

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Name of Property

County and State

Section number _____ Page _____

Name of multiple property listing (if applicable)

SUPPLEMENTARY LISTING RECORD

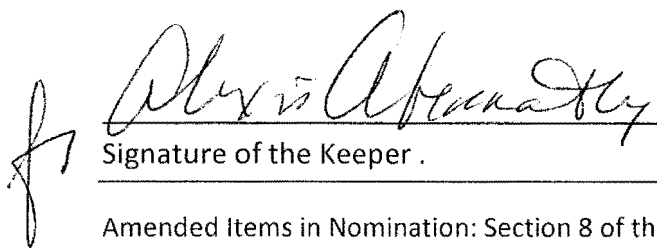
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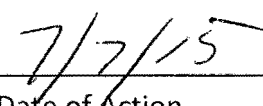
Date Listed: 07/07/2015

Property Name: Smokey Hill Trail and Butterfield Overland Despatch Segment Ruts

Multiple Name: Santa Fe Trail MPS

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

 _____
 Signature of the Keeper .

 _____
 Date of Action

Amended Items in Nomination: Section 8 of the National Register of Historic Places nomination for the Smokey Hill Trail and Butterfield Overland Despatch Segment Rusts has been changed on page 6 of the nomination. Section should include European American for Cultural Affiliation.

DISTRIBUTION:

National Register property file

Nominating Authority (without nomination attachment)

United States Department of the Interior
National Park Service

RECEIVED 2280

National Register of Historic Places Registration Form

MAY 22 2015

Nat. Register of Historic Places
National Park Service

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

1. Name of Property

Historic name Smoky Hill Trail & Butterfield Overland Despatch Segment

Other names/site number Fort Riley - Santa Fe Road Segment; KHRI # 041-0000-00181; 14DN344

Name of related Multiple Property Listing Historic Resources of the Santa Fe Trail

2. Location

Street & number 522 Golf Course Road not for publication

City or town Chapman vicinity

State Kansas Code KS County Dickinson Code 041 Zip code 67431

3. State/Federal Agency Certification

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

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

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

 national x statewide local Applicable National Register Criteria: x A B C x D

Patrick Zollner

5-14-15

Signature of certifying official/Title Patrick Zollner, Deputy SHPO

Date

Kansas State Historical Society

State or Federal agency/bureau or Tribal Government

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

Signature of commenting official

Date

Title _____ State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

 x entered in the National Register

 determined eligible for the National Register

 determined not eligible for the National Register

 removed from the National Register

 other (explain): _____

Alyson Foxworthy

7/7/15

Signature of the Keeper

Date of Action

Smoky Hill Trail & Butterfield Overland Despatch Segment
Name of Property

Dickinson County, Kansas
County and State

5. Classification

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

<input type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

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

<input type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input checked="" type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

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

<u>Contributing</u>	<u>Noncontributing</u>	
0	0	buildings
1	0	sites
0	0	structures
0	0	objects
1	0	Total

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

Transportation: road-related

Current Functions
(Enter categories from instructions.)

Landscape: Unoccupied Land; Conservation Area

7. Description

Architectural Classification
(Enter categories from instructions.)

N/A

Materials

(Enter categories from instructions.)

foundation: N/A

walls: N/A

roof: N/A

other: N/A

Smoky Hill Trail & Butterfield Overland Despatch Segment
Name of Property

Dickinson County, Kansas
County and State

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources, if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary

The nominated property is located adjacent to Indian Hill Cemetery on the west side of Chapman in Dickinson County, Kansas. This property contains a segment of the Smoky Hill Trail, an important 19th century road between Leavenworth, Kansas and Pike's Peak, Colorado that functioned briefly as the Butterfield Overland Despatch in the 1860s. The nominated portion of the road began as a tertiary route of the Santa Fe Trail that ran in a westerly direction from Fort Riley in present-day Riley County to connecting with the Santa Fe Trail south of Ellsworth. The nominated property consists of one Transportation Site (Trail Segment subtype), as defined in the multiple property nomination: a grouping of six intact swales (Figures 1 through 6). The six-acre site is in the NW ¼ of the NW ¼ of Section 31, Township 12 South, Range 4 East.

Elaboration

The Smoky Hill Trail segment is situated at the east-central edge of Dickinson County at the southwestern edge of Chapman (population 1,393 in 2010). The nominated property also is part of the Fort Riley – Santa Fe Road (also known as the Fort Riley – Fort Harker Road). The road was in use as a long-distance from 1853 to 1870. The nominated property is located on City-owned land that is bounded by a municipal golf course to the north and west, a community cemetery to the east, and Old Highway 40 to the south. It contains well-defined wagon ruts/swales on terrain sloping from northeast to southwest.

General Landscape¹

The Smoky Hill Trail segment is located within the Flint Hills Upland division of the Osage Plains section of the Central Lowland province of the Interior Plains division of North America.² Ranging from 20 to 80 miles wide, the Flint Hills Upland stretches from north to south across the eastern half of Kansas, taking in such towns as Clay Center, Manhattan, Junction City, Abilene, El Dorado, Augusta, and Winfield. This linear physiographic unit consists of a series of north-south irregularly trending escarpments with steep, terraced eastern faces and flat to gently inclined western slopes. The topography was formed by the exposure and consequent erosion at the ground surface of alternating beds of unequally resistant Permian-age limestones, sandstones, and shales, which dip gently to the west. Stream courses within the region are generally eastward flowing and typically have deeply entrenched channels lined with outcropping rock ledges. Valleys are usually asymmetrical with the steeper slopes located on the south sides. In places where the streams pass through resistant limestones, narrow box-like channels have

¹ The following four paragraphs are adapted from standard language used in reports written by Kansas State Historical Society, Cultural Resources Division, Archeology Department.

² W.E. Schoewe, "The Geography of Kansas, Part II: Physical Geography," *Transactions of the Kansas Academy of Science* 52, no. 3 (1949): 291.

Smoky Hill Trail & Butterfield Overland Despatch Segment
Name of Property

Dickinson County, Kansas
County and State

been incised. In locations where the streams have cut through weaker shales, the valleys are wider and the slopes are much gentler.

The abundance of flint or chert bands in the limestones is perhaps the most important characteristic of the Flint Hills environment from an archeological perspective. Due to its superior flaking qualities, Flint Hills chert provided excellent raw material for chipped stone tools, and it was heavily exploited by prehistoric inhabitants of the region.

The natural vegetation of the region prior to the encroachment of modern civilization apparently consisted of tall grass prairie interpenetrated by narrow bands of riverine forest.³ Warm season grasses dominated the prairie vegetation community, with big and little bluestem, switchgrass, and Indian grass being the most important elements of that community. Moderate rainfall, a relatively long growing season, and rich soils provided conditions suitable for many other grasses and numerous annual and perennial herbs. Within the stream valleys, periodically flooded shallow depressions hosted wetland communities dominated by prairie cordgrass, while mud flats served as preferred sites for smartweeds, docks, purslane, and chenopods. Gallery forests occurred in narrow bands along the major streams. The forest vegetation was dominated by medium tall to tall broadleaf deciduous trees like cottonwood, hackberry, willow, and elm. Hillsides and ravines along valley edges supported woodlands of bur oak with scattered individuals of bitternut hickory and shagbark hickory. Black walnut, green ash, and sycamore prevailed in the lower, more mesic areas. The understory was mostly buckbrush and Missouri gooseberry, with the herbaceous flora being similar to that found in oak-hickory forests to the east. According to Wedel, these vegetative conditions provided shelter and food for an abundant mammalian fauna, including such large game animals as bison, elk, deer, antelope, and bear along with smaller animals such as cougar, wildcat, coyote, fox, beaver, otter, muskrat, raccoon, opossum, badger, squirrel, rabbit. Wild turkey, prairie chicken, ruffed grouse, and quail were also present, and the larger streams yielded an abundance of edible fish and shellfish.⁴

Transportation Site (Trail Segment)

The one contributing resource in this site – a grouping of trail swales – is an example of a Transportation Site (Trail Segment subtype), as defined in the multiple property nomination. The swales enter the site at its northeast corner and proceed in a southwesterly direction on the west-facing slope of a considerable hill upon which a cemetery is situated. Wagon traffic associated with the Fort Riley Road, and later the Smoky Hill Trail and Butterfield Overland Despatch, created deep visible depressions in the earth.

The site is covered in native grasses and comprises approximately six acres. The swales cross an area formerly pasture land that has never been cultivated or developed. The sloping trajectory of the site permits rapid drainage and water does not collect for any length of time in the swales. The area had been overgrown with poison ivy and native red cedar trees until recently, both of which have been removed, but roots and stumps from the cedars were left in place to prevent further erosion.

There are six visible swales. The three most prominent swales are approximately 9.4 meters (31 feet), 8.2 meters (27 feet), and 7 meters (23 feet) at their widest points and each is between 187.4 meters and 227 meters long (615 feet and 745 feet) and approximately 2.5 feet deep, varying from place to place. Two other swales are between 3 and 6 meters wide (10 and 20 feet), and each about 242 meters long (795 feet), though not as deep. The sixth swale is barely discernible, and there possibly is a seventh.

³ A.W. Kuchler, "A New Vegetation Map of Kansas," *Ecology* 55, no. 3 (1974): 600-601.

⁴ Waldo R. Wedel, "An Introduction to Kansas Archeology," *Smithsonian Institution, Bureau of American Ethnology, Bulletin* (1959): 14.

Smoky Hill Trail & Butterfield Overland Despatch Segment
Name of Property

Dickinson County, Kansas
County and State

The swales level out as toward the southwest portion of the site, finally curving west to join the trail, which now is Old Highway US-40.

The property retains a high degree of integrity. The nominated area has remained uncultivated and undeveloped, but until recently had been quite overgrown with poison ivy and native red cedar trees which have since been cut back. The surrounding area has experienced development in the 19th and 20th centuries, somewhat changing the character of the setting, but the rural character and viewsheds have remained largely intact.

The proposed boundary for the site includes the immediate corridor of swales and a slight perimeter land area generally defined by the present property ownership boundary. The resulting boundary is a polygon (Figures 1 and 3).

Butterfield Overland Despatch Trail Ruts
Name of Property

Dickinson County, Kansas
County and State

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

(Mark "x" in all the boxes that apply.)
Property is:

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

Areas of Significance

- Military
- Transportation
- Exploration/Settlement
- Commerce
- Archeology (historic)

Period of Significance

1853-1870

Significant Dates

1853; 1864-1867; 1870

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

N/A

Period of Significance (justification)

The period of significance encompasses the duration of use for long-distance travel, beginning in 1853 with its use as a military road and ending with the last stage coach service over this segment in 1870.

Criteria Considerations (justification)

N/A

Smoky Hill Trail & Butterfield Overland Despatch Segment
Name of Property

Dickinson County, Kansas
County and State

Narrative Statement of Significance

(Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Summary

The property is regionally significant as part of the *Historic Resources of the Santa Fe Trail* multiple property nomination under Criteria A and D in the areas of transportation, commerce, military, and archeology as a historically significant military and stage road that connected Fort Riley to the main branch of the Santa Fe Trail. It was also a part of the Smoky Hill Trail, which connected points in eastern Kansas with Pike's Peak and Denver in present-day Colorado. The site retains an excellent degree of integrity in terms of location, setting, feeling, and association required for registration. This site materially reflects significant historic events outlined in the following associated contexts: "Expanding National Trade on the Santa Fe Trail, 1848-1861," "The Santa Fe Trail and the Railroad, 1865-1880," as well as "The Santa Fe Trail in Kansas." The nominated property is an example of the Transportation property type (Trail Segment subtype), as defined in the multiple property nomination. Specifically, it is a tertiary route, meaning it was not created solely for Santa Fe trade but was occasionally used as a supporting road. The period of significance encompasses the duration of use for long-distance travel, beginning in 1853 with its use as a military road and ending with the last stage coach service over this segment in 1870.

Elaboration

The nominated road segment was used for long-distance overland travel beginning in 1853 with the establishment of Fort Riley, located approximately 18 miles northeast of the nominated site, and ended with the last stage coach usage in 1870. During this 17-year period, this portion of the road at present-day Chapman was used as a government⁵ and military road, was part of the Smoky Hill Trail, and served as a stagecoach route known as the Butterfield Overland Despatch (B.O.D.).⁶ Other east-west roads through Kansas, such as the Leavenworth & Pike's Peak Express road, overlapped with portions of the Smoky Hill Trail and the route of the B.O.D, each with varying routes dependent upon weather and safety.

Although this portion of the road was used most heavily in the late 1850s and 1860s, the story of how it came to pass through this area begins much earlier. John Fremont is believed to have explored the length of the Smoky Hill River valley in 1844 and Zebulon Pike in 1806. The French had done so by 1724; Francisco Vazquez de Coronado perhaps as early as 1541. All reported seeing American Indians living on the land.⁷ Long before these explorers, American Indians had traveled paths along waterways like the Smoky Hill River. By the early 1800s fur traders were navigating the rivers to bring furs to market and surveyors and frontiersmen were crossing the prairie.⁸

⁵ Calvin W. Gower, "The Pike's Peak Gold Rush and the Smoky Hill Route, 1859-1860," *Kansas Historical Quarterly* 25, 2 (Summer 1959): 160-171. 160 to 171.

⁶ Alma D. Johnson, *Trail Dust...Over the B.O.D. Through Kansas* (Detroit, MI: Harlo Press, 1975), 16-31; Leslie Linville, *The Smoky Hill Valley and Butterfield Trail* (Decorah, IA: Anundsen Publishing Co., 1983), 50-60. Although Ben Holladay, followed by Wells Fargo, purchased and briefly operated the BOD as the Holladay Overland Mail and Express Company, the name Butterfield remained associated with this route for a century-and-a-half in this vicinity and across Kansas.

⁷ Wayne C. Lee and Howard C. Raynesford, *Trails of the Smoky Hill: From Coronado to the Cow Towns* (Caldwell, ID: Caxton Printers, 1980), 9-13; William McKale, *Fort Riley: Citadel of the Frontier West* (Newton, KS: Mennonite Press, Inc. 2000), 1; David Dary, *The Santa Fe Trail: Its History, Legends and Lore* (New York: Albert A. Knopf, 2000), 17.

⁸ McKale, 1.

Smoky Hill Trail & Butterfield Overland Despatch Segment
Name of Property

Dickinson County, Kansas
County and State

By mid-century, there were two well-established overland routes connecting western Missouri with the West and Southwest: the Santa Fe Trail, which passed well south of the nominated site and the Oregon and California trails that followed the Platte River well to the north.⁹ The Santa Fe Trail, a commercial and military route, followed the Arkansas River through much of Kansas and was well-traveled,¹⁰ with supply and mail wagons, stagecoaches, gold seekers, trappers, and the military traveling it continually.¹¹ The Santa Fe Trail was opened by trader William Becknell in 1821, commencing from Franklin, Missouri to Santa Fe, in present-day New Mexico.¹² Later the trail drew more business from Independence, Missouri and then Westport, Missouri. Freight contractors and the military made use of the trail during the Mexican-American War (1846-1848), and both Confederate and Union armies traveled the trail as the American Civil War spread to New Mexico Territory. Military and commercial freighting along the trail was continuous, particularly as areas opened to settlement, to supply the southwestern forts.¹³ The Santa Fe Trail became a national road to the Southwest, until railroad development caught up in the 1870s.

What became the Platte River route had been in use by fur traders since 1823 and portions of it were part of the Oregon and California trails network, the Mormon trail, the Pony Express route, and the Leavenworth and Pike's Peak Express, as thousands of travelers went west. This road followed the Santa Fe route from Missouri to near Gardner, Kansas, and then northwest to Nebraska and on west. There were many departure and jumping off points, and Denver was but one of the destinations in this network of trails.¹⁴ The Platte River route not only was farther, but subject to deep sand and snows, treacherous river crossings, and confrontations with American Indians.¹⁵

Fort Riley - Santa Fe Road

Fort Riley military post was established in 1853 to aid in protecting the frontier, including long-distance travelers along the Santa Fe, Oregon, and California trails. With the establishment of Fort Riley, the government authorized funds to study and survey a route to the Arkansas River and the Santa Fe Trail. Lt. Francis T. Bryan led a survey crew, departing on July 30, 1855, to study the potential for a road following the Smoky Hill River. Initially, though, expeditions leaving Fort Riley joined the Santa Fe Trail at

⁹ Lee and Raynesford, 19-20; Dary, 55-92; Merrill J. Mattes, *The Great Platte River Road* (Lincoln: University of Nebraska Press, 1987), pages 4-6; George A. Root, Kansas: Early Routes, Old Trails, Historic Sites, Landmarks, etc. [map] Kansas Memory, Kansas Historical Society, 1939. Kansas Memory Item 208625.

¹⁰ Randolph B. Marcy, *The Prairie Traveler: The 1859 Handbook for Westbound Pioneers* (Franklin Square, NY: Harper and Brothers, 1895; re-print by Dover Publications, Inc., Mineola, NY, 2006), 17.

¹¹ McKale, 37-40, 54; Walker D. Wyman, "The Military Phase of Santa Fe Freighting, 1846-1865," *Kansas Historical Quarterly* 1, 5 (November 1932): 415-428.

¹² Allan J. Wheeler, *The History of the Santa Fe Trail and Its Founder, William Becknell* (revised 2014) Internet essay accessed at http://williambecknell.com/?page_id=202 [copy on file]; W. F. Pride, *The History of Fort Riley* (Fort Riley, KS: Cavalry School Press, 1926), 40.

¹³ Walker D. Wyman, "Freighting: A Big Business on the Santa Fe Trail," *Kansas Historical Quarterly* 1, 1 (November 1931): 17-27; Wyman, "The Military Phase of Santa Fe Freighting, 1846-1865," 415-428; George A. Root, "Ferries in Kansas, Part VI, Smoky Hill River," *Kansas Historical Quarterly* 4, 1 (February 1935):3-22; Mattes, 6-8. McKale, 59; David K. Clapsaddle, "Trails to Rails and the Roads Connecting the Smoky Hill and Santa Fe Trails," summary of his research article in *Overland Despatch: Smoky Hill Trail Association Quarterly* 5, 4 (Winter 2013): 1,3,5; David K. Clapsaddle, "Conflict and Commerce on the Santa Fe Trail, The Fort Riley- Fort Larned Road, 1860-1867," *Kansas History* 16, 2 (Summer 1993): 127-139.

¹⁴ Mattes, 6-8, 11.

¹⁵ Mattes, 53, 93, 142, 147, 154, 162-163, 225-231, 238, 247; Root, "Ferries in Kansas," *Part VI*, 3-22.

Smoky Hill Trail & Butterfield Overland Despatch Segment
Name of Property

Dickinson County, Kansas
County and State

Lost Spring (in present-day Marion County).¹⁶ Using Bryan's recommendations, the military developed a westward route out of Junction City toward Fort Larned following the Smoky Hill River. In February 1856, the federal government awarded a \$38,000 contract to J. O. Sawyer for the construction of three bridges along this route between Fort Riley and the Solomon, Sycamore, and Armistead creeks.¹⁷ Although the bridges washed away in 1858, this route became an important artery for military use in the 1850s and 1860s, prior to the advancement of the railroad in the mid-1860s.¹⁸

Major John Sedgwick left Fort Riley with his command on May 15, 1860 to mount a campaign against the Kiowas and Comanches. He diverted his command from the road Lt. Bryan had surveyed in 1855. Instead of crossing at Sycamore Creek, where the bridge has washed out, Sedgwick crossed at Chapman's Creek (east of present-day Chapman) and proceeded westward up the Smoky Hill valley following the trail used by gold seekers in 1859.¹⁹

Fort Riley became a supply and base camp for the military as forts were built along the developing trails in western Kansas Territory.²⁰ The crossing at Chapman's Creek became the preferred route west out of Fort Riley, and the military used the road to move supplies and troops from Fort Leavenworth to Fort Riley and on to New Mexico Territory by way of Fort Larned. Military units using the Smoky Hill River road to reach the Santa Fe Trail departed the road near Ellsworth, continuing southwest on the military road to the passage at the Walnut Creek crossing of the Arkansas River near Fort Zarah. The military's use of the Smoky Hill River road from 1858 until 1867 was so extensive that this stretch of the road came to be known as the Fort Riley-Fort Larned Road or the Fort Riley to Santa Fe Road, and was an important connector to the Santa Fe Trail.²¹

Residents on and near Chapman's Creek were accustomed to the sights and sounds of government and military traffic during the late 1850s and 1860s. For instance, Captains Alfred C. Pierce and Preston B. Plumb met at Chapman's Creek in fall of 1856, bringing arms into Kansas Territory for use by the Free State party.²² And, later, on September 27, 1862, the *Junction City Union* reported: "During the past week, eleven hundred head of horses and mules, and about one hundred wagons, have passed through our town, for Government service in the country." The same newspaper noted that the city streets were crowded with wagons loading corn for Fort Larned.²³ Area resident Mrs. Erwin commented that when soldiers passed through, they frequently camped at Chapman's Creek. Wearying of army fare, they would furnish the resident women flour and lard, and women having their own cows would bake biscuits for soldiers all night long, "boilers full." Mrs. William S. Blakely, whose husband took charge of the store at Chapman's Creek, is quoted as saying "Soldiers marched through so often from Fort Riley going by to western camps."²⁴ General George A. Custer wrote his wife Libbie in March 1867 that General Winfield Scott Hancock's expedition from Fort Riley to Fort Harker spent the first night out camped at Chapman's Creek.²⁵ General Hancock was said to have "marched onto the plains of Kansas with 1,400 troops:

¹⁶ Morris F. Taylor, "The Mail Station and the Military Camp on Pawnee Fork, 1859-1860," *Kansas Historical Quarterly* 36 (Spring 1970): 31, as quoted in Clapsaddle, "Conflict and Commerce on the Santa Fe Trail, The Fort Riley-Fort Larned Road, 1860-1867," 126.

¹⁷ Clapsaddle, "Conflict and Commerce on the Santa Fe Trail, The Fort Riley- Fort Larned Road, 1860-1867," 126.

¹⁸ McKale, 4, 6, 9-10, 31, 38.

¹⁹ Clapsaddle, "Conflict and Commerce on the Santa Fe Trail, The Fort Riley- Fort Larned Road, 1860-1867," 126.

²⁰ McHale, 38.

²¹ Clapsaddle, "Conflict and Commerce on the Santa Fe Trail, The Fort Riley- Fort Larned Road, 1860-1867," 127-137.

²² Pride, *The History of Fort Riley*.

²³ Clapsaddle, "Conflict and Commerce on the Santa Fe Trail, The Fort Riley- Fort Larned Road, 1860-1867," 129.

²⁴ Anna Sanborn Baker, *Pioneer Histories of Chapman Plus The Sequel*, a compilation of a series of articles published by the *Chapman Advertiser* beginning in February 1931 and a sequel of contemporary material added in July 1989, 25, 68. KSHS Library: K978.1 -D56 B171.

²⁵ Helen Craig Dingler and Harry Hughes, *Pathway to a Frontier, Spring Creek Valley*. (Self-published, 1994), 22.

Smoky Hill Trail & Butterfield Overland Despatch Segment
Name of Property

Dickinson County, Kansas
County and State

infantry, cavalry and artillery...the expedition crossed Chapman's Creek 13 miles west of the post" on its way to Harker.²⁶ Fort Riley Army units were reportedly still marching to the Erwin Ranch for its use as a camping ground as late as 1925.²⁷

Gold Seekers and Stage Coach Lines: the Smoky Hill Trail

The discovery of gold in what is now Colorado in 1858²⁸ led many more people to set out across the Kansas Territory to the goldfields at Cherry Creek near present-day Denver.²⁹ Matters of extreme importance were the need for equipment and supplies,³⁰ safety of travelers who came into contact with American Indians, and a desire for news from the East.³¹

In 1859, Russell, Majors and Waddell, partners in operating freight lines, notably the Leavenworth and Pike's Peak Express, financed William H. Russell of their firm along with John S. Jones to establish a shorter, more direct middle route from Leavenworth along the Kansas River to its southern fork, the Smoky Hill, and on to the goldfields by way of the Republican and Solomon rivers. From Junction City, their route angled north of Chapman's Creek settlement, crossing into what is now southwestern Clay County and Ottawa County, continuing northwest through the Solomon and Republican river valleys.³² Commencing his diary in 1855, early Chapman's Creek settler George W. Freeman wrote: "There came in a good many settlers in '58...In '58 Moyers and Rissels [sic] opened up a stage route. One mile of Freeman's. Then the trains began to travel up Chapman [sic] Creek six miles, cross on west over the black hills to the fork on pipe creek then up solomon [sic] river up to the forks, then crossed over west running northwest to the plat [sic] route."³³

In the late 1850s, the Smoky Hill Trail that the military had mapped as far as the present-day Ellsworth area emerged as the preferred route for gold seekers heading west. It was more direct than the Leavenworth and Pike's Peak Express route. The Smoky Hill Trail was heavily used in 1858, but highly publicized reports of deadly skirmishes with American Indians and accounts of starvation and cannibalism in 1859 had the effect of largely diminishing traffic on the trail.³⁴ The trip was difficult and dangerous. During this period, the road was not well marked, difficult to follow, and the river ran dry for the last 130 miles. Supplies, water, and game were scarce, and there was limited protection of travelers who encountered American Indians. Gold-seeker traffic tapered off considerably along the Smoky Hill Trail by 1860.³⁵ Nevertheless, by the mid-1860s, there were three military posts along the Smoky Hill River in Kansas (Fort Ellsworth, Fort Hays, and Fort Wallace).³⁶

On the eve of the Civil War, in early 1860, W. Green Russell led a crew of men to scout a good route along the Smoky Hill River with adequate water, grass, and fuel in hopes of a road being established. The tabling of a bill for Kansas statehood in the U.S. Senate dashed hopes for a government-backed

²⁶ Clapsaddle, "Trails to Rails and the Roads Connecting the Smoky Hill and Santa Fe Trails," 6.

²⁷ Pride, 315.

²⁸ Frank A. Root and William E. Connelley, *The Overland Stage to California* (Glorieta, NM: Rio Grande Press, 1901), 19, 149-151; Lee and Raynesford, 19-20.

²⁹ McKale, 37-38.

³⁰ Johnson 16-31; Linville, 16.

³¹ Root and Connelley, 19, 173, 180; LeRoy R. Hafen, *The Overland Mail 1849-1869* (Norman: University of Oklahoma Press, 2004), 37.

³² Lee and Raynesford, 32-33; Hafen, 146-147, 151; George Root and Russell K. Hickman, "Pike's Peak Express Companies, Part III-The Platte Route," *Kansas Historical Quarterly* 13, 8 (November 1945): 485-490.

³³ Hafen, 148; Baker, 11, 251.

³⁴ Lee and Raynesford, 39-42.

³⁵ Lee and Raynesford, 39-42, 74-85; Gower, 160 to 171.

³⁶ McKale, 4, 37, 67; Lee and Raynesford, 34-36.

Smoky Hill Trail & Butterfield Overland Despatch Segment
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Dickinson County, Kansas
County and State

route along the Smoky Hill River. Towns and settlements along and near the proposed road, such as Topeka, Junction City, Manhattan, and Ogden, put up money and livestock to finance a road-building crew, who reported encouraging progress in building the road to the Rockies. Kansas was admitted to the Union January 29, 1861, but the Civil War soon began, and as eastern Kansas counties funded militia to protect their interests and homes, there was no money to be spared to continue to develop the route.³⁷

David A. Butterfield and the Butterfield Overland Despatch

In 1862, Atchison resident and entrepreneur David A. Butterfield moved his family west to the newly-established mining town of Denver in western Kansas Territory. He returned to Atchison in 1864 with dreams of establishing a much more direct overland route than the routes along the Arkansas and Platt rivers. In 1864, Butterfield commissioned a survey of a direct route between Atchison and Denver in advance of launching a fast freight and stagecoach line through Kansas. The survey expedition was commanded by Major James B. Pond, who with four companies of the third Wisconsin Cavalry and two companies of the Thirteenth Missouri Cavalry, Col. Isaac Eaton, surveyor Lt. Julian Fitch, and others, reported favorably that the Smoky Hill River road provided access to water and grass for animals and it was safe. Eaton and Fitch generally are attributed with completing the Fitch Survey of 1865. Fitch had been part of the team that had surveyed the Smoky Hill Trail in 1860.³⁸

Butterfield managed to raise the astounding sum of a rumored \$6 million dollars; sometimes reported to be less at \$3 million, from various acquaintances namely in the East. He recognized the enormous financial potential in freighting supplies to the gold fields near Denver and bringing passengers through Kansas by way of Atchison and on to Denver, although it was dangerous, expensive, and time-consuming. It was reported that he spent a million dollars on horses, mules and oxen, outfitting his wagons and coaches, hiring drivers, and having the route surveyed.³⁹

Butterfield established his Butterfield Overland Despatch (B.O.D.) in 1865, hauling freight and passengers from Atchison to Denver, following the Smoky Hill River on its north side. The 592-mile route followed the same route as had the Leavenworth and Pike's Peak Express road to Junction City, but like the military, Butterfield elected to continue southwest toward Mud Creek at Abilene after crossing at the Chapman's Creek settlement. Butterfield's route laid out 40 relay stations commencing west at Fort Riley. Chapman's Creek was bypassed as a relay station in the first list of stations, possibly because the road as far as Fort Riley and Junction City was well established and could be covered quickly. Chapman's Creek station appeared in a later version of the list, which kept the stations approximately 12 miles apart,⁴⁰ and the hard shale bed in the creek also made the low water crossing attractive.

Butterfield's goal to make the Smoky Hill Trail the most direct, shortest, fastest, and safest route from Atchison to Denver meant that without a government mail contract he had to capture the bulk of freight hauling and stagecoach travel headed west. The first shipment on the B.O.D. left Atchison on June 24, 1865 carrying seventy-five tons of freight that would have required 25 wagons with six pair of oxen per

³⁷ Lee and Raynesford, 42-45 ; Gower, 160 to 171; Johnson, 15.

³⁸ Lee and Raynesford, 52-56; "Butterfield Stage Line Organized by Former Resident," *Junction City Daily Union*, 1961. Citing earlier newspaper articles by George W. Martin, publisher; Eugene Ware, *The Indian War of 1864: Being a Fragment of the Early History of Kansas, Nebraska, Colorado, and Wyoming* (Topeka, KS: Crane & Co., 1911), Appendix B: Lieut. Fitch's Report; Rock County, WI Genealogical Society, "Major George B. Pond." Accessed online <http://coplien.com/vets/soldier-summary.asp?vetRec=344>; Johnson, 20, 11-12.

³⁹ "Butterfield Stage Line Organized by Former Resident," *Junction City Daily Union*, 1961. Citing earlier newspaper articles by George W. Martin, publisher; Johnson, 16-18.

⁴⁰ Lee and Raynesford, 54-55.

Smoky Hill Trail & Butterfield Overland Despatch Segment
Name of Property

Dickinson County, Kansas
County and State

wagon.⁴¹ By July of that year another train carried 17 steam boilers followed by another 600,000 pounds of supplies. Nineteen carloads of freight were unloaded in one day at Atchison from the railroad and consigned to the B.O.D. Enormous amounts of freight and many passengers were transported by the B.O.D. over the Smoky Hill Trail.⁴²

Increased activity and development along the various long-distance overland routes brought conflict with American Indians occupying parts of western Kansas, particularly after the Civil War as Butterfield's stagecoach route gained momentum. Several western Kansas B.O.D. stations along the Smoky Hill Trail, such as Chalk Bluffs and Lookout, were caught up in the violence between the military and the Comanches, Kiowas, Cheyennes, Arapahoes, and Apaches between 1865 and 1867.⁴³ As this illustrates, the Smoky Hill Trail was used for both military and commercial purposes during these years in the mid-1860s.

The B.O.D. also quickly became competitive with other freight and coach lines operating in Kansas. As it became the preferred carrier, Ben Holladay, a major rival who reportedly controlled more than 3,000 miles of stage lines operating on alternate routes, took notice. Holladay also was competing with rival freight carrier Wells Fargo as it was planning a route to bypass the Holladay lines. Holladay saw the B.O.D. becoming financially stressed and purchased it in 1866, thwarting other competition. His business began to carry the California-bound mail in his Holladay Overland Mail and Express Company stagecoaches by way of the Smoky Hill Trail, 168 miles shorter than his existing routes. Holladay, too, had financial difficulties, and merged his business with Wells Fargo in late 1866. Wells Fargo quickly sold out to the United States Express Company in February 1867.⁴⁴

This flurry of sales occurred as the Kansas Pacific Railway (KP, also known as the Union Pacific Eastern Division and Union Pacific Kansas Division) and the Atchison, Topeka & Santa Fe (AT&SF) railroads built west across Kansas. The eastern end of the Smoky Hill Trail moved west with the rails. Trail end towns became transshipment points with freight off-loaded from trains and loaded onto wagons to continue to their destinations. Among the rail end towns serving as termini of the trail were Junction City (KP, November 1866), Fort Harker (KP, June 1867), Hays City (KP, October 1867), and Sheridan (KP, June 1868).⁴⁵ The KP followed the path of the Smoky Hill River and its associated road through Kansas. The completion of the railroad signaled the demise of overland stage coach travel and shipping.⁴⁶

In 1866, the KP rails passed about a mile south of the settlement at Chapman's Creek, causing the some of the residents and businesses to relocate closer to the railroad in 1867. The new townsite, named Chapman, developed along the north bank of the Smoky Hill River in Sections 31 and 32 in Township 12 South, Range 4 East. A railroad depot was built in 1870, the same year the last stage coach passed over this portion of the Smoky Hill Trail. In 1871, property owners James Streeter and S. M. Strickler had the area surveyed and platted into a townsite.⁴⁷ In 1872, the Chapman's Creek post office closed and re-opened at the new townsite.⁴⁸

⁴¹ Lee and Raynesford, 57.

⁴² Johnson, 26; Lee and Raynesford, 57; Root and Connelley, 391-399.

⁴³ Lee and Raynesford, 93-103.

⁴⁴ Lee and Raynesford, 91.

⁴⁵ Kansas State Historical Society, *Historic Resources of the Santa Fe Trail Multiple Property Documentation Form (Revised)*. August 2012, E5.

⁴⁶ Baker, 16, 171; McHale, 60; Pride, 134; Lee and Raynesford, 154; Clapsaddle, "Trails to Rails and the Roads Connecting the Smoky Hill and Santa Fe Trails," 1,5.

⁴⁷ William Cutler, *A History of the State of Kansas*, vol. 1 (Chicago: Andreas Publishing Co., 1883), 693.

⁴⁸ Kansas Post Office database, information taken from Robert W. Baughman, *Post Offices, May 29, 1828-August 3, 1961* (Topeka: Kansas State Historical Society, 1977. Accessed online [<http://www.kshs.org/p/post-offices/11307>]

Smoky Hill Trail & Butterfield Overland Despatch Segment
Name of Property

Dickinson County, Kansas
County and State

This portion of the Smoky Hill Trail carried local traffic in subsequent years, until the development of US-40 highway in the early 20th century. Like the railroad, the new highway generally followed the path of the Smoky Hill Trail.

Potential to Yield Important Information

Archeological prospection, geophysical survey, and metal detector survey of similar trail segments have been shown to reveal associated artifact assemblages, sometimes buried and sometimes not, that can inform on the use of the trail and its secondary routes during their periods of significance. Though no such surveys have been undertaken on this particular segment, there is every reason to believe that the presence of such an assemblage is possible. These swales and their contributing land area have the potential to yield important information to understanding the use and nature of the Smoky Hill Trail and Butterfield Overland Despatch through Dickinson County, including patterns of use and change over time, evolving trade patterns, and cultural interactions. Study of the remnant trail swales, the crossing, and potential archeological features can provide valuable insight into the evolving patterns of historic development in this area. This site likely contains data which may be vital to any wider study of the 19th-century trade, military patterns, and economic development. Further investigation could address key questions regarding trade and transportation variability and change. Excavation could also provide additional social data including better estimates of the frequency of use during various phases of history, the role played by the military, various ethnic and social groups, and the nature of trail users, material culture and the production, distribution, and consumption of commodities.⁴⁹

The long-distance use of Smoky Hill Trail and Butterfield Overland Despatch came to an end in 1870, when the Kansas Pacific (KP) Railroad reached Chapman. As a remnant, this site is a tangible reminder of the trail during its period of significance. These swales endure as evidence of this significant route, which linked Fort Riley to the main branch of the Santa Fe Trail.

Summary

The above-described segment of the Smoky Hill Trail and Butterfield Overland Despatch is historically significant military and stage road that first connected Fort Riley to the main branch of the Santa Fe Trail and later as a part of the Smoky Hill Trail, which connected points in eastern Kansas with Pike's Peak and Denver in present-day Colorado. It is nominated as part of the *Historic Resources of the Santa Fe Trail* multiple property nomination under Criteria A and D in the areas of transportation, commerce, military, and archeology. The site retains an excellent degree of integrity, and is an example of example of the Transportation property type (Trail Segment subtype), as defined in the multiple property nomination. Specifically, it is a tertiary route, meaning it was not created solely for Santa Fe trade but was occasionally used as a supporting road. The period of significance encompasses the duration of use for long-distance travel, beginning in 1853 with its use as a military road and ending with the last stage coach service over this segment in 1870.

⁴⁹ Kansas State Historical Society, *Historic Resources of the Santa Fe Trail Multiple Property Documentation Form (Revised)*. August 2012, F117. Citation covers paragraph.

Smoky Hill Trail & Butterfield Overland Despatch Segment
Name of Property

Dickinson County, Kansas
County and State

9. Major Bibliographical References

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Smoky Hill Trail & Butterfield Overland Despatch Segment
Name of Property

Dickinson County, Kansas
County and State

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Wyman, Walker D. "Freighting: A Big Business on the Santa Fe Trail." In *Kansas Historical Quarterly* 1, 1 (November 1931): 17-27.

Wyman, Walker D. "The Military Phase of Santa Fe Freighting, 1846-1865." In *Kansas Historical Quarterly* 1, 5 (November 1932): 415-428.

Previous documentation on file (NPS):

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

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: Chapman Area Preservation Society

Historic Resources Survey Number (if assigned): N/A

10. Geographical Data

Acreeage of Property Approximately 6 acres

Provide latitude/longitude coordinates OR UTM coordinates.

(Place additional coordinates on a continuation page.)

Latitude/Longitude Coordinates (See Figures 2 and 3)

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

A	<u>38.971304</u>	<u>-97.035620</u>	C	<u>38.970541</u>	<u>-97.033992</u>
	Latitude:	Longitude:		Latitude:	Longitude:
B	<u>38.971609</u>	<u>-97.033970</u>	D	<u>38.969066</u>	<u>-97.036501</u>
	Latitude:	Longitude:		Latitude:	Longitude:

Verbal Boundary Description (describe the boundaries of the property)

The nominated area is bounded on the south by a row of trees, dense brush and vegetation and Highway 40, and on the west by a row of trees and vegetation and Quail Road, a county-maintained dirt road. A fence marks the east boundary, separating the nominated area from Indian Hill Cemetery. Although the north side has no obvious boundary markers, it is adjacent to a golf course. The nominated site is approximately six acres and is located on City-owned property in a larger parcel described as follows: Noble Township, Section 31, Township 12S, Range 4E - COMM 25' E NW COR NW4, TH E 922', S 271', W 50' S 755', E 50', S 130', SWLY 780', W 190', N 1340' TO POB AKA LOT 4.

Boundary Justification (explain why the boundaries were selected)

The nominated site includes the extant trail swales that are associated with 19th century long-distance overland travel through this area.

11. Form Prepared By

name/title Mildred E. Fink, member (KSHS staff edits)

Smoky Hill Trail & Butterfield Overland Despatch Segment
Name of Property

Dickinson County, Kansas
County and State

organization Chapman Area Preservation Society date _____
street & number 438-442 Marshall St., Box 577 telephone _____
city or town Chapman state KS zip code 67431-8823
e-mail _____

Property Owner: (complete this item at the request of the SHPO or FPO)

name City of Chapman/Chapman Golf Course
street & number 522 Golf Course Road telephone 785-922-6582
city or town Chapman state KS zip code 67431-8823

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Additional Documentation

Submit the following items with the completed form:

Photographs

Photograph Log

Name of Property: Smoky Hill Trail & Butterfield Overland Despatch Segment
City or Vicinity: Chapman
County: Dickinson State: Kansas
Photographer: Sarah J. Martin
Date Photographed: 5 November 2015

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 5: View of trail swales from within the cemetery, camera facing SW
- 2 of 5: NE corner of property near cemetery, fence illustrates depth of swales, camera facing NW
- 3 of 5: View of trail swales from E portion of property, camera facing SW
- 4 of 4: Central portion of property with surveyors walking in a swale, camera facing SW
- 5 of 5: View of trail swales from the SW portion of the property, camera facing NE toward cemetery

Figures

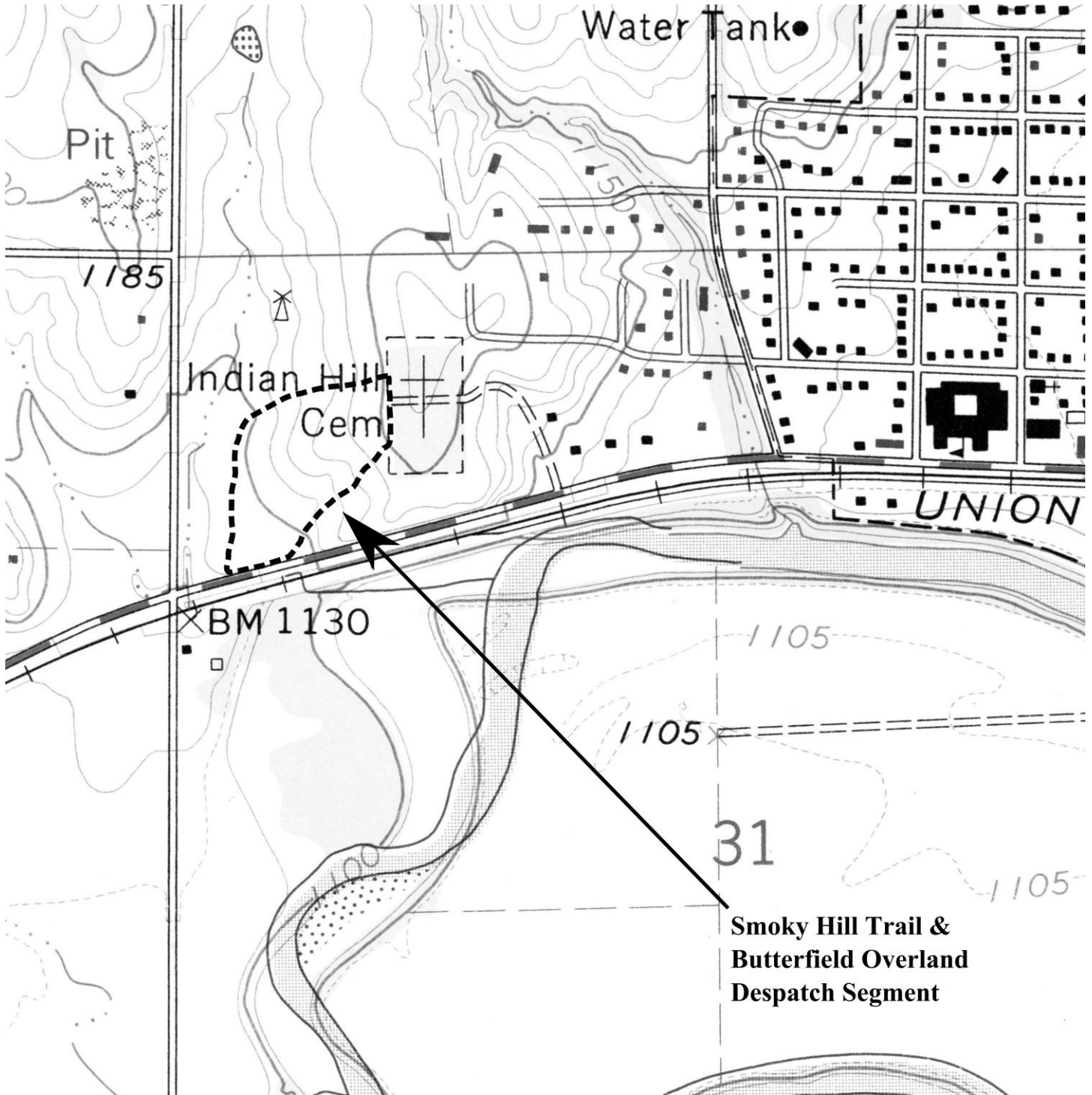
Include GIS maps, figures, scanned images below.

Smoky Hill Trail & Butterfield Overland Despatch Segment
Name of Property

Dickinson County, Kansas
County and State

Figure 1: Location of nominated property (Insert Topo, noting boundary, cemetery, golf course.)

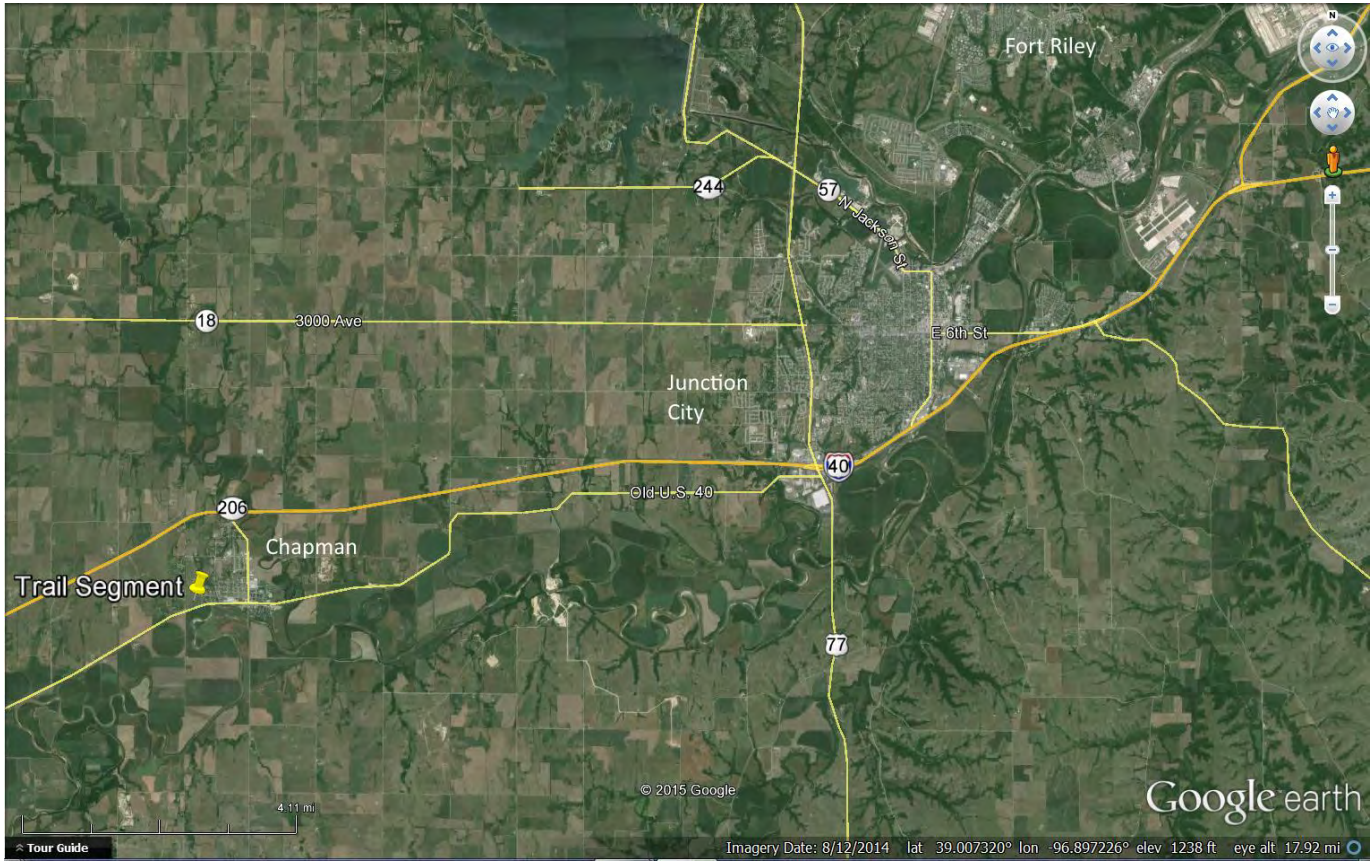
Source: U.S.G.S. 7.5' Chapman Quadrangle



Smoky Hill Trail & Butterfield Overland Despatch Segment
Name of Property

Dickinson County, Kansas
County and State

Figure 2: Contextual Aerial Image



Smoky Hill Trail & Butterfield Overland Despatch Segment
Name of Property

Dickinson County, Kansas
County and State

Figure 3: Close-in Aerial



Smoky Hill Trail & Butterfield Overland Despatch Segment
Name of Property

Dickinson County, Kansas
County and State

Figure 4: Aerial Image with GPS points



Smoky Hill Trail & Butterfield Overland Despatch Segment
Name of Property

Dickinson County, Kansas
County and State

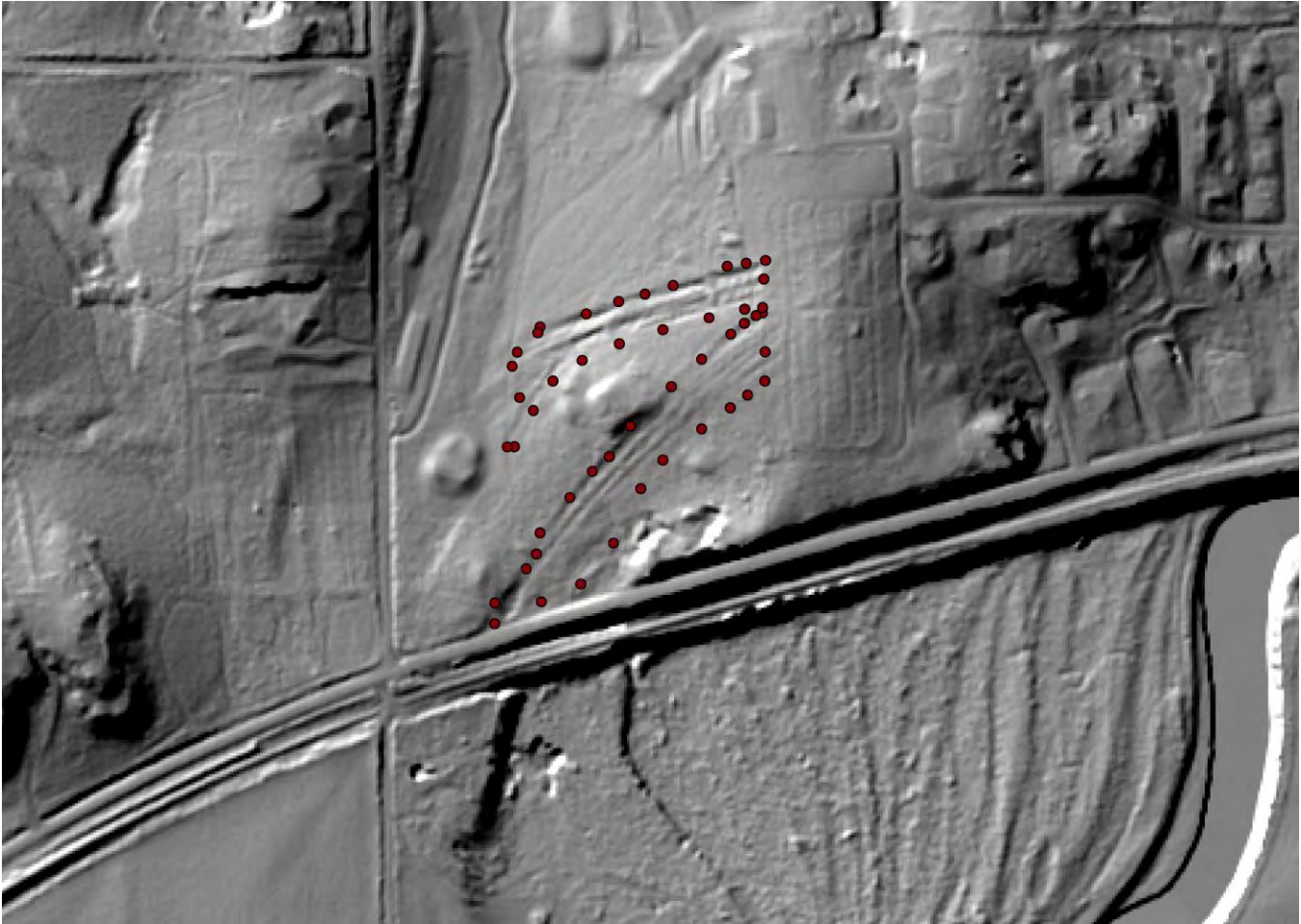
Figure 5: LiDar Imagery.



Smoky Hill Trail & Butterfield Overland Despatch Segment
Name of Property

Dickinson County, Kansas
County and State

Figure 6: LiDar Imagery with GPS points



Smoky Hill Trail & Butterfield Overland Despatch Segment
Name of Property

Dickinson County, Kansas
County and State

Figure 7: Kansas Pacific Railway through Kansas, 1865-1880. Source Kansas Memory, Kansas Historical Society. www.kansasmemory.org. Item number 214196.













UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Smoky Hill Trail and Butterfield Overland Despatch Segment

MULTIPLE NAME: Santa Fe Trail MPS

STATE & COUNTY: KANSAS, Dickinson

DATE RECEIVED: 5/22/15 DATE OF PENDING LIST: ~~6/12/15~~
DATE OF 16TH DAY: ~~9/27/15~~ DATE OF 45TH DAY: 7/07/15
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 15000381

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 7/7/15 DATE

ABSTRACT/SUMMARY COMMENTS:

see SLR

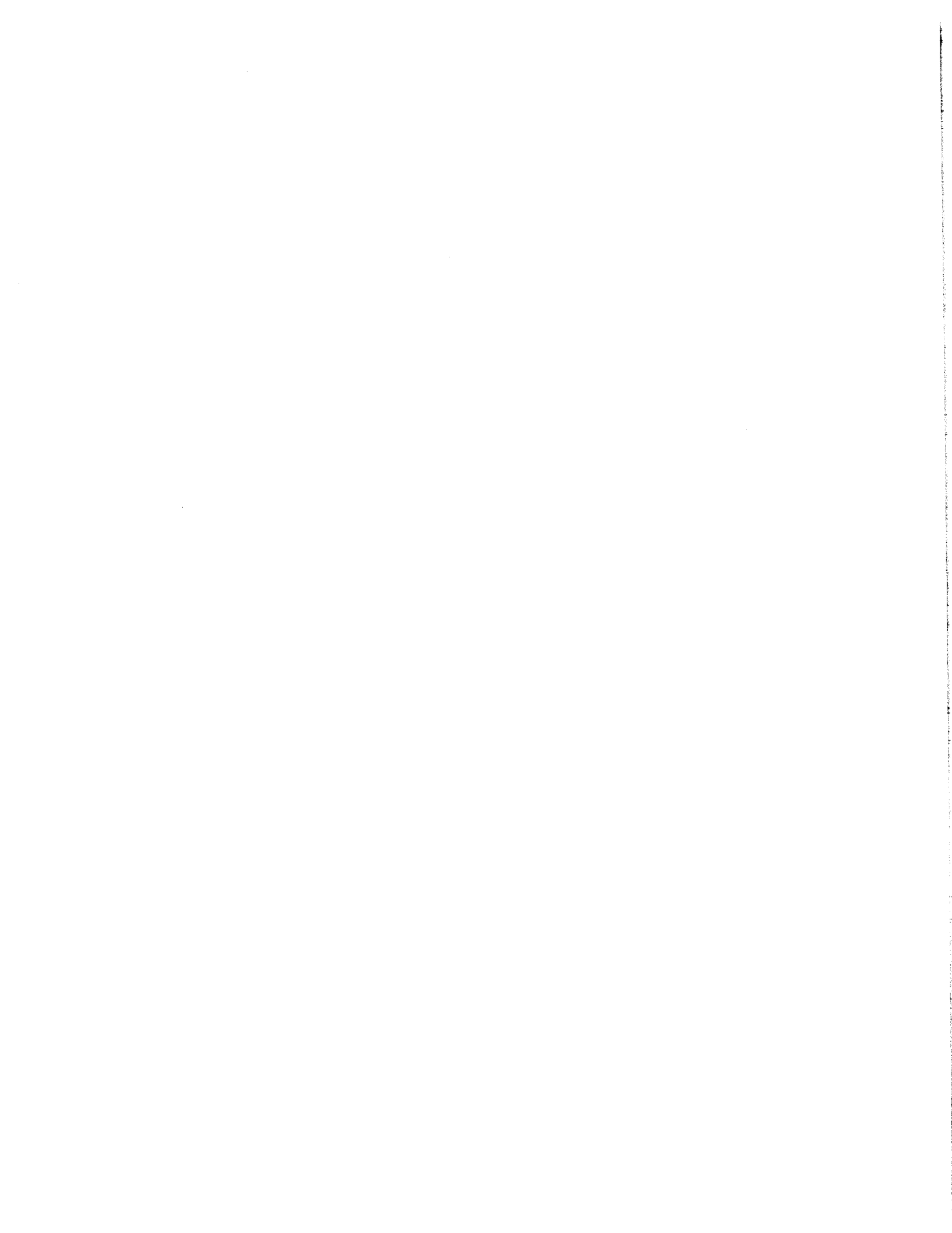
RECOM./CRITERIA _____

REVIEWER Cherantley DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



RECEIVED 2280

MAY 22 2015

**Nat. Register of Historic Places
National Park Service**

May 15, 2015

Paul Loether, National Register Chief
National Register of Historic Places
National Park Service
1201 Eye Street, N. W.
8th Floor (MS 2280)
Washington, DC 20005

Re: National Register documents

Dear Mr. Loether:

Please find enclosed the following National Register documents:

- **Mill Block Historic District – Topeka, Shawnee County, Kansas** (new nomination)
 - Enclosed: Signed copy of the document and 2 disks with a PDF of the nomination, mapping file, and photographs
 - The enclosed disk #1 contains the true and correct copy of the nomination.

- **South Kansas Avenue Commercial Historic District – Topeka, Shawnee County, Kansas** (new nomination)
 - Enclosed: Signed copy of the document and 2 disks with a PDF of the nomination, mapping file, and photographs
 - The enclosed disk #1 contains the true and correct copy of the nomination.

- **Church of the Assumption Historic District – Topeka, Shawnee County, Kansas** (new nomination)
 - Enclosed: Signed copy of the document and 2 disks with a PDF of the nomination, mapping file, and photographs
 - The enclosed disk #1 contains the true and correct copy of the nomination.

- **Westheight Apartments Historic District – Kansas City, Wyandotte County, Kansas** (new nomination)
 - Enclosed: Signed copy of the document and 3 disks with a PDF of the nomination, mapping file, and photographs
 - The enclosed disk #1 contains the true and correct copy of the nomination.

- **Baldwin City School & Gymnasium – Baldwin City, Douglas County, Kansas (new nomination)**
 - Enclosed: Signed copy of the document and 2 disks with a PDF of the nomination, mapping file, and photographs
 - The enclosed disk #1 contains the true and correct copy of the nomination.
- **Barnes, Oscar & Ida, House – Wichita, Sedgwick County, Kansas (new nomination)**
 - Enclosed: Signed copy of the document and 3 disks with a PDF of the nomination, mapping file, and photographs
 - The enclosed disk #1 contains the true and correct copy of the nomination.
- **Grant School – Goodland, Sherman County, Kansas (new nomination)**
 - Enclosed: Signed copy of the document and 2 disks with a PDF of the nomination, mapping file, and photographs
 - The enclosed disk #1 contains the true and correct copy of the nomination.
- **Smoky Hill Trail & Butterfield Overland Despatch Segment – Chapman, Dickinson County, Kansas (new nomination)**
 - Enclosed: Signed copy of the document and 2 disks with a PDF of the nomination, mapping file, and photographs
 - The enclosed disk #1 contains the true and correct copy of the nomination.
- **McClinton Market – Wichita, Sedgwick County, Kansas (delisting)**
 - Enclosed: Signed copy of the document and 1 disks with a PDF of the document
- **Hitschmann Cattle Underpass Bridge – Butler County, Kansas (delisting)**
 - Enclosed: Signed copy of the document and 1 disks with a PDF of the document
- **Hitschmann Double Arch Bridge – Butler County, Kansas (delisting)**
 - Enclosed: Signed copy of the document and 1 disks with a PDF of the document

Please note that my last day at KSHS is May 21, 2015. If you have any questions about these enclosed items, please contact Patrick Zollner at 785-272-8681 ext. 217 or pzollner@kshs.org.

Sincerely yours,



Sarah J. Martin
National Register Coordinator

Enclosures