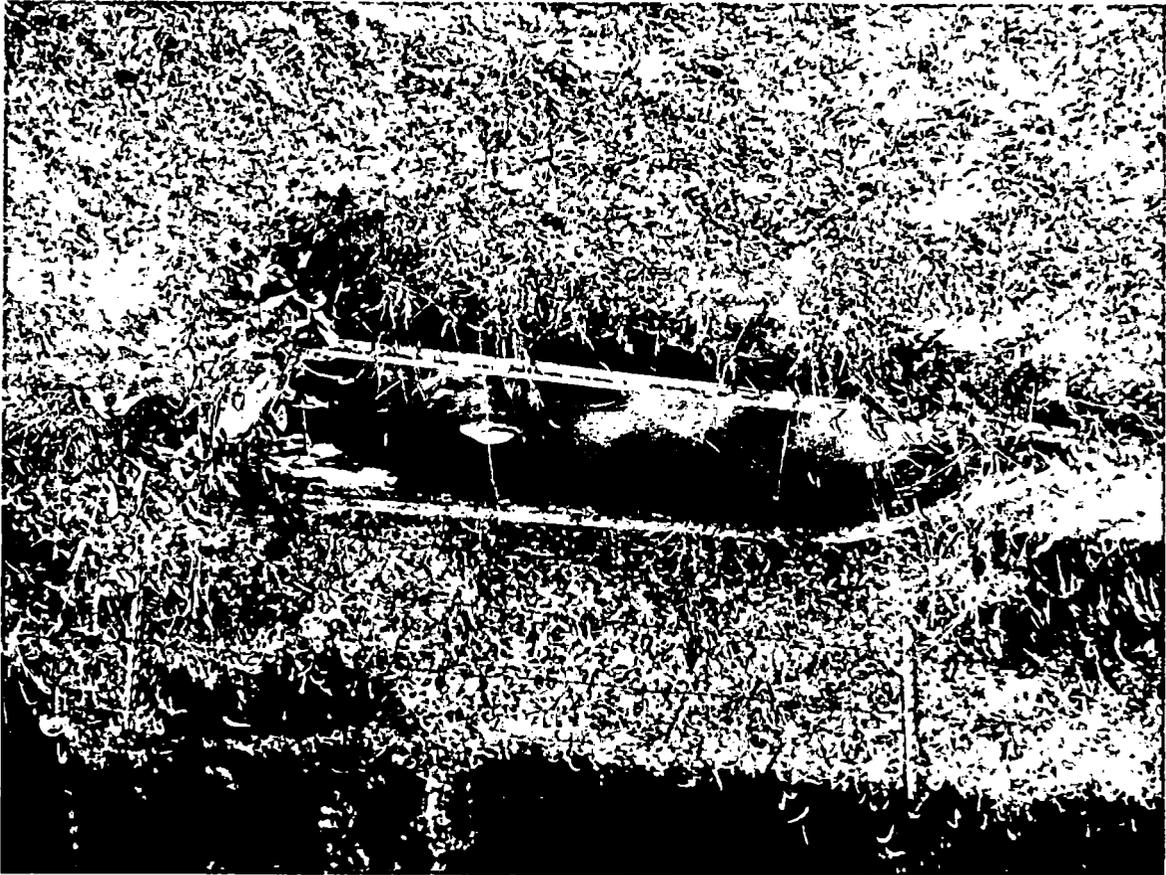
Before



After

Diamond Springs, Morris County, US 56 to 2200 Road south 2.2 miles west 1 mile on the Diamond Creek Ranch, marker sets on south side of farm road west of house and buildings – Remember this is private land and should be treated as such – S34T16SR6E –38 36.311N, 096 51.386W

Today's Diamond Springs



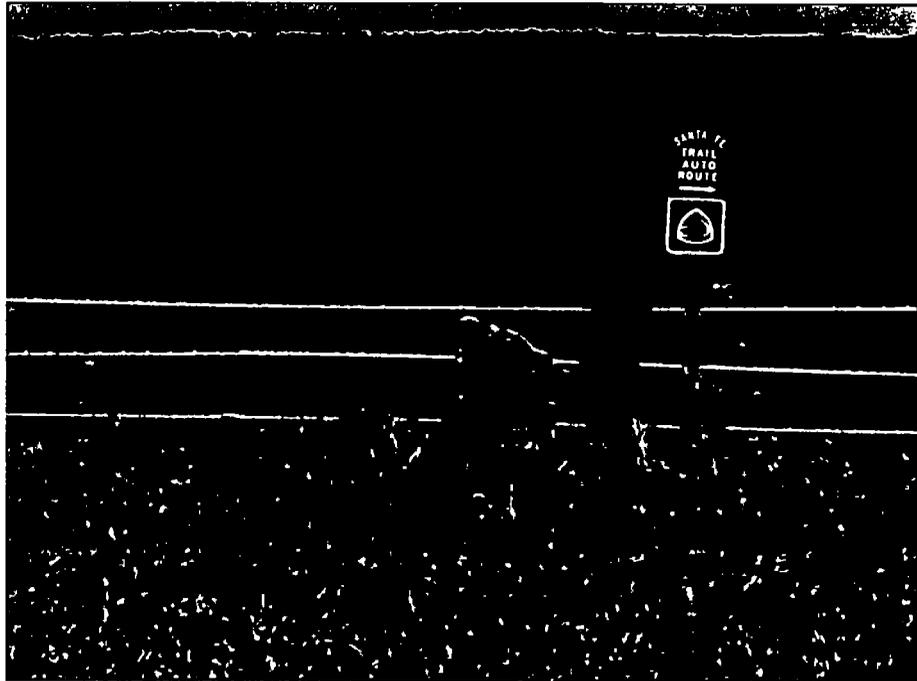


Before

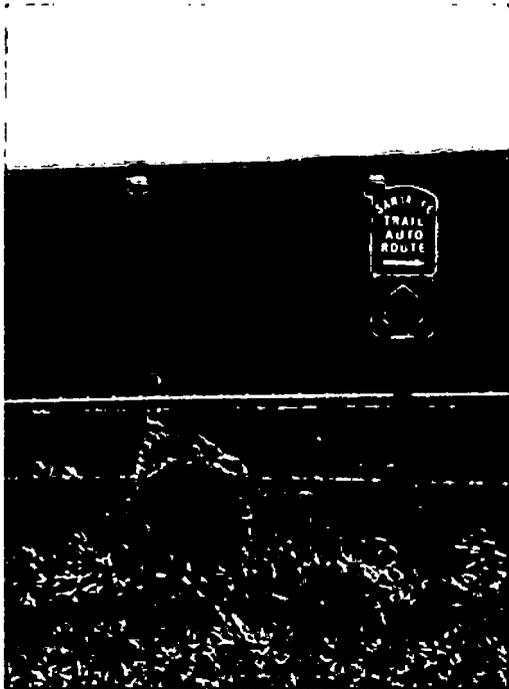


After

Six Mile Stage Station, Morris County, US 56 to 2800 Road south 4.2 miles on the east side – S2T17SR5E –38 34.872N, 096 56.889W



Before



After

Lost Springs, Marion County, east side of US 56/77 and 350 Rd, one mile east and one mile north of the town of Lost Springs – S12T17SR4E –38 29.577N, 097 14.816W



Before



After

Eunice Sterling Chapter (Lost Springs), Marion County, US 56/77 to Lost Springs, Chicago Ave north on Smith to City Park – SPECIAL Marker – S14T17SR4E –38 34.070N, 096 57.958W

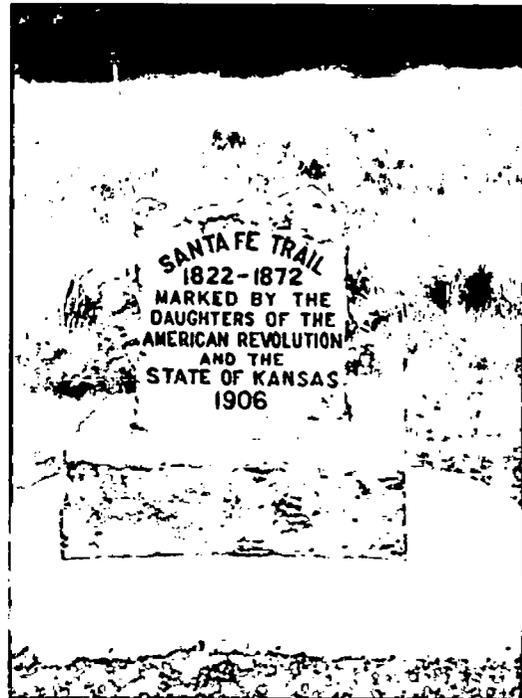


Before

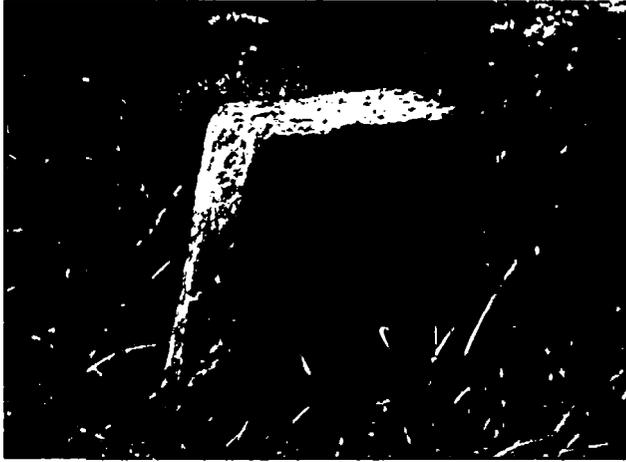


Before it was restored by the Cottonwood Crossing Chapter SFTA in 1998

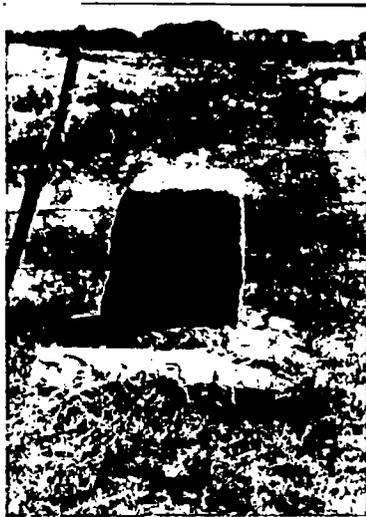
Cottonwood Crossing (Cottonwood Grove, Durham), Marion County, K15 to Durham's 5th or 6th Street (turns into winding county road) west 1.6 miles on the north side, by interpretive kiosk – S7T18SR2E –38 25.679N, 097 19.237W



After



Before



Before it was restored by
the Cottonwood Crossing
Chapter SFTA in 1998

Waldeck (French Frank's),
Marion County, K15 (3 miles
south of Durham), to 250
Road (5 miles west) to
Chisholm Trail, ½ mile south
to 245 Road, ¼ mile west on
the south side – S4T19SR1E –
38 22.999N, 097 23.178W



After



Durham Ruts behind the Waldeck Marker

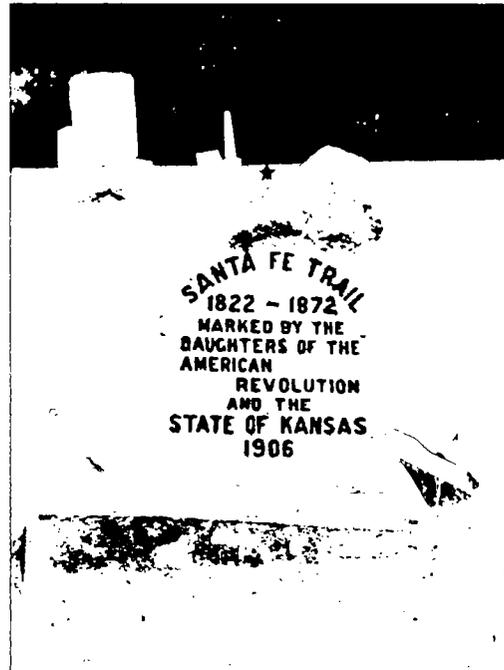


Before



Before it was restored
by the Cottonwood
Crossing Chapter SFTA

Jones Cemetery, McPherson County,
US 56, 1 mile west of the
McPherson/Marion County Line north
on 29th Avenue ½ mile (stay on the
south side of the old railway, must
get key to unlock the gate) east ¼
mile to the grove of trees in the
center of the field – *Remember this is
private land and should be treated as
such* – S24T19SR1W
–38 22.998N, 097 23.179W



After



Ed Miller's grave marker sets behind the Santa Fe Trail DAR marker



Before

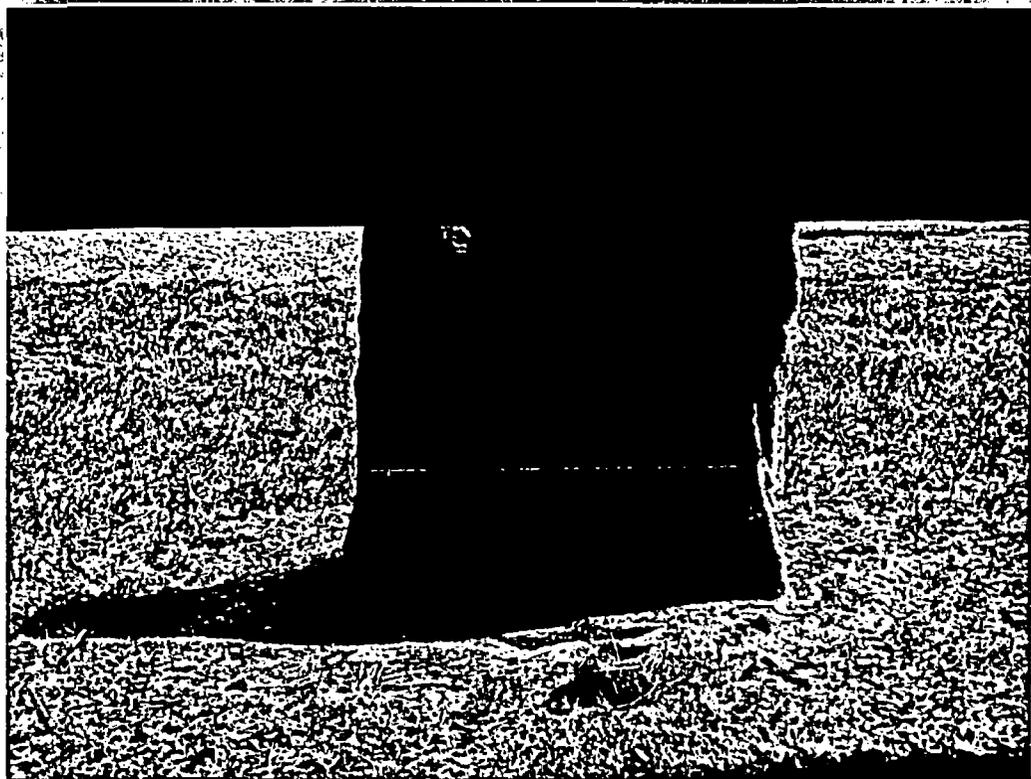


After

Canton, McPherson County, US 56 to Canton south on 27th Ave. 0.7 mile on the east side (Kiowa next cross road) – S27T19SR1W –38 21.997N, 097 25.619W



Before side 1



Before side 2



After side 1



After side 2

Sora-Kansas Creek, McPherson County, 27th Ave to Comanche Road (6 miles south of Canton) west to Old 81 at Elyria, ½ mile southeast of Elyria on the west side under the KSHS marker— 2 sides – S26T20SR3W –38 17.209N, 097 37.329W

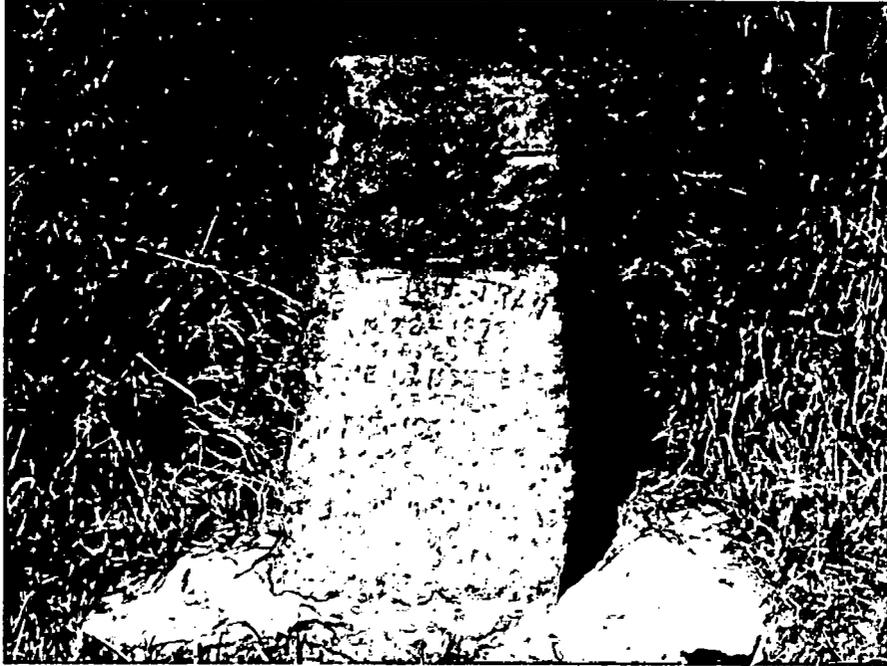


Before



After

**McPherson, McPherson County, at Elyria northwest on Old 81 to Eisenhower Rd turn left to 14th Ave, turn right, 0.2 mile north on the east side – S9T20SR3W
– 38 18.963N, 097 54.399W**



Before

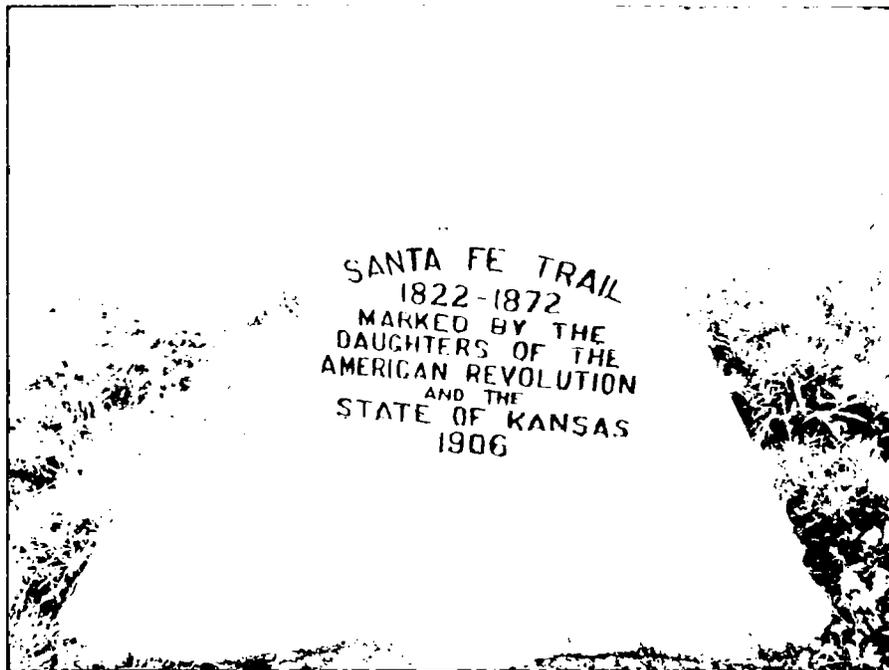


After

Windom, McPherson County, turn around on 14th Ave return to Eisenhower, turn right (13 miles), to 1st Ave (0.3 mile south) on the west side (or US 56 to Windom south 4.3 miles on 1st Ave, 0.3 mile south of Eisenhower on the west side) – S18T20SR5W
–38 18.249N, 097 55.478W



Before



After

Dry Turkey Creek Crossing (McPherson/Rice County Line), McPherson County, continue south on 1st Ave to Dakota Rd, turn right (1 mile) to Plum, on south side (or US 56 to the McPherson/Rice County Line (Plum Avenue) south 5 miles on the southeast corner of Plum and Dakota (McPherson County side) – S19T20SR5W –38 18.246N, 097 55.480W

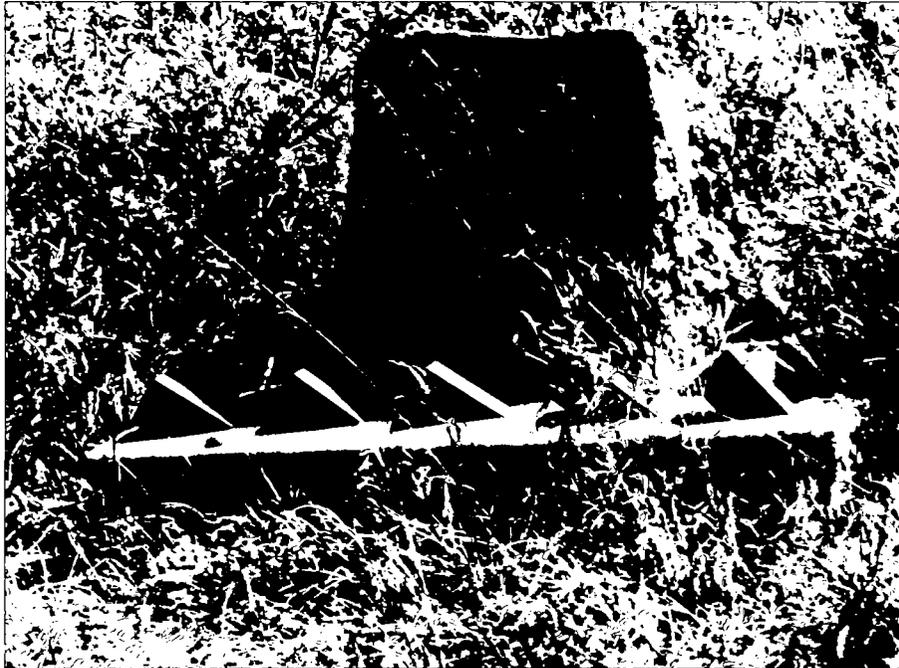


Before

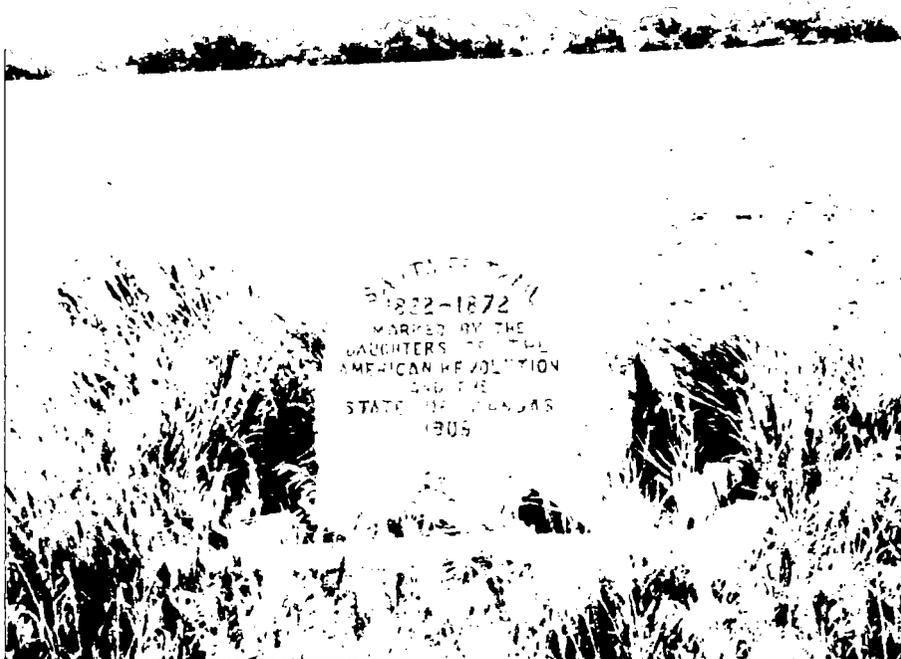


After

Stone Corral, Rice County, continue west, across the county line Dakota becomes Ave P, west 1½ miles on the south side (or US 56 to Plum Avenue (McPherson/Rice County Line) south 5 miles to Ave P (Rice County side) west 1½ miles on the south side) – S23T20SR6W –38 18.301N, 097 57.005W



Before

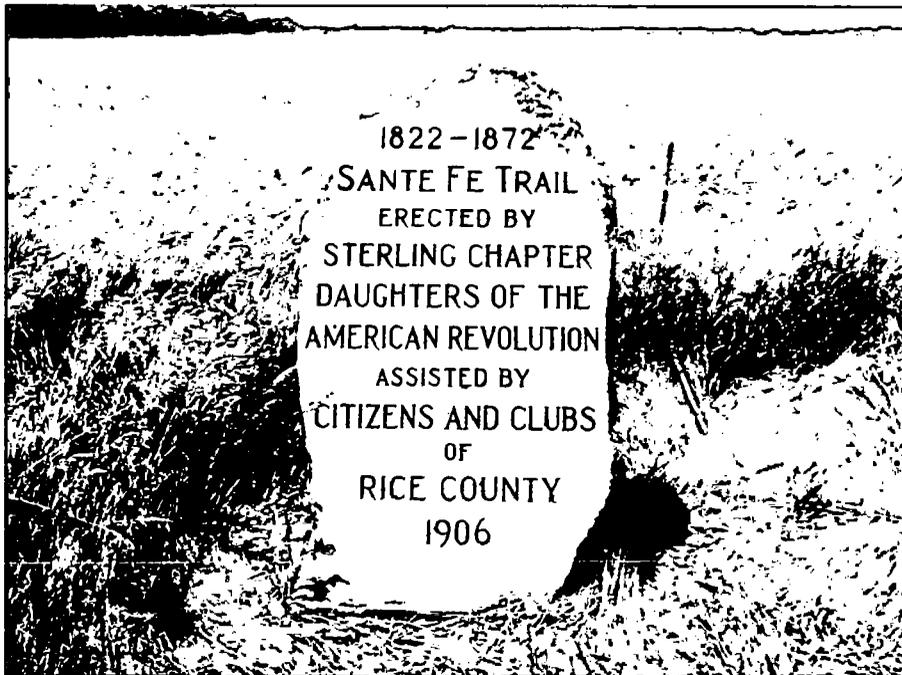


After

Jarvis (Chavez) Creek Crossing, Rice County, return to Plum Avenue turn south to Ave O turn west to 20th Ave turn north 1½ miles on the east side of the road, Ave M is the next crossroad (or US 56 to 22nd Road south 2 miles to Ave M west 2 miles to 20th Road south to Ave O, ½ mile south on the east side) – S17T20SR7W –38 46.039N, 095 07.717W



Before

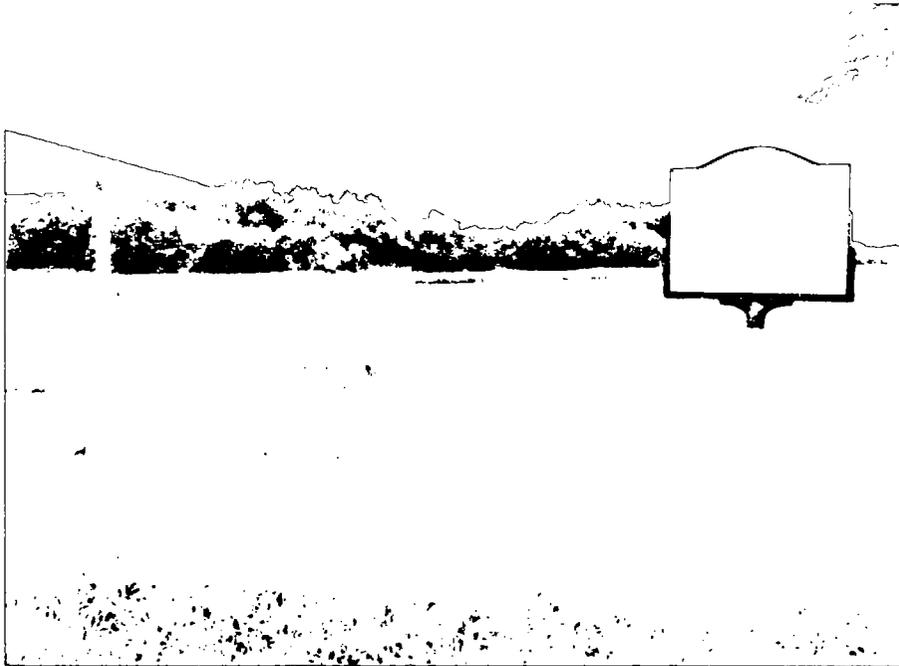


After

Sterling Chapter (Lyons), Rice County, return to Ave O turn west to K14 turn north 0.6 mile on the west side, American Road is the next crossroad (or US 56 to K14 south past American Road 0.4 mile on the west side) – SPECIAL Marker – S9T20SR8W –38 19.643N, 098 12.111W



Before

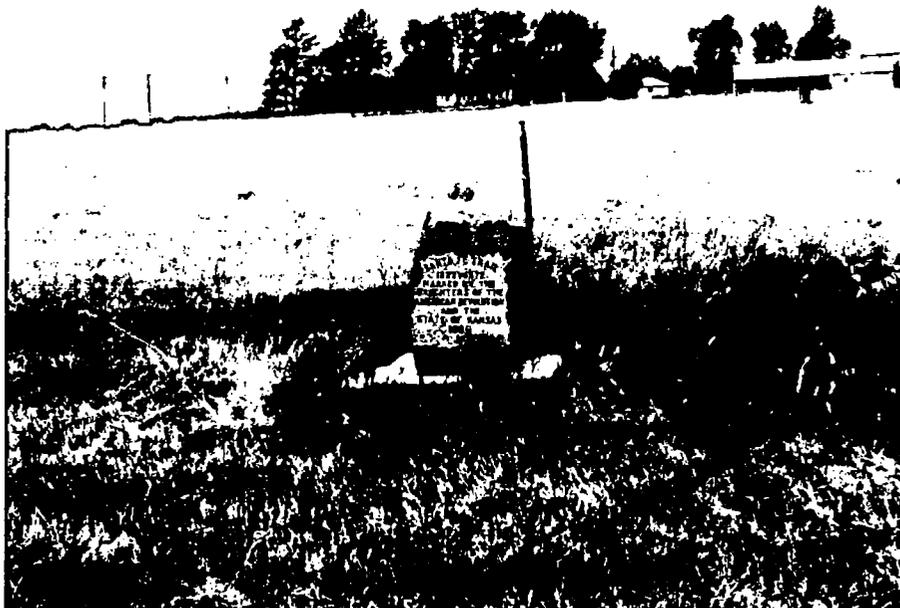


After

Cow Creek Crossing (Buffalo Bill's Well), Rice County, US 56 to 12th Road south 1 mile on the west side in park area – S2T20SR9W –38 18.819N, 0998 07.675W



Before



After

Chase, Rice County, US 56 to 8th Road south 1 mile on the west side – S6T20SR9W
–38 20.031N, 098 16.536W



Before



After

175th Anniversary, Rice County, US 56 to 4th Road north ¾ mile on the east side –
S34T19SR10W –38 21.568N, 098 25.485W



Before



After

Plum Buttes, Rice County, US 56 to 2nd Road north 1 mile to Ave L on the northeast corner of L and 2nd – S29T19SR10W –38 21.568N, 098 25.486W



Before



After

Ellinwood, Barton County, US 56 and N Kennedy, 2 blocks west of the stop light in front of the Methodist Church – S3T19SR11W –38 21.736N, 098 27.702W

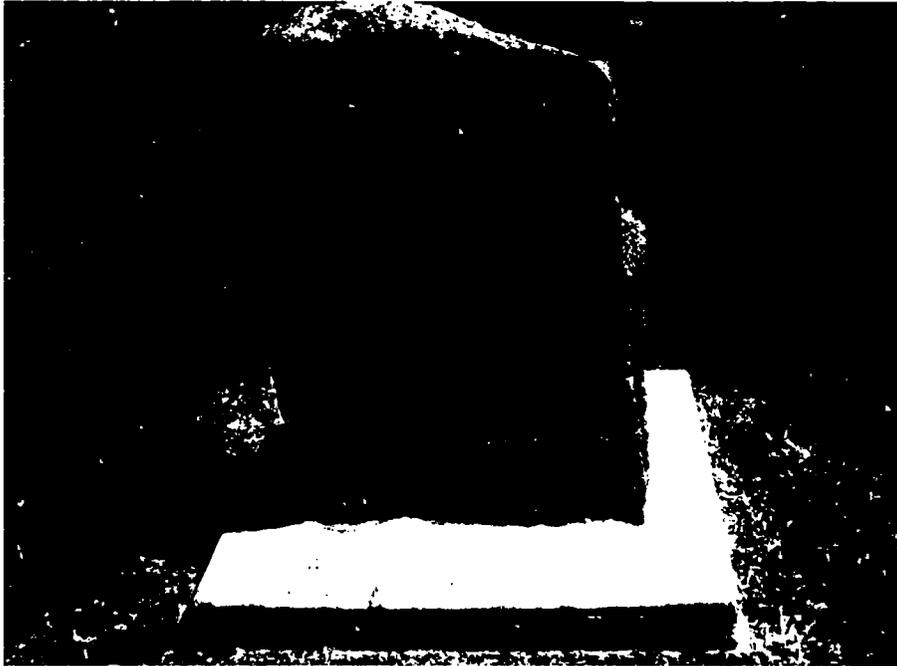


Before



After

**Bend of the Arkansas (Tombstone Park, Great Bend), Barton County, US 56 (10th Street) and Frey Street, south side on the northeast corner of the park – S34T19SR13W
–38 21.675N, 098 45.371W**



Before



After

Great Bend, Barton County, US 56 to Main Street (Highway 281) north to the Courthouse Square, in the northwest corner of the square – S28T19SR13W –38 21.951N, 098 45.889W



Before



After

Pawnee Rock, Barton County, US 56 to Centre north $\frac{3}{4}$ mile on the west side by the gate to the monument park – S33T20SR15W –38 16.303N, 098 58.874W



Before



After

Ash Creek Crossing, Pawnee County, US 56 and 80th Ave, 3 miles southwest of Pawnee
Rock on the south side between the road and the railway – S13T21SR16W
–38 13.414N, 099 02.433W



Before

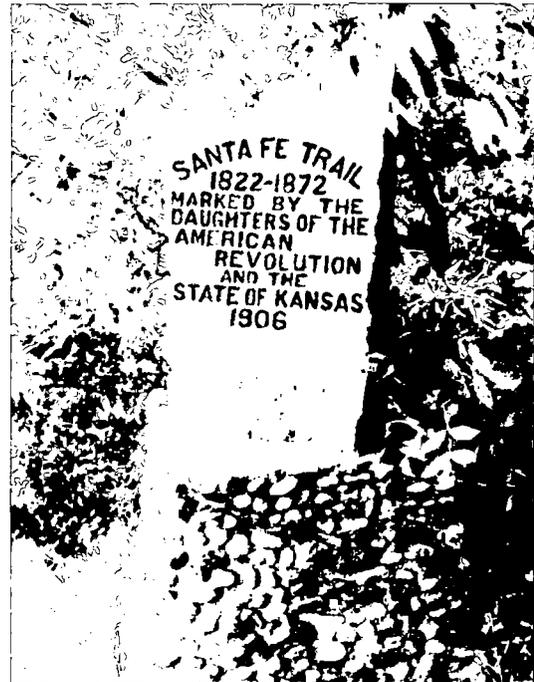


After

Larned Depot, Pawnee County, US 56 to Trail Street to 4th west side of the old Santa Fe Depot in the triangle – S32T21SR16W –38 10.624N, 099 05.889W



Before

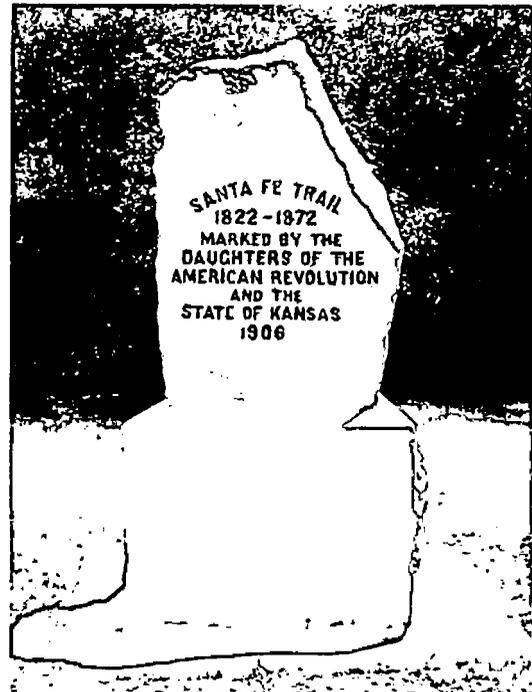


After

**Pawnee Fork Crossing, Pawnee County, K156 to K264 south to the State Hospital grounds west to the western edge of the grounds – S2T22SR17W
–38 10.424N, 099 09.583W**



Before



After

Fort Larned, Pawnee County, K156 to the Fort Larned National Historic Site east of the park entrance in the shelter area – S32T21SR17W –38 11.274N, 099 13.016W



Before

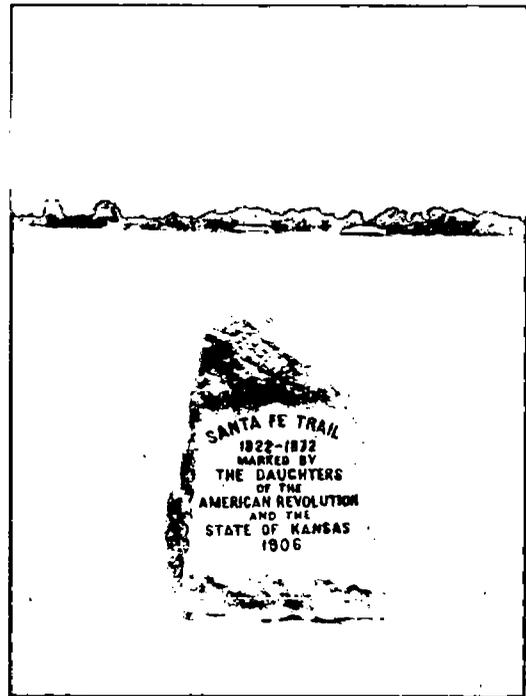


After

Garfield, Pawnee County, US 56 and 3rd Street on the north side in the City Park –
S1T23SR18W –38 04.532N, 099 14.610W



Before

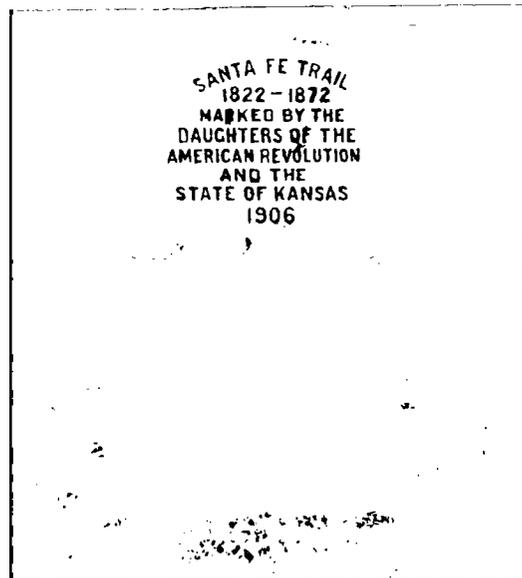


After

**Nettleton Station, Edwards County, US 56/183 and H Road (US 56 1 mile southwest of the Edwards/Pawnee County Line) on the north side – S7T24SR18W
–37 59.165N, 099 20.592W**



Before

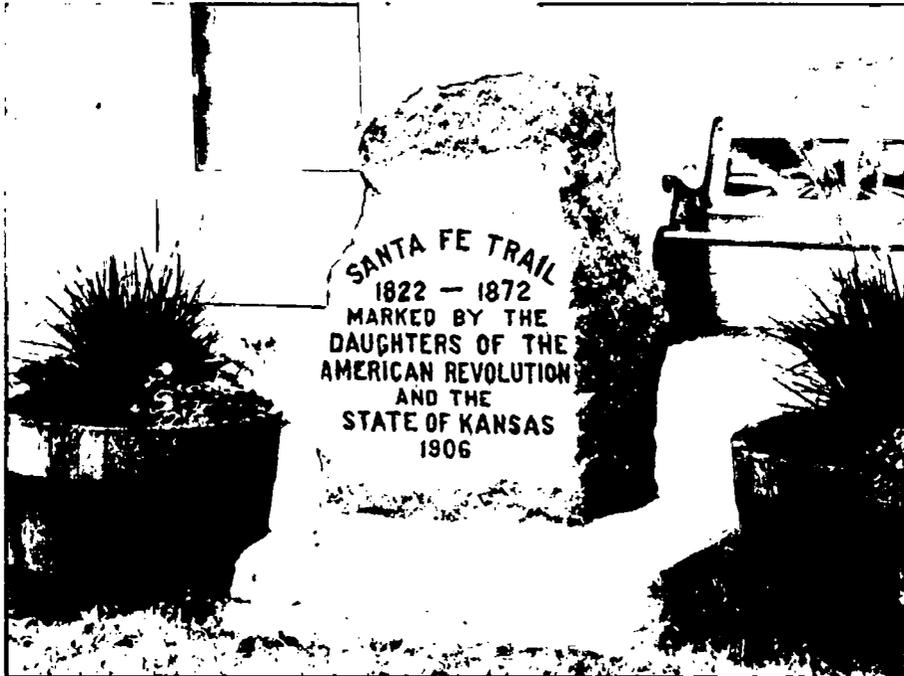


After

Dry Route (Fort Coon), Edwards County, US 56 to Old 183/100th Ave to E Rd (east side of Kinsley) north 6.7 miles to the Peace Lutheran Cemetery on the east side – S27T23SR19W –38 01.740N, 099 24.323W

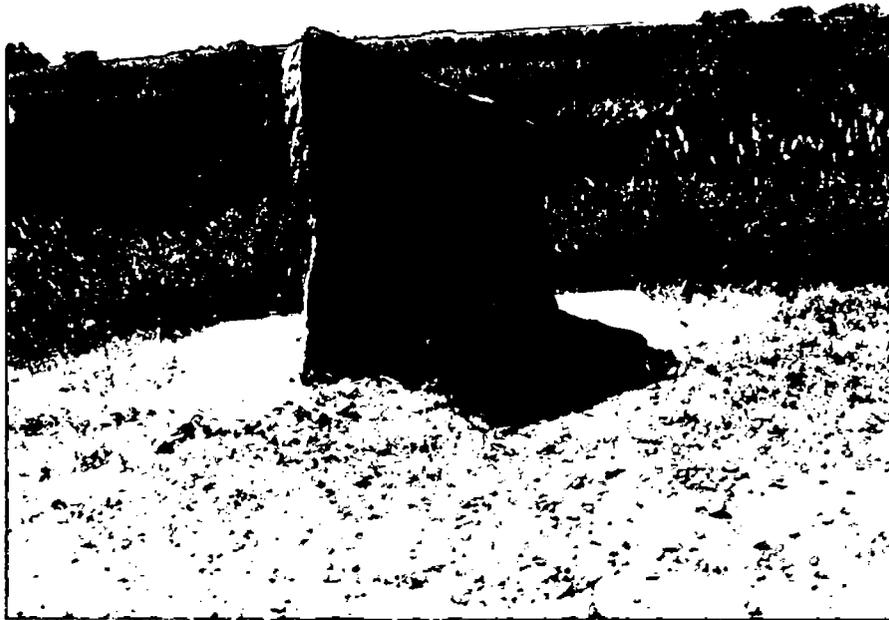


Before

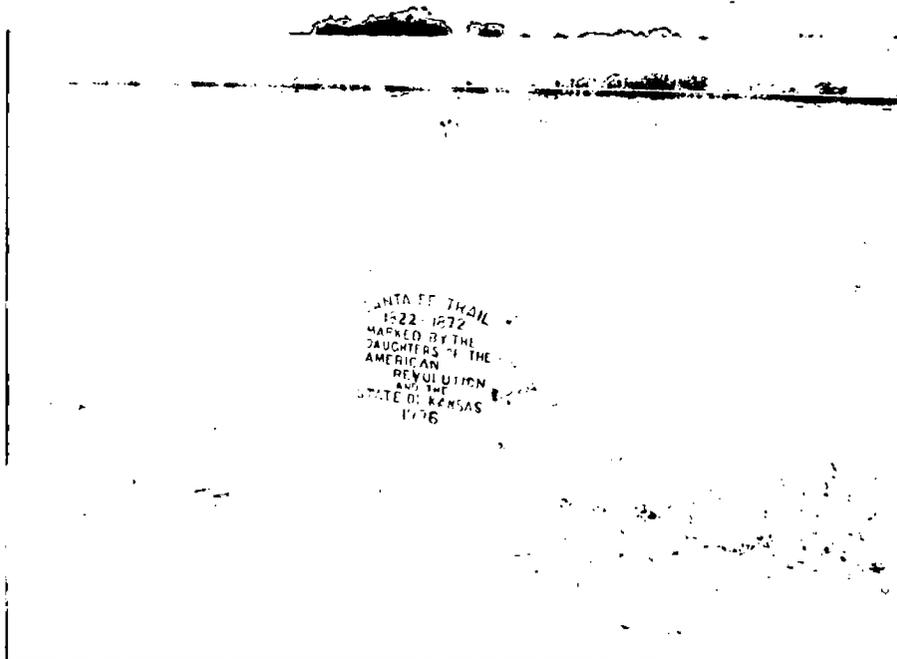


After

Kinsley, Edwards County, US 56/50 to Winchester on the north side by the museum entrance – S32T24SR19W –37 55.058N, 099 25.330W



Before



After

Ardell Station, Edwards County, US 56/50 to 50th Ave, 0.5 mile west on the south side between the road and the railway – S3T25SR20W –37 53.464N, 099 33.680W



Before

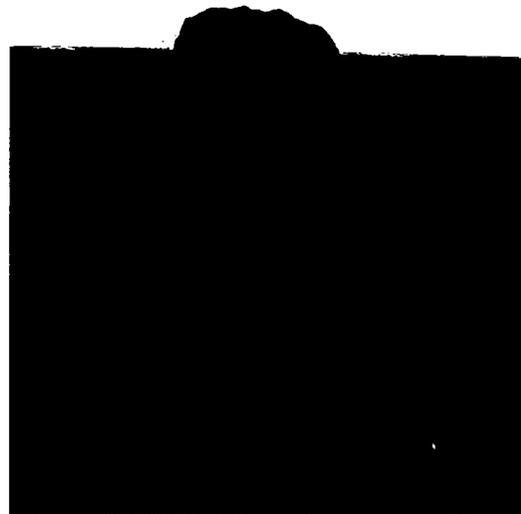


After

**Wet Route (Offerle), Edwards County, US 56/50 to S. Walnut on the west edge of town
in the tiny park – S7T25SR20W –37 53.450N, 099 33.673W**



Before

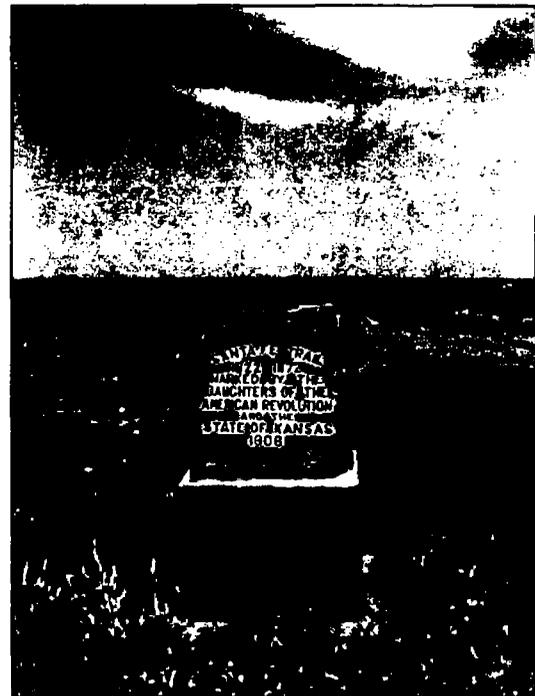


After

Mule Head Hill, Ford County, US 56/50 to 134th Road south 2¼ miles to the homestead with two houses on the east side, follow the driveway to the south house, Marker is approximately 100 yards south in the field – *Remember this is private land and should be treated as such* – S26T25SR21W –37 50.968N, 099 36.291W

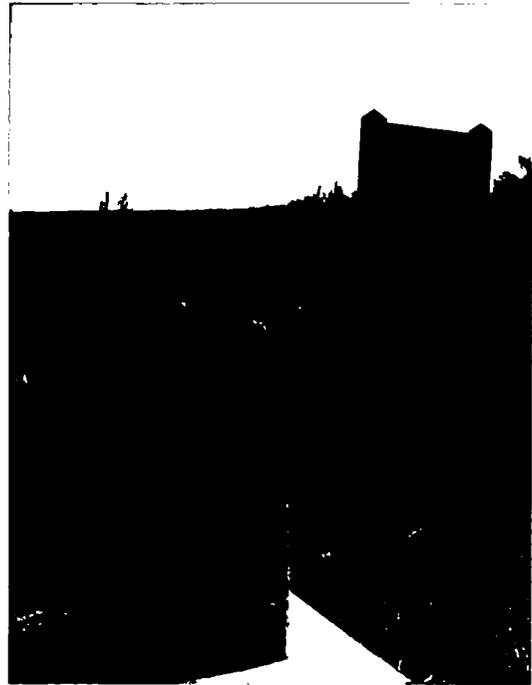


Before



After

Spearville, Ford County, US 56/50 to 126th Road (at Spearville be careful 2 miles south is a correction line) south to Jewell Road (main road between Wright and Windhorst) ½ mile west on the north side – S17T26SR22W –37 46.675N, 099 45.090W



Before



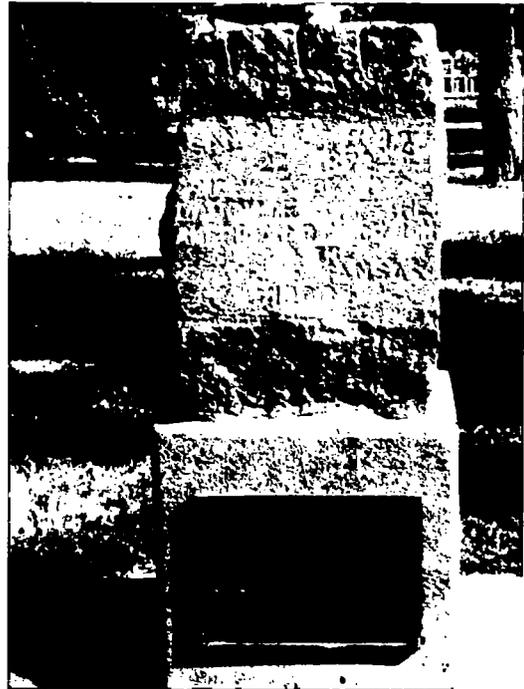
After

Fort Dodge, Ford County, US 56/50 to 117th Road (at Wright) south 4 miles to US 400 west ¾ mile on the north side or US 400 1 mile east of Fort Dodge – S2T27SR24W –37 43.619N, 099 55.191W

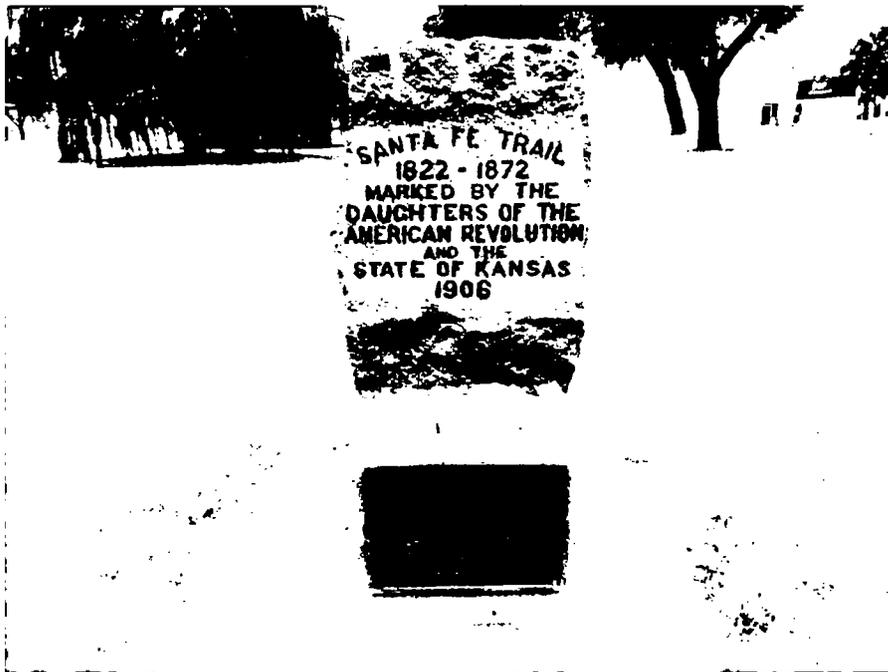


1907 Dodge City Marker

placed in front of City Hall in the middle of the old Trail. A few hundred yards to the east was a great watering-place, as the river swung around and hugged the bank. It was also a great camping ground which afforded good grazing for the livestock. Robert M. Wright (seated on the right) selected the place for the Marker.



Before



After

Dodge City – Wright Park, Ford County, US 50 Bus. (Wyatt Earp Blvd) to 2nd Ave south to Wright Park west at the main entrance on the north side – S35T26SR25W –37 44.970N, 100 01.192W

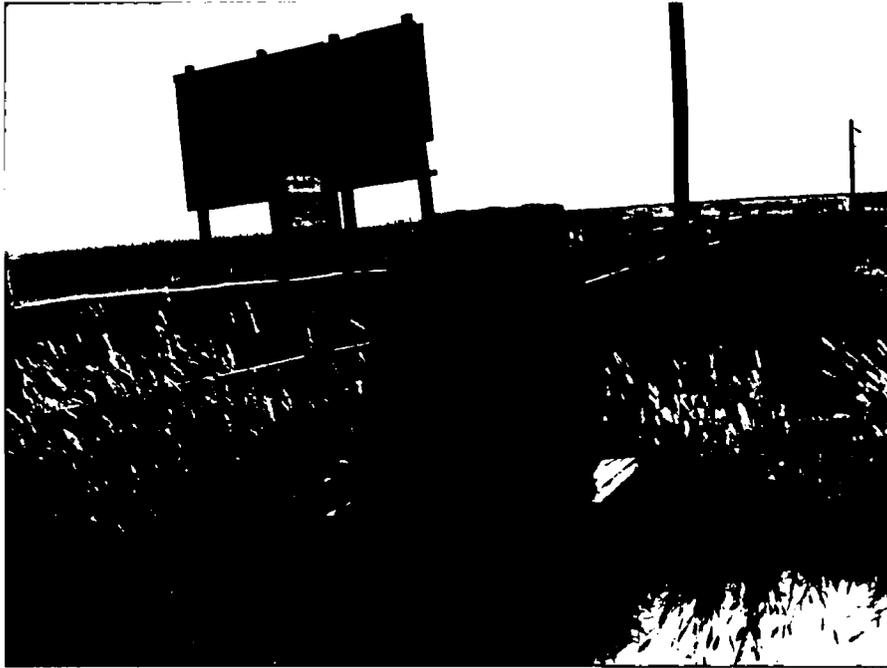


Before



After

High Rock (Sears, Dodge City/Cowboy Capital), Ford County, US 50 Bus. (Wyatt Earp Blvd) to Matt Down Lane on the south side by the KHS site "Cowboy Capital" – S28T26SR25W –37 45.246N, 100 02.983W

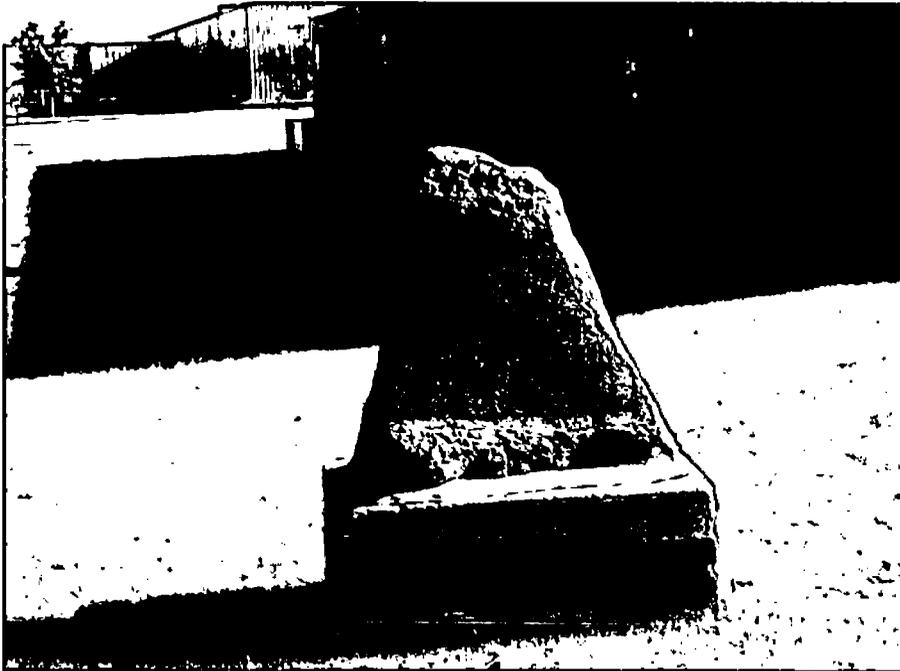


Before



After

Wettick – Dodge City Ruts, Ford County, US 50/400 west of Dodge City 7.3 miles to the turnout on the north side – S18T26S26W –37 47.369N, 100 11.852W

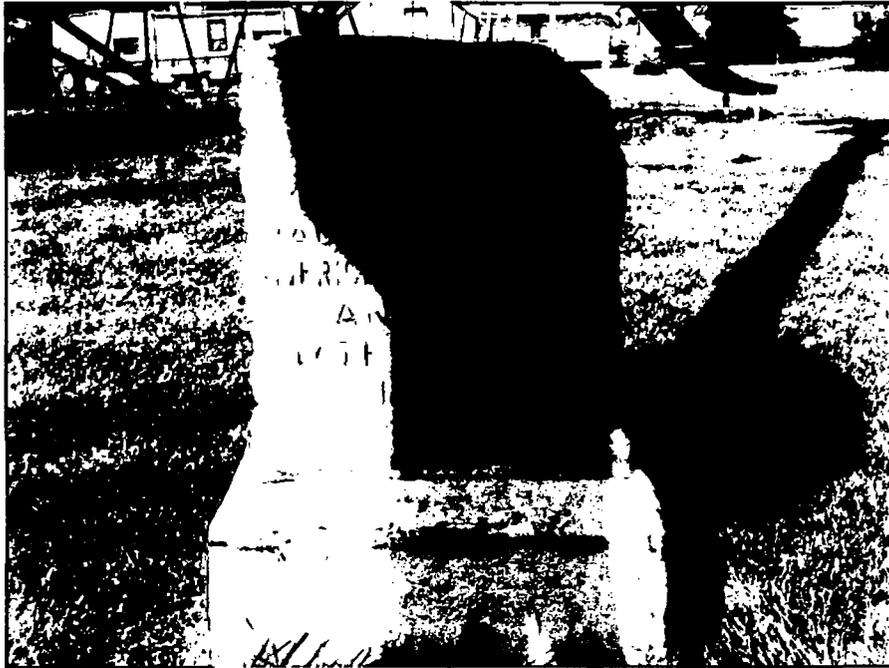


Before

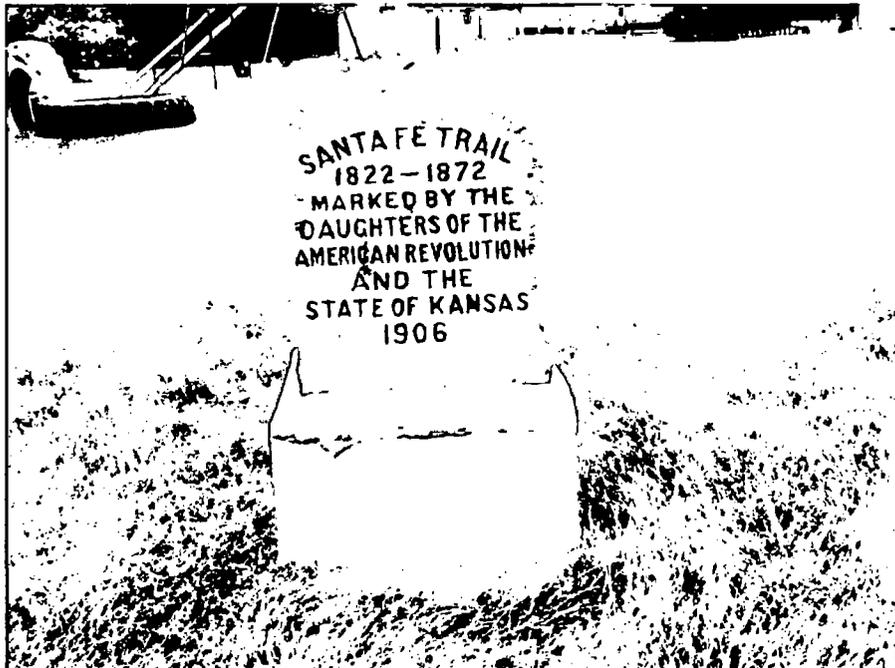


After

Cimarron Crossing, Gray County, US 50/400 to the west edge of Cimarron, west of the American Legion building – S11T26SR28W –37 48.439N, 100 21.678W



Before



After

Cimarron Cut-off – Ingalls, Gray County, US 50/400 to Main south to Kansas, southwest corner of Main and Kansas in the park – S2T26SR29W –37 58.852N, 100 54.036W



Before

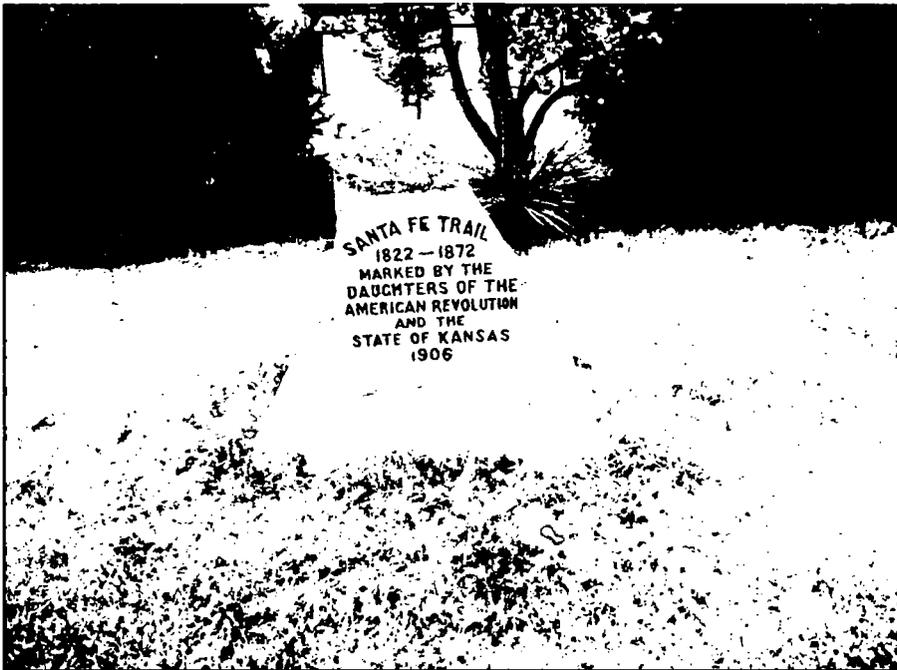


After

Mountain Route – Ingalls (in front of the Museum), Gray County, US 50/400 to Main south in front of the Depot Museum (260 Main) on the east side – S2T26SR29W –37 49.615N, 100 27.310W

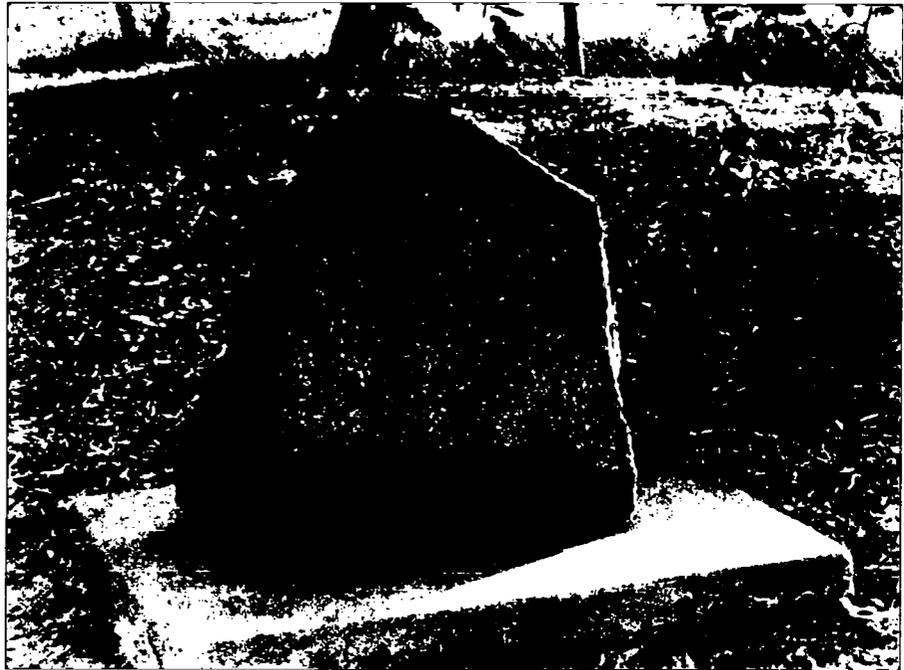


Before

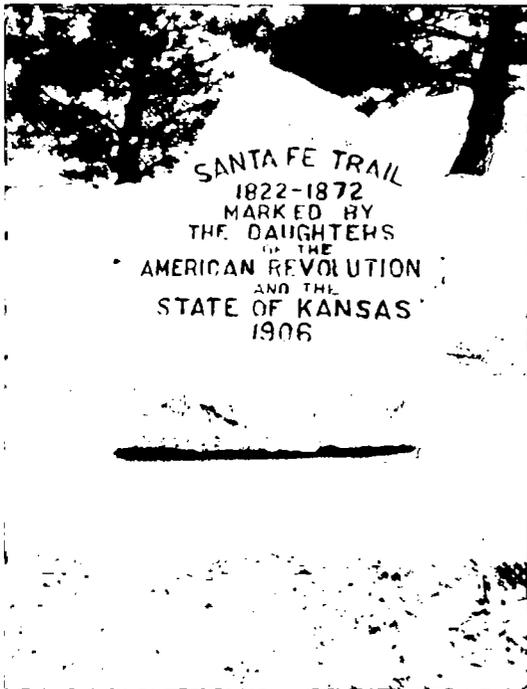


After

Mansfield/Valentine School, Finney County, US 50/400 to Raceway Rd, turn left on Raceway Rd and then immediately turn left onto the frontage road to the old Valentine School area (@2.3 miles east of Farmland Road (Garden City)) – S19T24SR31W –37 57.593N, 100 46.003W



Before



After

Harmony School (Garden City), Finney County, US 50/400 and Campus Drive on the south side by the KSHS site – S16T24SR32W –37 57.662N, 100 50.777W



Before



After

Finnup Park (School District #1 – Garden City), Finney County, US 50/400 to US 83 south to Maple (east 2½ blocks) to 6th, to the north side of Finnup Park on the south side of the street – S18T24SR32W –37 58.852N, 100 54.036W



Before



After

Santa Fe, Finney County, US 50 Bus. (Truck Route Jones Avenue) to VFW Road in roadside park on the south side – S12T24SR33W –37 58.846N, 100 54.026W



Before

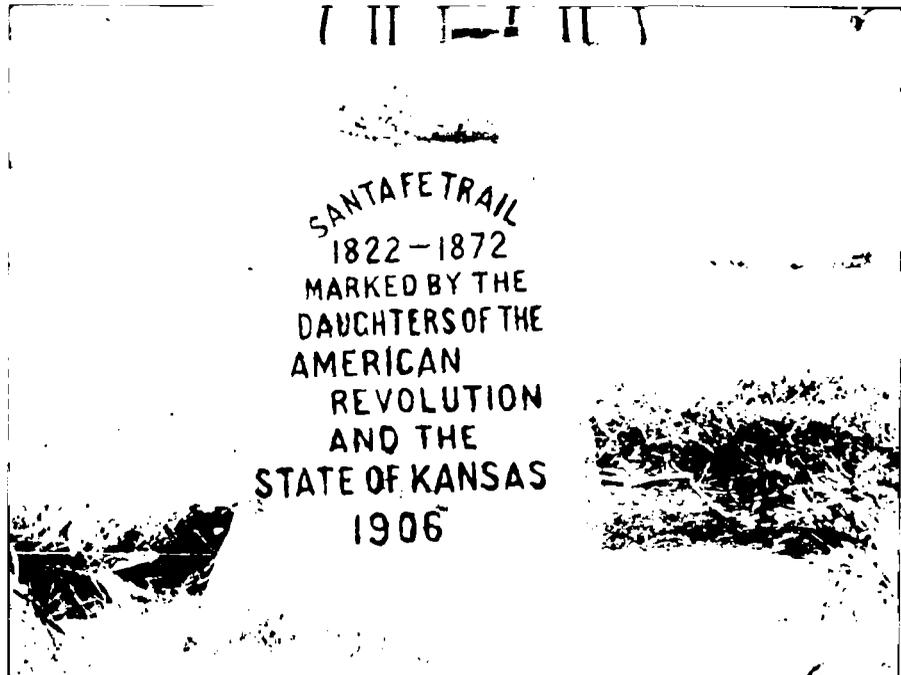


After

Holcomb (Sherlock District #2), Finney County, US 50 Bus. (Truck Route Jones Avenue) to Wiley on the northeast corner of the school grounds – S7T24SR33W –37 59.337N, 100 59.212W



Before

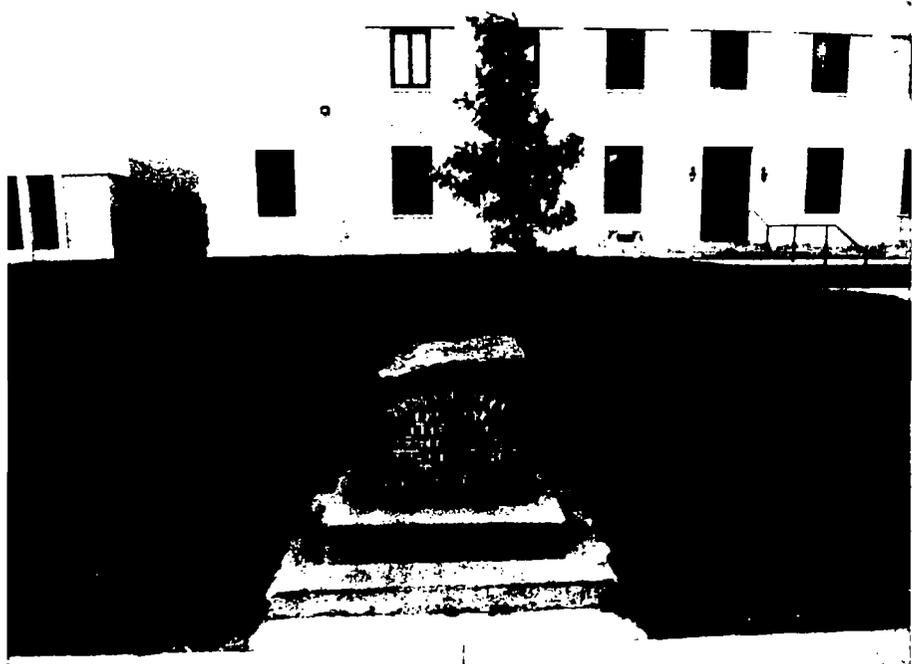


After

Deerfield, Kearny County, US 50/400 to Main Street south to 8th on the northwest corner of Main and 8th - S11T24SR35W -37 56.548N, 101 15.383W



Before

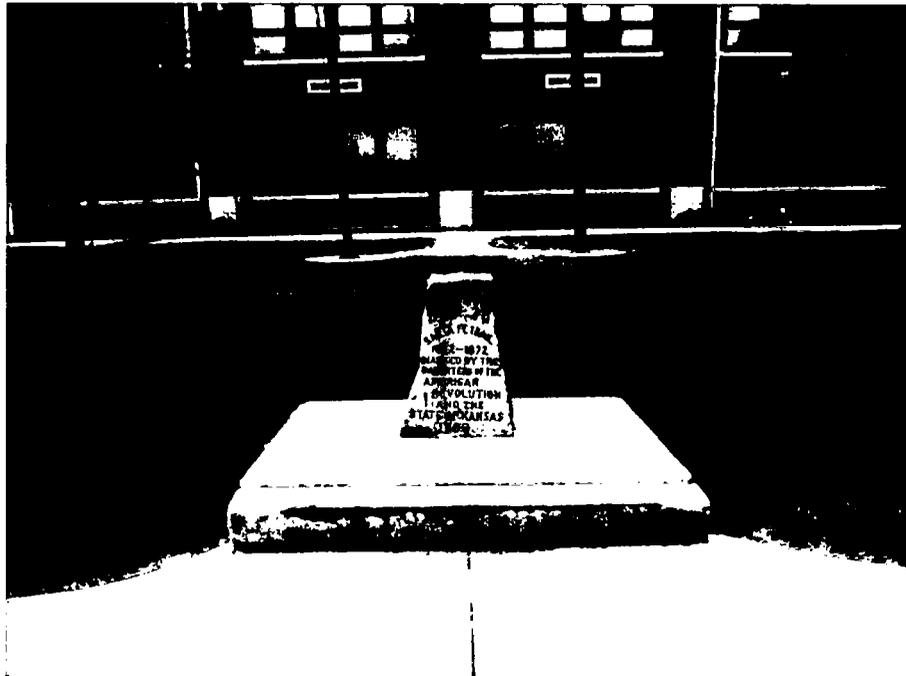


After

Lakin Courthouse, Kearny County, US 50/400 to Main Street south to the Courthouse on the west side of the building – S27T24SR36W –37 56.420N, 101 15.678W



Before

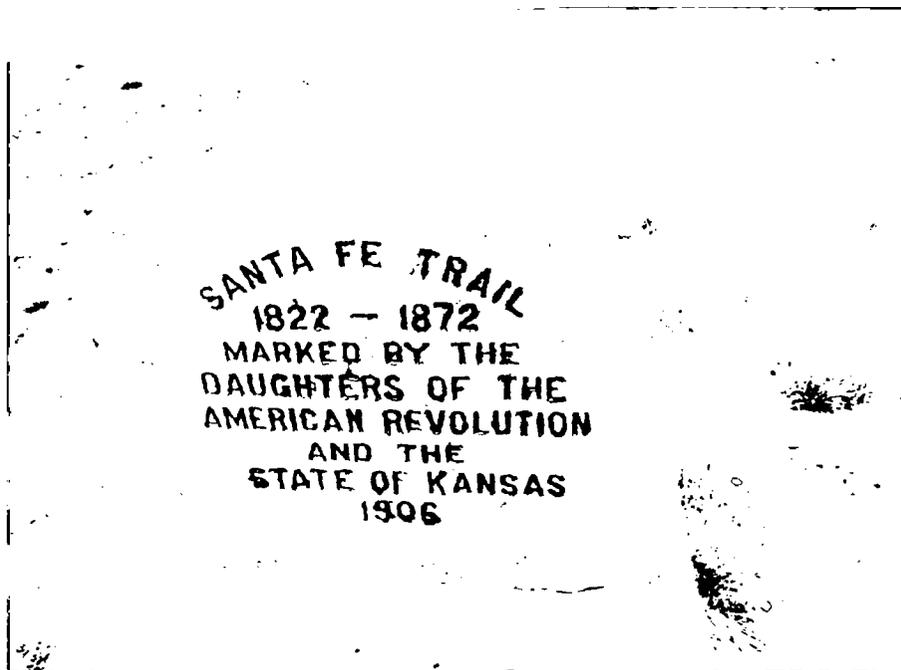


After

Lakin School, Kearny County, *directions from Courthouse* – 1 block north to Kingman, west to Campbell dead ends at school (or US 50/400 to Campbell south to the east side of the school grounds) near the flag poles – S27T24SR36W –37 56.422N, 101 15.819W



Before



After

Indian (Chouteau's) Mound, Kearny County, return to Campbell turn south to Railroad Ave turn west, at gravel road turns into River Road, to IM turn off (or US 50/400 to N Rd south 3 miles to River Road west 1¼ mile to IM turnoff), cross foot bridge, climb the very steep mound to the top, good interpretive signage, must walk to the Marker. – Remember this is private land and should be treated as such – S12T25SR37W –37 53.201N, 101 21.926W

INDIAN MOUND

An important landmark on the Santa Fe Trail, this was one of the most historic spots between Pawnee Rock in Kansas and Bent's Fort in Colorado. It was visible for many miles and could easily be seen from Lakin. Because of natural and man-made erosion in recent years, it was probably higher in elevation 100 years ago than it is today.

South and east of Indian Mound south of the Santa Fe Railroad was Bluff Station. This was a stagecoach and express station where food and fresh horses were kept for trail riders and coach drivers before the railroad was built.

South of Indian Mound on the south side of the Arkansas River was Chouteau's Island, named after Auguste Pierre Chouteau, a famous fur trader from St. Louis. The island has now become part of the mainland on the south side of the river. Several battles between traders and Indians were fought on or near the island.

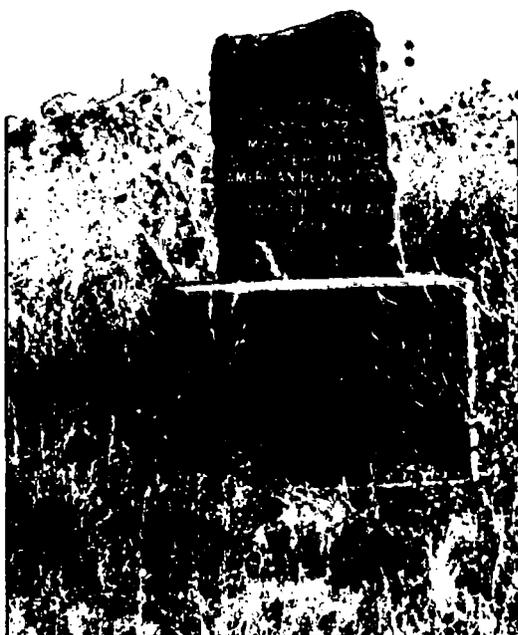
At the east end of Chouteau's Island was Upper Ford one of three fords crossing the Arkansas River between Fort Larned and the Colorado border. Forging the river at this point led travelers past the west side of Clear Lake and then south following the dry bed of Bear Creek through the sandhills and to Wagon Bed Springs in Grant County.

● You are welcome to visit the Mound. Please do not litter. ●

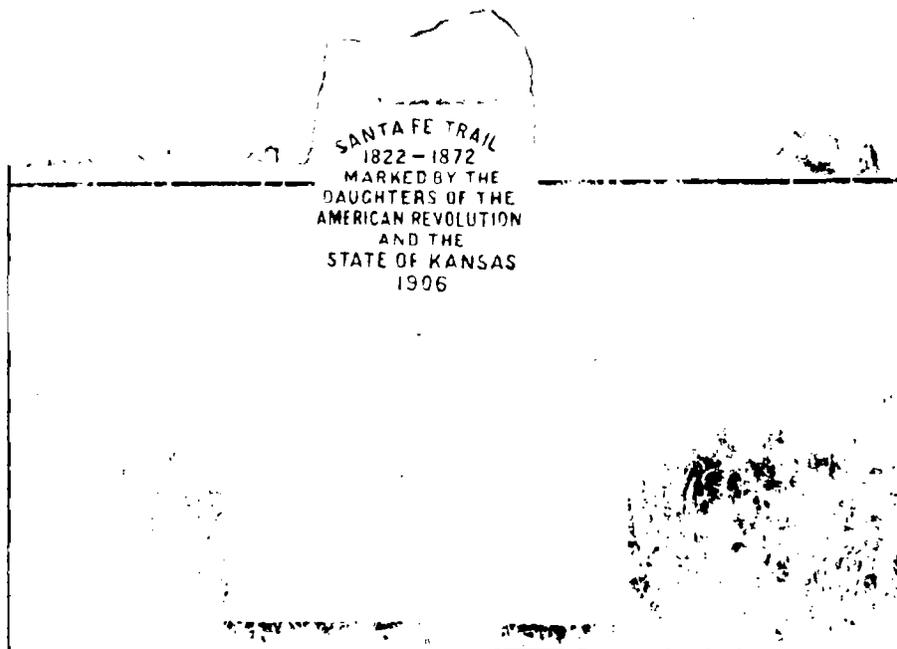
About Indian Mound



Looking down from Indian Mound across the Arkansas River

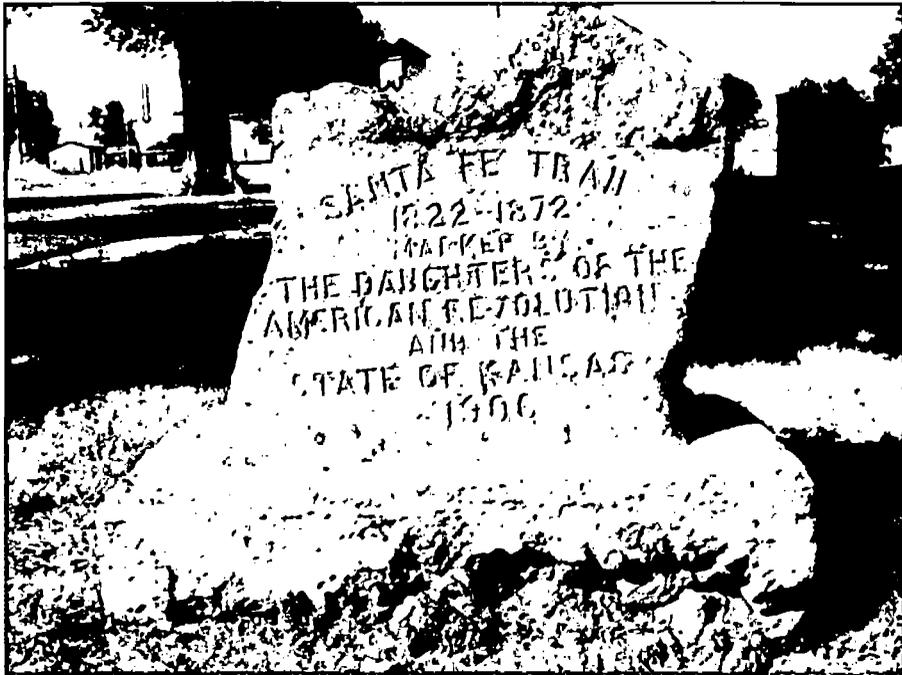


Before



After

Hartland, Kearny County, from IM return to River Road west pass L Road ½ mile (or US 50/400 to N Rd south 3 miles west 2.8 miles) (next cross road is K) on River Road (gravel) on the south side by the railroad tracks – S15T25SR37W –37 56.090N, 101 32.744W



Before



After

Kendall, Hamilton County, US 50/400 to A23 (Main Street) south ¼ mile on the west side – S25T24SR39W –37 56.082N, 101 32.744W

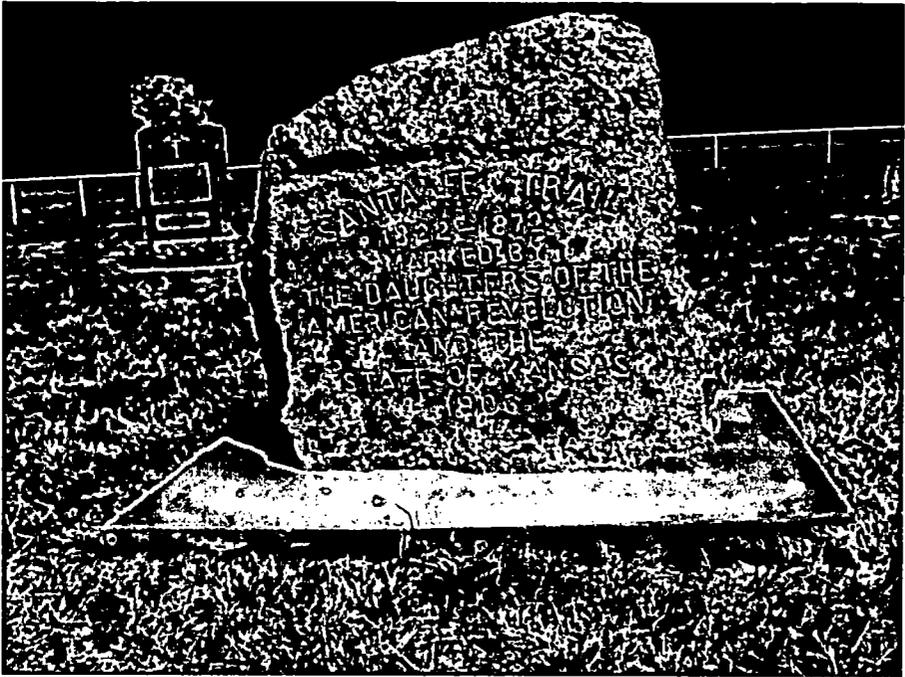


Before

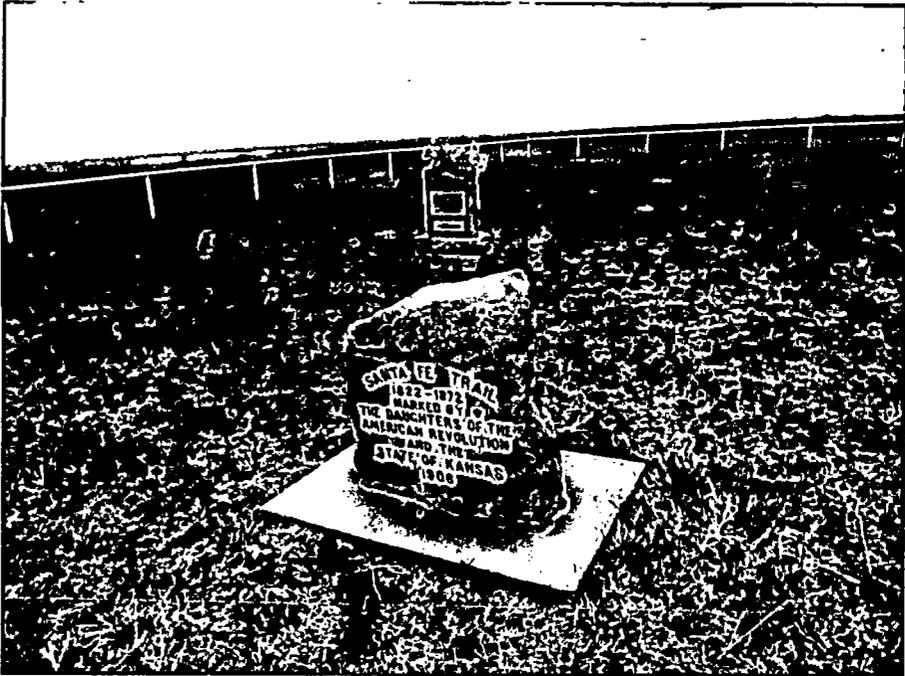


After

Fort Aubrey, Hamilton County, US 50/400 to Rd S south 0.4 mile east $\frac{1}{2}$ mile south 0.2 mile in an abandoned farmyard on the west side – *Remember this is private land and should be treated as such* – S23T24SR40W –37 57.319N, 101 40.779W



Before

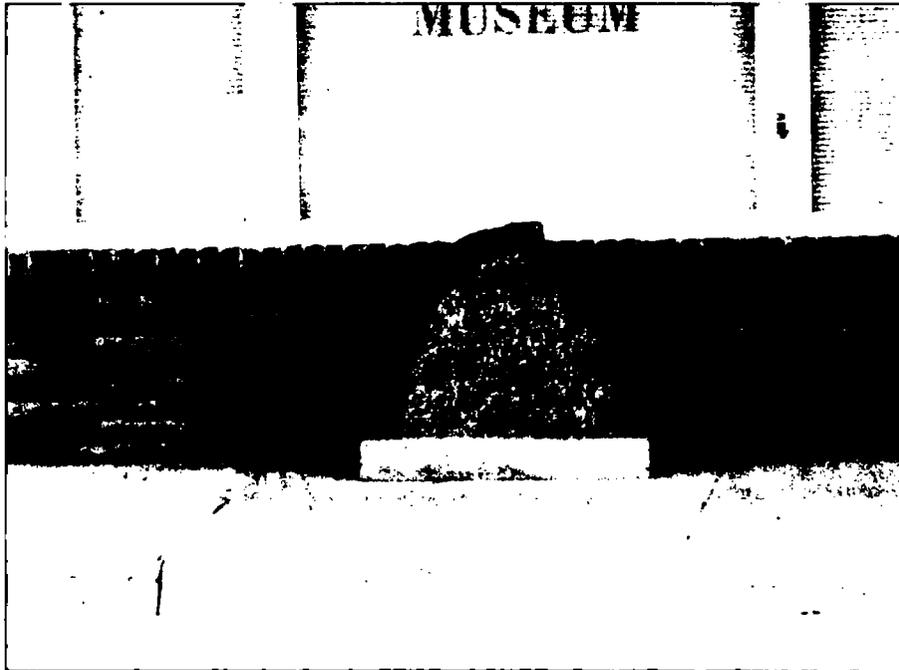


After

Aubry Cut-off (Fort Aubrey Trail), Hamilton County, US 50/400 to K27 south @10 miles to Road 31 (a correction line) east 4 miles to Road S on the south side in the Ebenfleur Cemetery (the cemetery is set back from the road) – S3T26SR40W –37 06.572N, 102 02.521W



Before

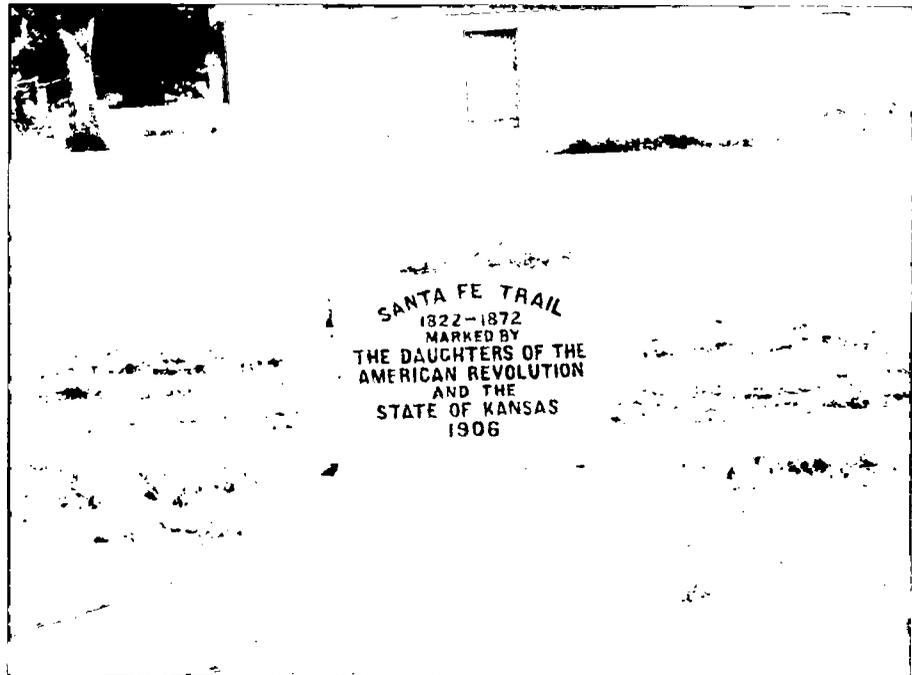


After

Syracuse, Hamilton County, US 50/400, ½ block east of the K27 Junction on the north side – S7T24SR40W –37 49.585N, 101 41.302W

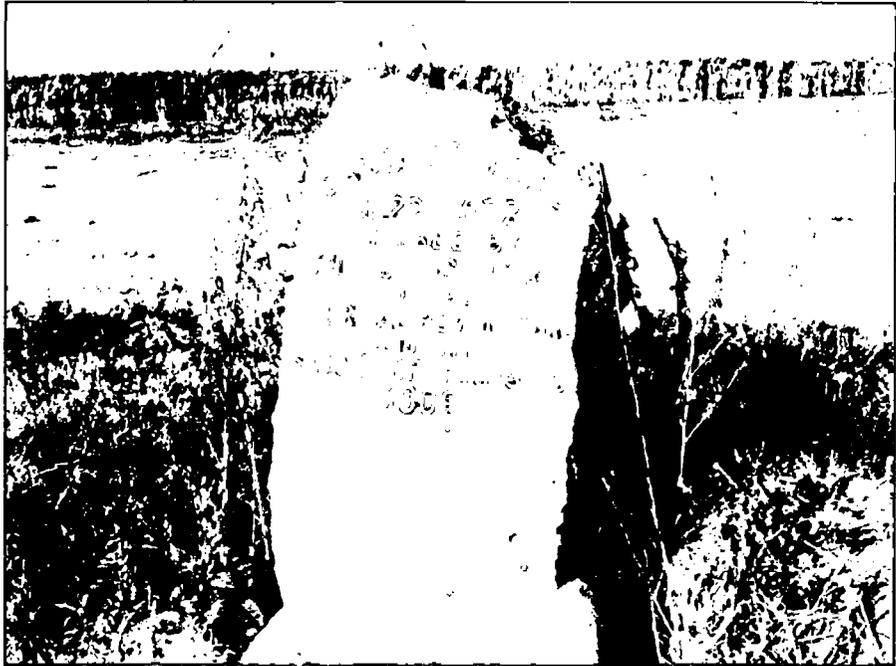


Before

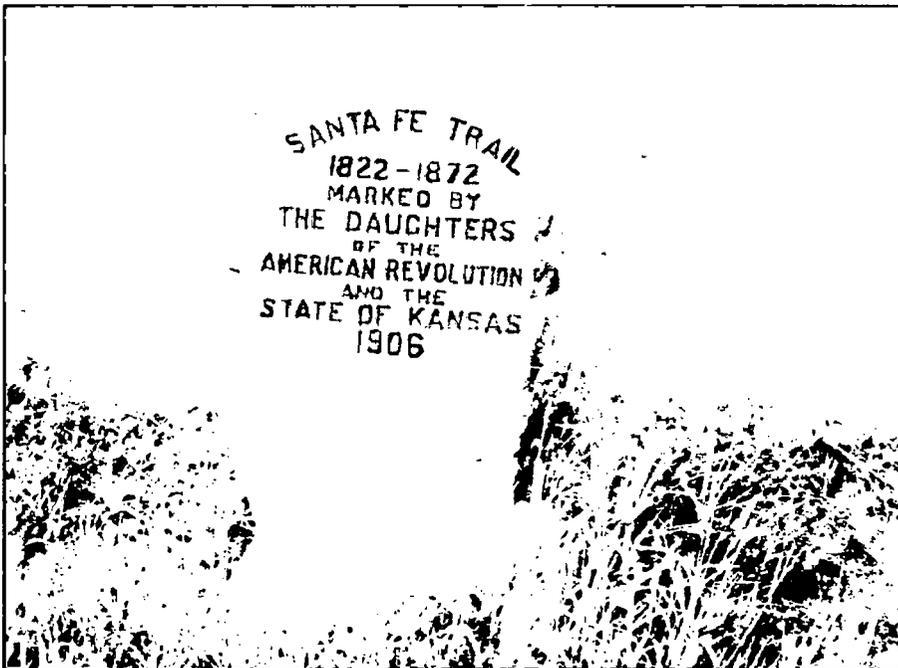


After

Coolidge, Hamilton County, US 50/400, in Coolidge at the turn out east of the elevator – S23T23SR43W –38 02.400N, 102 00.476W



Before



After

Colusa, Haskell County, US 50/400 to the Pierceville Road (Finney County) (turns into WW Road in Haskell County) south @12½ miles to 30th Road continue south another 0.4 mile on the west side – S15T27SR31W –37 57.595N, 100 46.005W



Before



After

Ivanhoe, Haskell County, continue south on WW Road to 70th Road west to US 83 south to 80th Road on the west side or 5 miles north of the US 83/US 160 Junction – S1T28SR33W –37 41.931N, 100 41.342W



Before



After

Conductor (Ryus), Haskell County, US 83 to US 160 west to Road BB, 0.5 mile west on the north side – S1T29SR35W –37 33.731N, 101 04.877W



Before

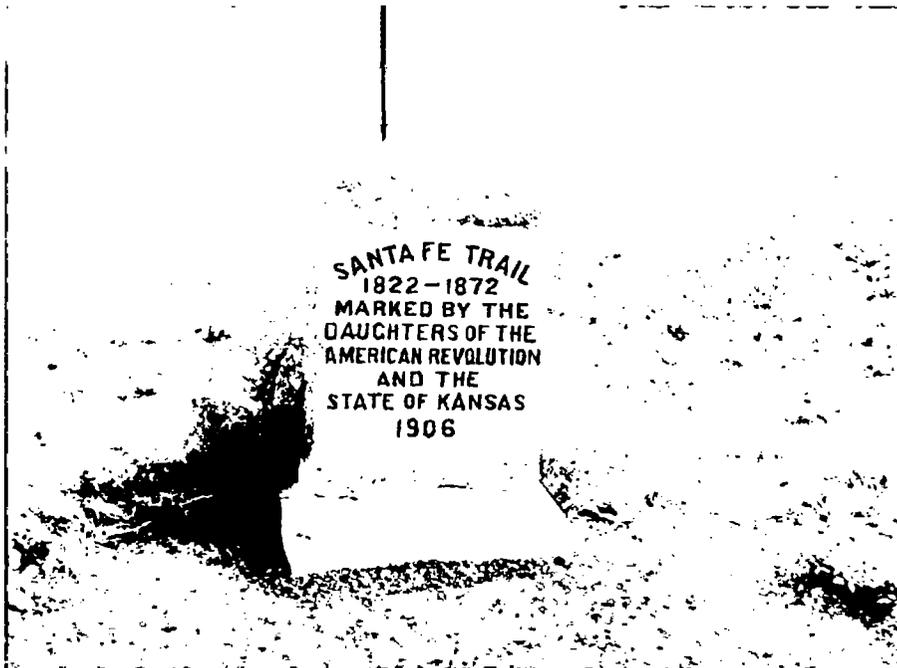


After

Columbian Track (East of Hickok), Grant County, continue west on US 160 to Road V south 1.9 miles (next cross road is 15th Rd) on the west side, it can be lost in the weeds – S9T29SR35W –37 32.045N, 101 08.682W

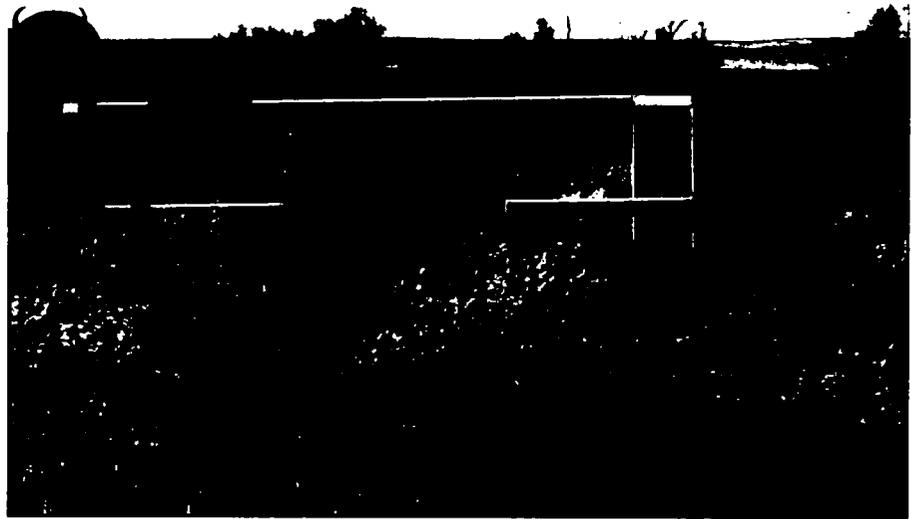


Before



After

Hickok (South of Hickok), Grant County, US 160 to Road R south 6 miles to Road 19 west 1½ miles to turn out on the north side (Taylor Trails drive way) – S34T29SR36W –37 28.488N, 101 14.961W



Before



After

**Wagonbed Springs, Grant County, continue west on Road 19 to K25 south to Y split keep right on Wagon Bed Spring Road 3.3 miles to the cattle crossing follow the dirt path west 0.9 mile to the National Historic Site – S33T30SR37W
–37 24.165N, 101 22.220W**



Before

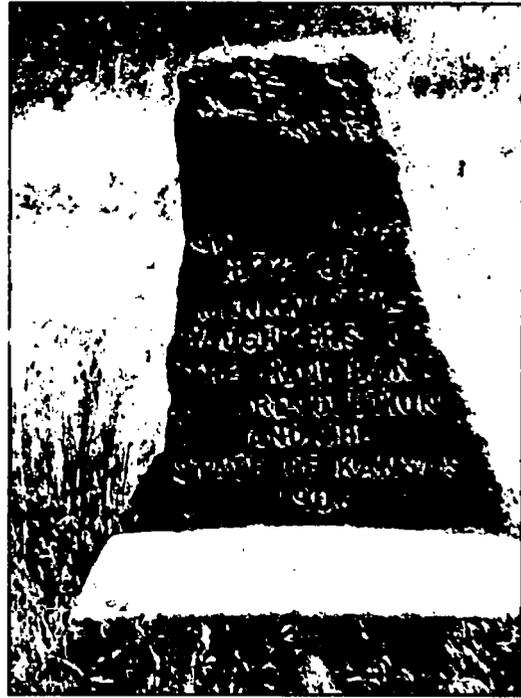


After

Zeiler Crossing (Cimarron River), Stevens County, return to Road 23 head west 5 miles to Road E south 2 miles to Road 25 (Grant County) or Road DD (Stevens County) west 0.6 mile to Road 6N south 2 miles to Road BB west 1 mile to Road 5N south 2 miles to Road Z east 0.2 mile on the south side or return to K25 south to Y Rd west to 7 Rd turn north ½ mile follow road to marker about 1½ miles to Z Rd – S29T31SR38W –37 24.167N, 101 22.264W

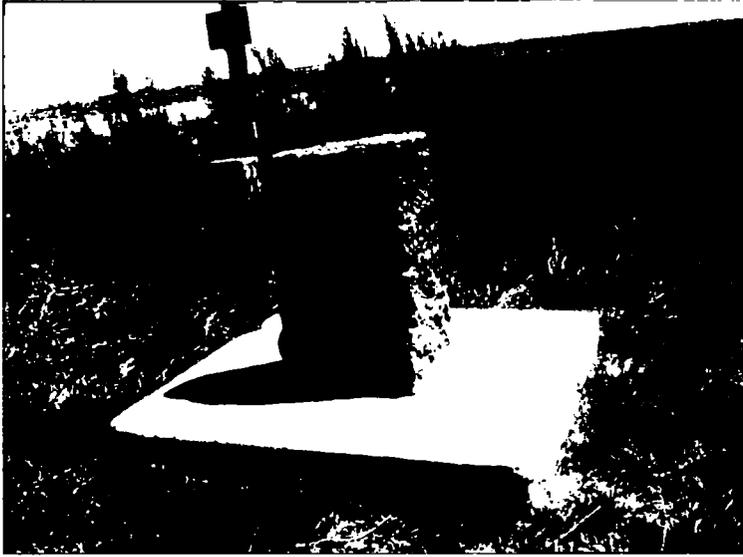


Before



After

Richfield (Morton/Stevens County Line), Morton County, continue west on Road Z to the Stevens-Morton County Line (Road 1, Stevens County – 28 Road, Morton County) south 4 miles to V Road, northwest corner of V and 28 Road – S9T32SR39W –37 19.798N, 101 28.867W

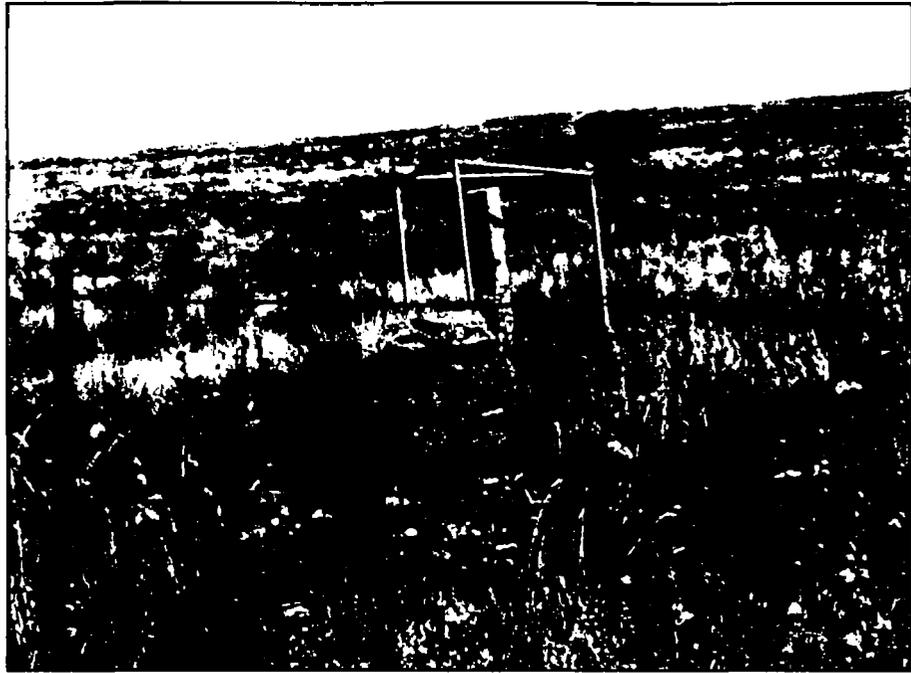


Before



After

Rolla (North of Rolla), Morton County, continue west on V Road 2 miles to 26 Road south 1 mile to U Road west 3 miles to K51/24 Road south 2 miles, southeast corner of K51/24 Road and S Road – S35T32SR40W –37 16.321N, 101 33.370W



Before

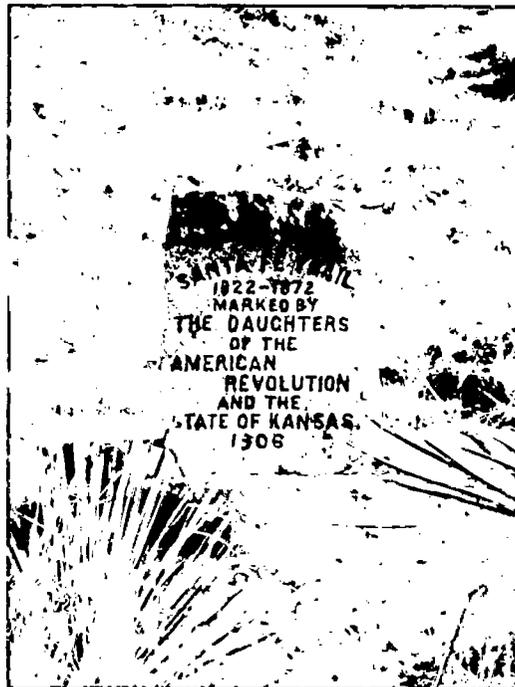


After

Wilburton (Mid-Morton County), Morton County, west on S Road 7 miles to 16 Road south to N Rd .1 mile on the east side – S22T33SR41W –37 13.728N, 101 38.788W

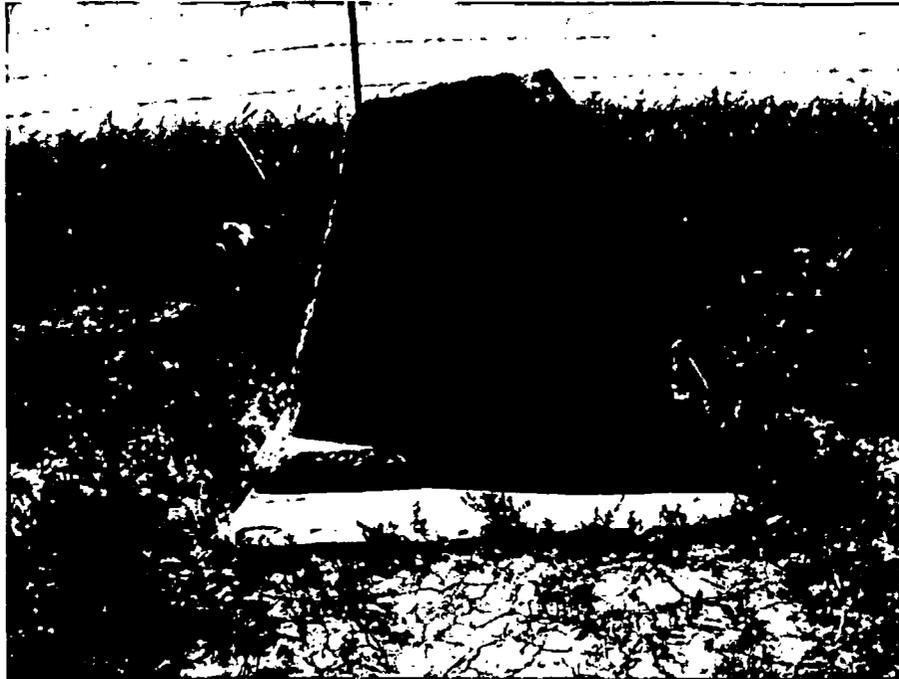


Before



After

Point of Rocks (Mesa Blanco), Morton County, enter the USF Cimarron Grasslands at the K27 entrance north of Elkhart, follow the gravel road to Point of Rocks, the Marker is on the interpretative trail below the Point, *must walk down a steep incline to the Marker* – S12T34SR43W –37 06.222N, 101 56.316W



Before



After

State Line, Morton County, enter the Grasslands at the K27 entrance north of Elkhart, follow the gravel road 11 miles turn west 1 mile, south at the State Line 0.2 mile on the east side in Kansas, *must crawl through the fence from the Colorado side and walk to Marker!* – S7T34SR43W –37 06.185N, 101 56.287W

At the end of the Trail,



Where the sky is never bluer,



Or the sunflowers as bright.

Every Chapter and many Daughters and individuals contributed to the restoration of the Santa Fe Trail DAR markers. A total of \$28,522 was donated of which \$17,480 was from the Adopt-a-Stone project and \$4,757 from the sterling silver buffalo pins. In addition a Challenge Cost Share Grant of \$18,000 was awarded by the National Park Service administered through the Santa Fe Trail Association.

Listed below are the Adopt-a-Stone Donors and others who gave significant support:

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