

PH0353671

DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED JAN 26 1976
DATE ENTERED SEP 30 1976

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC * Lost Spring

AND/OR COMMON

LOCATION

STREET & NUMBER Two and one-half miles west of the town of Lost Springs
SW 1/4, SW 1/4, SE 1/4, Sec. 17, T 17 S, R 4 E

NOT FOR PUBLICATION

CITY, TOWN Lost Springs VICINITY OF no. 4, Garner Shriver

STATE Kansas CODE 20 COUNTY Marion CODE 115

CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input checked="" type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input checked="" type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

OWNER OF PROPERTY

NAME Mrs. Mildred J. Shields

STREET & NUMBER

CITY, TOWN Lost Springs VICINITY OF STATE Kansas 66859

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTER OF DEEDS, ETC. Register of Deeds

STREET & NUMBER Marion County Courthouse

CITY, TOWN Marion STATE Kansas 66861

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Survey of Historic Sites and Structures in Kansas

DATE 1957 FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS Kansas State Historical Society

CITY, TOWN Topeka STATE Kansas 66612

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Lost Spring is located some 250-300 feet north of a county road two and one-half miles west of the town of Lost Springs. It is in a small grassy tract of land, which is fenced off from the adjoining fields. The spring comes bubbling out at the head of a small ravine and flows westward some 20 feet into the headwaters of Lyon creek, which flows in a northerly direction. Scattered scrub trees now dot the immediate area where the spring is located; no trees would have been found there in the early days of the Santa Fe trail travel. Water cress originally planted in the 1840's still grows at the spring and along the water course to the creek.

The Santa Fe trail was to the south of the spring, south of the present road. No visible evidence of the trail remains in the immediate vicinity. The location of the stage station in the field across the road is identifiable only by occasional relics discovered during farming operations.

Some 30 to 40 years ago the site was a popular picnic ground, but very little usage of the fenced-off area is made at the present time. There is no evidence of any activity occurring which would harm the spring. Although some of its surroundings have changed, in all likelihood the spring differs very little in appearance from that of the last century.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1820's - 1870's

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

From the 1820's to the 1870's one of the most significant land routes in the United States was the Santa Fe trail, which had two-thirds of its length in Kansas. William Becknell's first successful trade ventures to Santa Fe in 1821 and 1822 opened the way for other entrepreneurs. So many became involved in the Santa Fe trade by 1825 that the federal government began to survey and mark the trail. The location of water sources helped to determine the route.

Lost Spring was one of the favorite camping spots on the Santa Fe trail because it generally had an ample supply of good water. It was located 15 miles west of Diamond Spring, a day's travel for a wagon train.

Long before it was known to travelers on the Santa Fe trail, Lost Spring was used by the Indians and early explorers, traders, etc. The Kansa Indians are said to have called it "Nee-nee-oke-pi-yah," and the Spaniards named it "Aqua Perdida." Both phrases mean "lost water."

The spring apparently got its name because it is a periodic spring, drying up at times for a week, a month or even two years, so those visiting the site sometimes could not locate the spring on a return trip. Geologists say the water has its origin in the Rockies and that it follows a fault line. A cave-in somewhere will block the water, and pressure then mounts, forcing the water around or through the blockage.

The U. S. Surveying Expedition of 1825-1827 marked a route which ran several miles south of the spring, and the spring was not included in engineer Joseph Brown's field notes or maps. However, most wagon trains evidently followed the high ground between two drainage systems a couple miles to the north of the marked trail; by doing so they could avoid crossing a number of small creeks. That route brought them near the spring.

The spring was described by a diarist during an 1828 journey on the trail as "water bubbling through white sands at the head of a prairie ravine." Lost Spring is identified in most of the tables of distances printed and distributed for Santa Fe travelers after the mid-1830's. It was well-known to travelers in the 1840's and was one of the watering spots where the U. S. government authorized planting strawberries and water cress. It was hoped that by eating them the soldiers would prevent scurvy. The last strawberries at Lost Spring were picked around 1950, but the water cress still grows in abundance at the site.

Josiah Gregg mentioned Lost Spring in his Commerce of the Prairies published in 1844 but it was not named in the report of his first (1831) crossing of the prairie. William Richardson, a member of the 1846 Doniphan Expedition, in his journal wrote: "The stream rushes suddenly out of the ground and after rushing over the sand a few yards, as suddenly sinks and is seen no more."

A stage station was set up nearby in 1859 and was known as the Lost Springs Station. It served as a tavern, hotel, post office and stage stop. No visible evidence remains of the station; the site is in a tilled field.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- "Brief Summary of the Santa Fe Trail through Kansas," Eighteenth Biennial Report of the Board of Directors of the Kansas State Historical Society (Topeka, State Printing Office, 1913), pp. 110-126.
- "By Water Holes to Santa Fe," Kansas City Star, April 5, 1905.
- Connelley, William E., ed., "A Journal of the Santa Fe Trail," Mississippi Valley Historical Review, v. 12, no. 1 (June, 1925), pp. 72-98.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 8-10

UTM REFERENCES

A	1,4	6,7,3	1,4,5	4,2,7,0	3,6,5	B					
	ZONE	EASTING		NORTHING			ZONE	EASTING		NORTHING	
C						D					

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Richard D. Pankratz, Director, Historic Sites Survey

ORGANIZATION

Kansas State Historical Society

DATE

12/5/75

STREET & NUMBER

120 West Tenth Street

TELEPHONE

(913) 296-3251

CITY OR TOWN

Topeka

STATE

Kansas 66612

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Nyle H. Miller

TITLE

Executive Director

DATE

12/8/75

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Acting DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

KEEPER OF THE NATIONAL REGISTER

DATE

9/30/90

DATE

9/27/76

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED JAN 26 1976

DATE ENTERED SEP 30 1976

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

Lost Spring

CONTINUATION SHEET 1

ITEM NUMBER 8, 9 PAGE 1

8.

Since 1908 the land where the spring is located has been in the possession of the Shields family, which has displayed a high regard for its historical importance. The place was a popular local picnic and gathering spot between 1910 and the 1930's.

The spring's appearance has not been compromised; it has retained its integrity. Lost Spring was a well-known landmark of the Santa Fe trail, a popular camping site and the source of good water.

9.

Gregg, Josiah, Commerce of the Prairies, Thwaites, Reuben Gold, ed., Early Western Travels, 1748-1846, v. 20 (Cleveland, A. H. Clark Co., 1905, reprint of 1844 edition), p. 93.

History of the State of Kansas (Chicago, A. T. Andreas, 1883), p. 1255.

Hulbert, Archer Butler, ed., Southwest on the Turquoise Trail; The First Diaries on the Road to Santa Fe (Denver, The Denver Public Library, 1933), pp. 114, 185.

Journal of William H. Richardson (Baltimore, John W. Woods, Printer, 1848), pp. 11, 12.

"Lost Springs and the Santa Fe Trail," Marion Record, Dec. 10, 1908.

Marion County Record, Oct. 5, 1967.

"Old Santa Fe Trail," Lost Springs Trail, Dec. 17, 1908.

"Santa Fe Trail, Survey of 1825-1827. Field Notes and Maps by Jos. Brown." Copied from the original in Washington, D. C. Map Division, Kansas State Historical Society.

Schoewe, Walter H., "The Geography of Kansas," Transactions of the Kansas Academy of Science, v. 56, no. 2 (June, 1953), pp. 140-142.

Shields, Clara M. Fengel, "The Lyon Creek Settlement," Kansas Historical Collections, v. 14 (1915-1918), pp. 143-170.

Van Meter, Sondra, Marion County, Kansas, Past and Present (Hillsboro, Kan., M. B. Publishing House, 1972), pp. 21-23, 225-227.





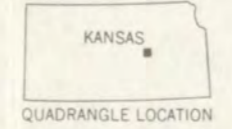
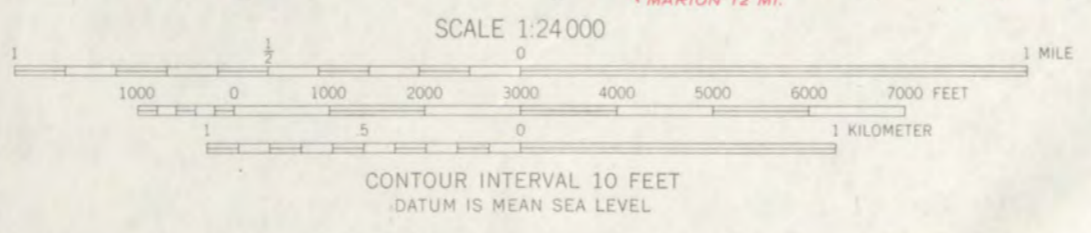
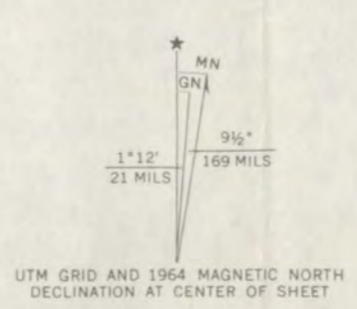






Lost Spring
Lost Springs, Kan.
UTM Reference
14/673145/4270365

Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial
photographs taken 1959. Field checked 1964
Polyconic projection. 1927 North American datum
10,000-foot grids based on Kansas coordinate system,
north and south zones
1000-meter Universal Transverse Mercator grid ticks,
zone 14, shown in blue
Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is unchecked



ROAD CLASSIFICATION
Medium-duty — Light-duty
Unimproved dirt - - - - -



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER 25, COLORADO OR WASHINGTON 25, D. C.
AND BY THE STATE GEOLOGICAL SURVEY, LAWRENCE, KANSAS
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

RAMONA, KANSAS
N3830—W9700/7.5

National Register of Historic Places

Note to the record

Additional Documentation: 2014

United States Department of the Interior
National Park Service

RECEIVED 2280

AUG 29 2014

NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

National Register of Historic Places Registration Form

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

1. Name of Property

Historic name Lost Spring

Other names/site number KHRI #115-0000-00004; 115-889; 115-890

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

2. Location

Street & number NE¼, SW¼ Section 16 & S½ Section 17, Township 17 South, Range 4 East not for publication

City or town Lost Springs vicinity

State Kansas Code KS County Marion Code 115 Zip code 66859

3. State/Federal Agency Certification

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

I hereby certify that this 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 meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

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

Patrick Zollner 8-21-14
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:

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: Additional Documentation Approved)

Lee Edson H. Beall 10.15.14
Signature of the Keeper Date of Action

5. Classification

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

<input checked="" type="checkbox"/>	private
<input 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.)

Contributing	Noncontributing	
0	0	buildings
2	0	sites
0	1	structures
1	0	objects
3	0	Total

Number of contributing resources previously listed in the National Register

1

6. Function or Use

Historic Functions

(Enter categories from instructions.)

LANDSCAPE/natural feature

TRANSPORTATION/road-related (vehicular)

RECREATION & CULTURE/marker

Current Functions

(Enter categories from instructions.)

LANDSCAPE/natural feature

LANDSCAPE/unoccupied land

RECREATION & CULTURE/marker

7. Description

Architectural Classification

(Enter categories from instructions.)

N/A

Materials

(Enter categories from instructions.)

foundation: Concrete (Marker)

walls: N/A

roof: N/A

other: Stone (Marker)

Narrative Description

Summary

The 1976 National Register nomination for Lost Spring includes a 10-acre site in the SW $\frac{1}{4}$, SW $\frac{1}{4}$, SE $\frac{1}{4}$ of Section 17, Township 17 South, Range 4 East, approximately 2.5 miles due west of the town of Lost Springs, Marion County, Kansas.¹ While a spring is located within the nominated ten acres, it was likely used by later travelers along the Santa Fe Trail. Recent research strongly suggests the Lost Spring frequented by early Santa Fe travelers is located a little over one mile to the northeast, within a 5-acre site in the NE $\frac{1}{4}$, SW $\frac{1}{4}$ of Section 16. In order to more completely document the history of the Lost Spring area, this nomination expands the 1976 boundary to include the spring in Section 16 to create a 15-acre discontinuous site. Further, this amendment clarifies the property types found within the new boundary, as defined by the revised *Historic Resources of the Santa Fe Trail* multiple property nomination: one Transportation Site (Trail Segment subtype) in the form of swales; two Travel and Trade Sites (Natural Amenity subtype) in the form of two springs; and an example of a Monument and Memorial property type in the form of the 1908 Old Settlers Lost Springs Station marker.

Elaboration

*General Landscape*²

The Lost Spring area 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.³ 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 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.⁴ 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

¹ The 1976 nomination lists the acreage as "8-10." Also, throughout the text (unless otherwise noted) "Lost Spring" (singular) will be used to designate the spring of water or the "station" on the Santa Fe Trail. "Lost Springs" (plural) will refer to the Town of Lost Springs. This convention has not always been followed in available literature, thus creating various degrees of confusion.

² The following four paragraphs are adapted from standard language used in reports written by Kansas State Historical Society, Cultural Resources Division, Archeology Department.

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

⁴ A.W. Kuchler, "A New Vegetation Map of Kansas," *Ecology* 55, no. 3 (1974): 600-601.

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.⁵

Property Types

For clarity the property types discussed below are organized according to their sectional locations, beginning with the five acres containing the original Lost Spring, then the later spring associated with the Lost Spring Station (not included in this nomination), and finally the 1908 monument (Figure 1).

Section 16: Lost Spring Area along Lyon Creek (Figure 2)

The early Lost Spring is located in a 5-acre area bisected by Lyon Creek in the NE $\frac{1}{4}$, SW $\frac{1}{4}$ of Section 16, Township 17 South, Range 4 East. The creek enters Section 16 as an intermittent drainage along 340th Road to the south in the SE $\frac{1}{4}$. The drainage runs in a northwesterly direction until coming to the spring area in the NE $\frac{1}{4}$ of the SW $\frac{1}{4}$ where it becomes a more substantial stream, no doubt due to the presence of the spring. This stream cuts to the northeast through the nominated site and then turns back to the north and west, exiting the section along the western section line in the NW $\frac{1}{4}$, NW $\frac{1}{4}$.

The nominated site is heavily wooded, predominantly with Osage-orange (*Maclura pomifera*) and Eastern Redcedar (*Juniperus virginiana*). Though surrounded by agricultural land, this 5-acre site does not appear to have been cultivated or heavily used for agricultural purposes.

1. **Resource:** Lost Spring

Lat., Long.: 38.572412,-96.998709 (WGS84)

Classification: Contributing Site

Associated Property Type: Travel & Trade Site

Associated Property Subtype: Natural Amenity

Photo(s): 1 through 6

Description: The spring, which is fed by the Flint Hills to the east, is located in a natural bend of Lyon Creek at an approximate elevation of 1410 feet (430 meters).⁶ A strong flow of water issues forth from a cavity in the rocks at the base of a small limestone cliff on the creek's west bank. The area along the

⁵ Waldo R. Wedel, "An Introduction to Kansas Archeology," *Smithsonian Institution, Bureau of American Ethnology, Bulletin* (1959): 14.

⁶ According to L. Stephen (Steve) Schmidt, *Lost Spring, Marion County, Kansas: A Historical Perspective*. (McPherson, KS: Self-published, 2008 & 2011), 17: A legend is prevalent that the source of the water flowing from Lost Spring is in Colorado, the spring being an outlet to an underground river; or, the origin of the water is in the Rocky Mountains, with flow along an underground fault that is blocked by cave-ins from time to time. Instead, "the Flint Hills are, in general, a region of water surplus; water leaves the region via many surface streams and by subsurface migration ... Groundwater migration is generally from east to west. Recharge takes place where aquifers outcrop to the east, and water moves down the regional bedrock dip toward the west" into central Marion County. There are at least 14 springs in central and western Marion County fed from the Flint Hills to the east. Lost Spring is one of them. See: James S. Aber, *Geohydrology of the Flint Hills, East Central Kansas, Earth Sciences Department*, Emporia State University, 2004, available at: <http://academic.emporia.edu/aberjame/field/flint/geohydro.htm> & Robert Sawin, Rex Buchanan, and Wayne Lebsack, *Kansas Springs Inventory: Water Quality, Flow Rate, and Temperature Data, Kansas Geological Survey, Open File Report 2002-46*, November 2002, available at: http://www.kgs.ku.edu/Hydro/Publications/OFR02_46/index.html

creek is very swampy at times of the year, and the banks are covered with various native woody plant species.

The topography at this spring varies significantly from the east bank to the west bank. The west bank towers over the creek, reaching a height of nearly 1430 feet (436 meters). To the east at an approximate elevation of 1420 feet (433 meters), there is level ground that would have made a good camping area, though no known historic artifacts have been recovered to substantiate this.⁷

Early trail historian George P. Morehouse noted:

There are several reasons given why this place was called 'Lost Springs.' Presumably it came from the fact that it failed to flow at times and afterwards burst forth as usual. This might have happened at some long droughty period, and persons who were looking for the spring which they previously visited or heard described would naturally say it was lost. ... There is no doubt the name came from the fact that certain Indians and travelers across the plains, who once had camped there were unable to find the spring during some subsequent trip in those days. It seemed to be a periodical spring flowing abundantly for years, then drying up or running low for a time; but whether running or dry, the place was called Lost Spring.⁸

Within this level area are the remains of what appears to be a stone foundation. The 1885 atlas of Marion County shows the entire NE¼, SW¼ as belonging to a Moses Shupe, with a dot indicating a structure near the nominated area. The foundation likely belonged to buildings associated with this early farmstead, post-dating the trail era. This structure is therefore determined to be non-contributing to this nomination.⁹

2. Resource: Trail Segment

Lat., Long.: 38.572856,-96.998328 (WGS84)

Classification: Contributing Site

Associated Property Type: Transportation Site

Associated Property Subtype: Trail Segment

Photo(s): 7,8

Description: Above the west bank of Lyon Creek are at least two parallel swales heading in a northeast-to-southwest direction. These swales are a remnant of the route taken west after crossing Lyon Creek and generally follow the 1857 General Land Office survey of the road. The swales form a segment that is approximately 45 feet (14 meters) long and 20 feet (6 meters) wide.

Section 17: Spring at Lost Spring Station (Figure 3)

The site of the spring related to the Lost Spring Station is located in a 10-acre area bisected by Cress Creek in the S½ of Section 17, Township 17 South, Range 4 East. The creek enters the section from the south at the center of the section and generally northward. The nominated site is located at an approximate elevation of 1410 feet (430 meters).

3. Resource: Spring [Previously listed in the National Register, 1976]

Lat., Long.: 38.566389, -97.012917 (WGS84)

Classification: Contributing Site

Associated Property Type: Travel & Trade Site

Associated Property Subtype: Natural Amenity

⁷ Schmidt, *Lost Spring*, 7-8.

⁸ Lost Springs Trail [Newspaper], *Old Santa Fe Trail 1822-1872, the Santa Fe Trail in Marion County, Address of Ex-Senator Geo. P. Morehouse, at Dedication of the Trail Monument, the Gift of the Wichita D.A.R.*, December 17, 1908. See also November 12, 1908 edition of *Lost Springs Trail* for announcement of the dedication ceremony. As quoted in Schmidt, *Lost Spring*, 16-17.

⁹ *Atlas of Marion County, Kansas* (Chicago: The Davy Map & Atlas Co., 1885), 15.

Description: This spring is located some 250-300 feet (76-91 meters) north of 340th Road. It is in a small grassy tract of land, which is fenced off from the adjoining fields. The spring comes bubbling out at the head of a small ravine and flows westward some 20 feet (6 meters) into the headwaters of Lyon Creek, which flows in a northerly direction. Scattered scrub trees now dot the immediate area where the spring is located; no trees would have been found there in early days of the Santa Fe Trail travel.¹⁰

4. Resource: Lost Springs [sic] Station Old Settlers Monument

Lat., Long.: 38.565919, -97.012131 (WGS84)

Classification: Contributing Object

Associated Property Type: Monument and Marker

Photo(s): 9,10

Description: The 1908 Lost Springs Station Old Settlers Monument is located to the southeast of the spring within a road easement on the north side of 340th Road. Prior to July 2009, this marker was located 100 feet (30 meters) to the southeast across the road (Figure 4). The marker was relocated adjacent to the boundaries of the 1976 nomination to better facilitate visitors. Only the marker is included within this nomination.

The rectangular structure stands approximately 5 feet tall and is composed of a red granite marker set within a concrete base. The granite portion is rectangular in plan and elevation and is set on a north-south axis. Both the east and west faces contain an inscription. The east face reads: LOST SPRINGS [sic] / STATION / ON SANTA FE TRAIL / OPERATED / 1822 – 1872; the west face reads: MARKED BY THE OLD / SETTLERS OF MARION CO / JULY 4, 1908 / NAME OF CONTRIBUTORS / IN RECEPTACLE.¹¹ This receptacle (time capsule) was placed in the original concrete base and was reset within the new concrete base in 2009. The new base, which mimics the design of the original base, is stepped.

A branch of the Santa Fe Trail, dating to circa 1858, passed to the south of the spring in Section 17 and south of 340th Road, but no visible evidence of that trail remains in the immediate vicinity. The location of the Lost Spring Station (KSHS archeological site 14MN1301) in the field across the road is identifiable only by occasional relics discovered during farming operations. Because of this, this site is excluded from the nomination.¹²

¹⁰ Paragraph is from Richard D. Pankratz, "Lost Spring National Register Nomination," (Topeka: Kansas State Historical Society, 1975), 2.

¹¹ The dates inscribed apply to the Santa Fe Trail in general.

¹² Paragraph based upon the original National Register nomination (Pankratz, 2) but has been updated with more current information.

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

- Transportation
- Commerce
- Archeology (Historic—Non-Aboriginal)

Period of Significance

- 1821-1868
- 1908

Significant Dates

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 initial period of significance encompasses the years the Santa Fe Trail was active in Marion County (1821-1866) and extends to include the year Jack Costello sold his station, 1868, thus ending the springs' association with travelers along the trail. The second period of significance includes the year 1908 and pertains to the year the Old Settlers Monument was erected.

Criteria Considerations (justification)

Criterion B: The 1908 Old Settlers monument was relocated 100' across the road. The registration requirements in the MPS states, "If the resource has been relocated within its original general vicinity, and this can be documented, the property is still eligible."¹³

Criterion F: As discussed in the revised multiple property nomination, the commemorative marker is eligible because the age, intent, and symbolic value of this resource contribute to the marker's own historical significance. This significance is in large-part directly tied to the effort to memorialize the trail by those who were associated with the trail, as discussed in the historic context, "The Commemoration and Reuse of the Santa Fe Trail."

¹³ Kansas State Historical Society, *Historic Resources of the Santa Fe Trail Revised MPS* (Topeka: KSHS, 2012), F132.

Narrative Statement of Significance

Summary

The area around Lost Spring was frequented by travelers along the Santa Fe Trail from 1821 to 1866. The presence of water (in the form of springs along both Lyon Creek and Cress Creek) and its location midway between Diamond Spring and Cottonwood Creek both made this an ideal stopping point for travelers. The earliest travelers along the Santa Fe Trail stopped at a spring located along Lyon Creek. As the nature of trade and the types of travelers changed, a new route was created to bring travelers to the Lost Spring Station, located along Cress Creek, one mile to the west of Lyon Creek. It is unknown when Lyon Creek's association with the trail was forgotten, but certainly after the end of the trail's active years, the spring along Cress Creek received the full recognition as the Lost Spring of record. The USGS topographic maps indicate Lost Spring to be in Section 17 and a Spring in Section 16. Further confirmation came when the site was listed in the National Register of Historic Places in 1976. Based upon recent research compiled by trail historian, Steve Schmidt, this amendment clarifies the history of the two Lost Springs.

Lost Spring is nationally significant as part of the *Historic Resources of the Santa Fe Trail* revised multiple property nomination under Criteria A and D for its association with transportation and commerce along the Santa Fe Trail and for its potential to yield important information about this route. This site is also nationally significant under Criterion A in the area of social history for its association with the commemoration of the trail in Marion County, Kansas. Located along the main route of the Santa Fe Trail, this site retains a good degree of integrity in terms of location, setting, feeling, and association required for registration. Its initial period of significance begins with William Becknell's inaugural trip to Santa Fe in 1821 and ends with the arrival of the railroad to Junction City in 1866. The period of significance for the site's commemoration by the Marion County Old Settlers Association is the year 1908. This site materially reflects important historic events outlined in the historic contexts: International Trade on the Mexican Road, 1821-1846; The Mexican-American War and the Santa Fe Trail, 1846-1848; Expanding National Trade on the Santa Fe Trail, 1848-1861; The Effects of the Civil War on the Santa Fe Trail, 1861-1865; The Santa Fe Trail and the Railroad, 1865-1880; and The Commemoration and Reuse of the Santa Fe Trail, as well as the Santa Fe Trail in Kansas.

Elaboration

As mentioned above, this amendment to the 1976 nomination is necessitated by research compiled by trail historian, Steve Schmidt, beginning in 2005. The majority of the information below is directly from his 2008 report, *Lost Spring, Marion County, Kansas: A Historical Perspective*.¹⁴

Along the 1200-mile Santa Fe Trail network, springs were an invaluable resource, providing water, grass for grazing, and often, an area for camping. Lost Spring, a popular stopping point, is located along the main route of the Santa Fe Trail approximately 15 miles (or a day's travel) southwest of Diamond Spring (Morris County) and 15 miles northeast of the Cottonwood Creek Crossing (near Durham, Marion County) (Figure 5).

Lost Spring

From 1821 to 1880, the Santa Fe Trail was a significant trade route between Missouri and New Mexico. Unlike other trails such as the Oregon, California, and Mormon trails, which served as highways for emigrants bound for new homes in the far West, the bulk of traffic along the Santa Fe Trail consisted of mainly civilian traders and military personnel, especially within the early years of the trail. When William Becknell initiated trade in 1821, Santa Fe was within the newly-formed country of Mexico and what is now the state of Kansas was part of an unorganized American territory. Becknell's exact route is unknown, but he likely passed through this part of Marion County.

¹⁴ This document is available at the Kansas State Historical Society.

The first documented travelers through this area were with the members of the Sibley Expedition in 1825. This surveying party, led by George Sibley, was authorized to mark the road from Missouri to the 100th meridian, which marked the boundary between the United States and Mexico prior to the 1840s. Joseph C. Brown, who performed the majority of the survey, kept detailed field notes of the expedition. According to Steve Schmidt, "On August 12th the Expedition set out from Diamond Spring, passing nearby, but not discovering Lost Spring..., and camped on a creek ½-mile south of the Santa Fe Road, at a point approximately 2 miles east and 1.3 miles south of present day Tampa, Kansas. On August 13th they arrived at the Cottonwood River west of present day Durham, Kansas" (Figure 6).¹⁵

Many famous, and not so famous, people traveled the Santa Fe Trail, and many of them recorded their experiences in diaries and reports. Most travelers generally made note of Council Grove and of Cottonwood Crossing. Many mentioned Diamond Spring. Interestingly, Lost Spring is seldom mentioned during the early years of the trail, and if it is, little detail is given. This is quite interesting, as Lost Spring was about one day's drive west of Diamond Spring and one day's drive east of Cottonwood Crossing. Brevet Major Bennett Riley in his journal of the military escort of 1829 does not mention Lost Spring.¹⁶ Susan Magoffin mentions camping at Lost Spring in 1846, being delayed there for a day due to rain, but giving no details of the spring or its surroundings.¹⁷ William Richardson mentions Lost Spring in his journal of 1846: "September 1st. – Came to a place, called 'Lost Spring,' a most singular curiosity. The stream rises suddenly out of the ground, and after rushing over the sand a few yards, as suddenly sinks, and is no more seen."¹⁸ H.B. Mollhausen does not mention Lost Spring in his travels of 1858, although he and his party probably camped at present day Tampa, Kansas on the evening of July 14, 1858.¹⁹

Lost Spring does sometimes appear in tabulations of mileage between various points along the trail. It is not listed in an 1842 tabulation (although it does list Prairie Spring and Hook's Spring, which would not have been far from today's Lost Spring) nor in an 1848 tabulation of distances and camp sites; however, Lost Spring is listed in 1844, 1858, and 1859 tabulations.²⁰

In 1857, some 36 years after Becknell made his first trading venture to Santa Fe, the General Land Office (GLO) caused the public land surveys to be performed in Marion County. The surveys had two equally important purposes. The first was to establish the reference points for sections and quarter-sections described above. The second was to record an inventory of the land, both natural features (e.g., streams, lakes, natural resources, land suitable for farming or grazing) and man-made features (e.g., roads, buildings, fences). The surveyors were given extensive instructions on what to look for and record and how to record it.²¹ The

¹⁵ Kate L. Gregg, *The Road to Santa Fe: The Journal and Diaries of George Champlin Sibley* (Albuquerque: University of New Mexico Press, 1952), 32, 60-61 as referenced in Schmidt, *Lost Spring*, 3.

¹⁶ Fred S. Perrine, "Military Escorts on the Santa Fe Trail," *New Mexico Historical Review* 2 (April 1927): 175.

¹⁷ Susan Shelby Magoffin, *Down the Santa Fe Trail and Into Mexico: The Diary of Susan Shelby Magoffin, 1846-1847*, ed. Stella M. Drumm (Lincoln & London: University of Nebraska Press, First Bison Book Printing, 1982), 21-23.

¹⁸ William H. Richardson, *Journal of William H. Richardson, A Private Soldier in the Campaign of New and Old Mexico Under the Command of Colonel Doniphan of Missouri* (New York: William H. Richardson, 1849), 11-12.

¹⁹ H.B. Mollhausen, "Over the Santa Fe Trail Through Kansas in 1858," trans. John A. Burzle, ed. Robert Taft, *The Kansas Historical Quarterly* 16 (November 1948): 370. Paragraph from Schmidt, *Lost Spring*, 5.

²⁰ Charles J. Folsom, *Mexico In 1842: A Description of the Country, Its Natural and Political Features; With a Sketch of its History, Brought Down to the Present Year* (New York: Wiley & Putnam; Robinson, Pratt & Co., 1842), 133; Nicholas P. Hardeman, "Camp Sites on the Santa Fe Trail in 1848: As Reported by John A. Bingham," *Arizona and the West* 6 (Winter 1964): 318-319; Josiah Gregg, *Commerce of the Prairies*, ed. Max L. Moorhead (Norman: University of Oklahoma Press, 1958), 217; Louise Barry, "The Ranch at Walnut Creek Crossing," *Kansas Historical Quarterly* 37 (Summer 1971): table between pages 136-137; & Captain Randolph Marcy, "Itinerary II," *The Prairie Traveler* (New York: Harper & Brothers, 1859) [transcription on-line]; available from Kansas Collection Books <<http://www.kancoll.org/books/marcy/mai02txt.htm>> (accessed 3 July 2014). Paragraph from Schmidt, *Lost Spring*, 5.

²¹ *Instructions to the Surveyors General of Public Lands of the United States, for those Surveying Districts Established in and Since the Year 1850; Containing Also, A Manual of Instructions to Regulate the Field Operations of Deputy Surveyors* (Washington, D.C.: A.O.P. Nicholson, Public Printer, 1855) [digital copy on-line]; available from <<http://hdl.handle.net/2027/nnc1.cu50490826>> (accessed 3 July 2014).

surveyors kept notes, and maps were produced from those notes. The notes and surveys provide a snap-shot in time of what Marion County looked like in 1857. Further, the two routes shown on the 1857 GLO map could explain why some travelers noted Lost Spring and some did not. Depending on whether they were traveling slow or fast, did or did not need water, and where they chose to camp, they may or may not have actually come upon Lost Spring in Section 16.²²

Of particular interest on the 1857 General Land Office map of Marion County is the location of the Santa Fe Trail and the location noted for Lost Spring in Section 16 (Figure 7). Based on the 1857 GLO map, the Lost Spring described in various accounts prior to 1857, and probably prior to 1859, refers to the Lost Spring in Section 16, which is a little over a mile to the northeast of what we today commonly identify as Lost Spring in Section 17. As this statement differs from many articles written about Lost Spring over the years, some further discussion is in order to validate this opinion.²³

The accuracy of the 1857 GLO survey map and notes is trustworthy. Because of the amount of traffic through this area of the county, the Santa Fe Trail was plainly visible to the surveyors. Further, all roads and alternate routes within the area surveyed would have been noted and shown on the map. As it is, no trail or spring is shown on the map or recorded in the survey notes in Section 17.²⁴ Other GLO maps prepared at this time show alternate routes of the Santa Fe Trail at Cottonwood Crossing, as well as other trails such as the Cherokee Trail and the Kaw Trail several miles to the southwest.²⁵ Further the accompanying field notes to the 1857 survey state:

This Township is Prairie land with the exception of a Small lot of Timber in the South East Corner of the Township in sections 35 and 36. there [sic] are some fine springs of fresh water in this Township and among their number is the spring known *to all the Santa Fe Traders and trains as the lost spring* [emphasis added]. It is situated in Section 16 near the center of the section. the [sic] spring affords fine Fresh water. The land in this Township is rolling and of the 2nd rate of soil there is some little limestone rock in this Township.²⁶

The Survey of U.S. Mail Route No. 8912, surveyed March 1858, corresponds to the 1857 GLO survey except the segment B-E is not shown, indicating the mail route traveled B-C-D-E on the attached map (Figures 8 and 9).²⁷ The March 1858 survey is not merely a copy of the 1857 survey because the 1858 survey has considerably more detail, showing the lands and legal descriptions of the mail stage stations, and which branches of the Santa Fe Trail at Lost Spring and at Cottonwood Crossing were on the mail route. At this point in time, the mail stages had been in operation for eight years, and the stages now ran semi-monthly (four stages per month, two each way).²⁸ The mail stage stations in the vicinity in 1858 were Council Grove, Diamond Spring, Cottonwood Crossing, and Moore's Ranch; no Lost Spring stage station is shown though Lost Spring is labeled on the Mail Route No. 8912 map in the same location as shown on the 1857 GLO map.²⁹

²² Paragraph from Schmidt, *Lost Spring*, 6,7.

²³ *Ibid.*, 6.

²⁴ "Field Notes for Township 17 South, Range 4 East 6th P.M.," (Lecompton, K.T.: General Land Office, 1857): 12, 15-16. Kansas Historical Society (Topeka): Florence McGlasson Gabelmann Memorial Library, microfilm, 17s4en.

²⁵ Paragraph from Schmidt, *Lost Spring*, 6-7.

²⁶ "Field Notes for Township 17 South, Range 4 East 6th P.M.," 10.

²⁷ L.J. Berry (surveyor) & C.B. Graham (lithographer), *Survey of U.S. Mail Route No. 8912 from Independence, Mo. to Santa-Fe, N.M.* (March 1858), available at Kansas State Historical Society Research Library (call no. Map P.5 F2). Digitized copy available from Kansas Memory, <http://www.kansasmemory.org/item/226567> (accessed July 3, 2014).

²⁸ Morris F. Taylor, *First Mail West: Stagecoach Lines on the Santa Fe Trail* (Albuquerque: University of New Mexico Press, 2000), 31, 42, & 48.

²⁹ Berry & Graham, map. Paragraph from Schmidt, *Lost Spring*, 7.

Aerial photos taken in 1956 clearly show the Santa Fe Trail corresponding to the 1857 GLO survey. The trail appears as a corridor 150 to over 250 feet wide running H-J-K on Figure 9, with eight to ten parallel ruts visible. There can be no question that this section of the Santa Fe Trail received very heavy usage.³⁰

Mileages reported in various accounts give some information to determine whether Lost Spring in the tabulations was in Section 16 or Section 17. Several sources are in remarkably close agreement on the distance from Council Grove to Diamond Spring and from Council Grove to Cottonwood Crossing. Of those, three provide distance information from Lost Spring to Cottonwood Crossing; those mileages are in close agreement and are consistent with Lost Spring being in Section 16.³¹

Lost Spring Station

Following the Mexican-American War in 1846-1848, Santa Fe came under the control of the United States. In 1854, Kansas Territory was organized and opened to settlement. It was at this time that mail stages were introduced along the Santa Fe Trail, following the changing demographics of both trail users and the land through which the trail passed. Previously, most people on the trail were those actually engaged in the operation of the freighting, who traveled self-sufficiently at a relatively slow pace and lived off the land and the supplies they carried. By the late 1850s there were businessmen, people traveling for various reasons, and others riding the relatively swift mail stages, with little opportunity to obtain provisions or rest.³²

Particularly after the mail stages began running weekly in 1858, and with the generally slow but significant influx of people into the Territory, there arose business opportunities for entrepreneurs; those opportunities took the form of "road ranches," the 1860s equivalent of today's convenience store, bar, and grill. Some road ranches seemed to be integral with mail stage stations; other road ranches were simply located along the trail. All provided various services such as fresh stock, feed for stock, supplies such as ammunition, provisions, liquor, and simply a place for persons to congregate.³³

A mail station was established near Lost Spring in 1859 by George Smith. Smith located his station "near the south quarter-corner of Section 17, T17S, R4E, over a mile southeast of the Lost Spring previously identified in Section 16" (Figure 10).³⁴ From the study of available documents, Schmidt believes that sometime between the time of the GLO survey of 1857 and 1859 when Smith established the Lost Spring Station, the stages began taking a short-cut shown by the dotted line on Figure 10. This "Alternate Route" has been described by the Marion County Surveyor, who describes points L, M, N, P, and R on Figure 10.³⁵ This route was shorter than the main trail which was located farther south and continued to be used. The relatively fast and light stages, as well as travelers on horseback, could easily negotiate going down into and up out of the valley, ravine, and creek bed of Cress Creek, while the relatively slow and heavy freight trains would logically prefer the longer route to the south because it presented more gentle terrain. Stages could run-through without camping, while the freighters might still camp at the Section 16 Lost Spring. The Section 17 Lost Spring could

³⁰ Aerial Photograph, United States Dept. of Agriculture, Natural Resources Conservation Service, Marion County, Kansas, Map 5-I, Section 24 & 25, T17S, R3E, 1956. Paragraph from Schmidt, *Lost Spring*, 7.

³¹ Louise Barry, *The Beginning of the West: Annals of the Kansas Gateway to the American West, 1540-1854* (Topeka: Kansas State Historical Society, 1972), 113; Barry, "Walnut Creek Crossing," table; Marcy, "Itinerary II," Berry & Graham, map; Folsom, 133; & Gregory M. Franzwa, *Maps of the Santa Fe Trail* (St. Louis, MO: The Patrice Press, 1989), 71, 73, & 75. Paragraph from Schmidt, *Lost Spring*, 7.

³² Schmidt, *Lost Spring*, 8.

³³ Taylor, 31, 42, & 48. Paragraph from Schmidt, *Lost Spring*, 8.

³⁴ Schmidt, *Lost Spring*, 9.

³⁵ James F. Meisner, Marion County Surveyor, *Santa Fe Trail Actual Location according to Original Field Notes*, March 18, 1964, available in Marion County Courthouse.

also furnish some water, but it is interesting to note that a well was dug at the Lost Spring Station not far from the spring.³⁶

It would not have taken long for stages and others to create a definite trail along the route which passed Lost Spring Station, with weekly stage runs in each direction beginning in 1858 and military patrols along the trail.³⁷ If that was the case, when George Smith decided in 1859 to establish this road ranche, a logical location would be on the stage route, near a spring, and close to the established camping spot at the Lost Spring of Section 16. Perhaps in an effort to give his new road ranche "name recognition" he logically called it Lost Spring Station, and the adjacent spring in Section 17 then became known as Lost Spring.³⁸

In *Lost Spring, Marion County, Kansas: A Historical Perspective*, Schmidt provides the following compilation of sources, describing the establishment of the Lost Spring Station:

George Smith established a hotel and tavern, and was the first man to run the station at Lost Spring. The station house was located on the south side of the trail [near the north quarter-corner of Section 20, T 17 S, R 4 E] southeast of the main spring and situated on a knoll where one could see up and down the treeless ravine and creek bed. The three-room structure measured 30 feet by 40 feet with an L extension on the south side containing the dining room and kitchen. The construction was of siding with the joints 'stripped,' (or clapboard standing on end). The roof was covered with sod and dirt, thus making a very comfortable dwelling. There were four outside doors and five windows and each had twelve small lights. The rooms were papered with newspapers, and bricks for the chimneys being unavailable, the stovepipes, called 'prairie chimneys,' ran up and through the roof. Southwest of the ranch house was a stockade enclosing about an acre of ground, a great hollow square surrounded by eight-foot posts, with loopholes at regular intervals. These posts were hauled by Fletcher Cress on Lyon Creek, from about five miles north of the station. In case the spring got 'Lost' Alexis D. Blanchett had dug a well about a rod south of the house in 1860.³⁹

Smith did not own the station long, as according to local legend, he lost the land to Jack H. Costello in a card game. Costello was joined in the fall of 1859 by Thomas Wise and family who had been unsuccessful gold seekers in Colorado. Wise had intended to stay overnight only at the station, but instead decided to stay because the land around there seemed excellent for farming. Costello and Wise became partners in the Lost Spring Station.⁴⁰

Sources strongly indicate that Costello's hotel and tavern were a mail stage station, but when it actually became an official mail stage station rather than a road ranche is not defined. Most sources refer to it as "Lost Spring Station." Both Moore's Ranch (near Cottonwood Creek) and Diamond Spring were referred to as "U.S. Mail Stations" in the 1858 map of U.S. Mail Route No. 8912 (Figure 8), and both later became Post Offices.⁴¹ It is quite logical that Costello's Lost Spring establishment soon became a mail station prior to becoming a Post Office. A Post Office was established at Costello's Lost Spring Station (listed officially as "Lost Spring" not "Lost Springs") August 29, 1861 and was closed May 23, 1864 (Figure 10).⁴²

³⁶ Clara M. Shields, "The Lyon Creek Settlement," *Collections of the Kansas State Historical Society 1915-1918* 14 (Topeka: W. R. Smith, State Printer, 1918): 143-144. Paragraph from Schmidt, *Lost Spring*, 9.

³⁷ Taylor, 31, 42, & 48.

³⁸ Paragraph from Schmidt, *Lost Spring*, 9.

³⁹ Sondra Van Meter, *Marion County Past and Present* (M.B. Publishing House, 1972), 137 and Shields, 143-144 as quoted in Schmidt, *Lost Spring*, 9.

⁴⁰ Van Meter, 137.

⁴¹ Diamond Springs in 1859; Moore's Ranch in 1860. Robert W. Baughman, *Kansas Post Offices* (Topeka: McCormick-Armstrong Co., 1961), 146 & 150. Road ranches which were neither mail stage stations nor Post Offices. See Taylor, 55.

⁴² *Ibid.*, 77. The first postmaster was Joshua Smith (Baughman, 204). Paragraph from Schmidt, *Lost Spring*, 12.

In Marion County, the trail's years of use began with William Becknell's first expedition to Santa Fe in 1821 and ended in 1866 with the arrival of the railroad. In 1866, the Kansas Pacific Railroad arrived in Junction City, about 40 miles north and east of Lost Spring. Junction City briefly became the eastern terminus of the trail until the railroad reached Salina in 1867.

With the dramatic decrease of traffic on the Santa Fe Trail, Wise and Costello operated the Lost Spring station and hotel until 1868, when Costello sold his interest in the land and the station to Thomas Wise. Costello moved to Marion Center (Marion) where he operated a general store and tavern, and was elected Marion's first mayor.⁴³ The trail was no doubt still used for local travel and commerce, and in addition to some minor military traffic, it was probably used by various travelers and emigrants who could not afford rail travel or otherwise chose to follow the Santa Fe Trail.⁴⁴

The Town of Lost Springs

Over an approximately 20 year period we see a limited local economy based to a large degree on the Santa Fe Trail shift to a growing economy driven by a second wave of emigration that included settlement and town building. This is illustrated by the Kansas Post Office records. Trail-related Post Offices closed: Diamond Spring 1863, Six Mile Creek 1866, Lost Spring 1864, Muddy Creek 1864, and Moore's Ranch 1866.⁴⁵ Settlement increased and towns with Post Offices were established: Diamond Springs (near Diamond Spring) 1868, Burdick (near Six Mile Creek) 1887, Tampa (at Muddy Creek) 1888, Durham (near Moore's Ranch) 1887.⁴⁶ About this period in time, Marion County (est. 1861) began to open roads along the section lines, and use of the Santa Fe Trail ceased altogether as quarter sections of land were homestead or purchased to establish farms to raise crops and livestock.⁴⁷

About a mile east of Lost Spring Station a community of sorts began to develop as settlement progressed through the 1870s and 1880s. The Lost Springs (plural) Post Office was established July 9, 1879, 15 years after the closure of the Lost Spring (Lost Spring, singular) Post Office.⁴⁸ The Lost Springs Post Office and store were located on the south side of the road in the NE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 21, T 17 S, R 4 E as shown on Figure 10.⁴⁹

On May 23, 1887 the Lost Springs Town Company filed a plat for the Town of Lost Springs where today's Town of Lost Springs is located.⁵⁰ The new Town of Lost Springs is located 1.5 miles east of the first Lost Springs Post Office. In 1887 the Santa Fe Railroad built east-west and the Rock Island Railroad built north-south, crossing at the new Town of Lost Springs. Both railroads completed depots in 1888. The original Lost Springs soon withered as the new Town of Lost Springs developed.⁵¹

Commemorating Lost Spring (1908)

In 1908, the Marion County Old Settler's organization decided to erect monuments in the vicinity of Lost Spring and Lost Spring Station. The Old Settlers set one limestone monument on the main Santa Fe Trail 1.5 miles east of Lost Spring Station and another on the "Alternate Later Route" 0.5 miles west of Lost Spring Station. As one of the "old settlers" and owner of the 160 acres previously owned by Jack Costello, J.B. Shields wanted to erect a monument on the site of the Lost Spring Station. Donations from local residents were

⁴³ Van Meter, 226, 237.

⁴⁴ Paragraph from Schmidt, *Lost Spring*, 13.

⁴⁵ Baughman, 35, 77, 86, 88, & 119.

⁴⁶ *Ibid.*, 18, 35, 37, & 126.

⁴⁷ Paragraph from Schmidt, *Lost Spring*, 13.

⁴⁸ Baughman, 77, 104.

⁴⁹ Paragraph from Schmidt, *Lost Spring*, 13.

⁵⁰ Van Meter, 227.

⁵¹ Paragraph from Schmidt, *Lost Spring*, 13.

solicited to help pay the \$155 cost.⁵² Approximately 561 persons made donations ranging from 25 cents up to one dollar. The base of the monument contained a “time capsule” consisting of a half-gallon fruit jar sealed with wax containing a parchment scroll listing the names of donors, and similar jars containing Indian relics, ox shoes, and other items.⁵³

The dedication of the Old Settler’s Lost Spring Monument on July 4, 1908 was quite an event, with 800 to 1000 people attending. “We think we never saw a grander sight than that long procession from the grove down over the stone arch bridge and up the hill to the monument, led by J.W. Moore, A. Terry and the Lost Springs band, and how eagerly they gathered around the monument to give of their old relics and historical belongings to be placed in that receptacle.Everyone says it was the grandest Fourth of July ever spent.”⁵⁴

Archeological Potential

The only archeological investigation that has been done in the Lost Spring area was a 1992 pedestrian survey in Section 20, to the south of the Lost Spring Station spring. It was undertaken as part of a Natural Resources Conservation Service (NRCS) project and revealed the presence of a moderate to dense scatter of historic artifacts, some (including an ox shoe) dating to the trail period. The scatter (not included in the nomination) was recorded as archeological site 14MN1308 and is believed to represent the general location of the Lost Spring Station house. Its setting in a cultivated, terraced field suggests that subsurface investigations would be necessary in order to determine if any intact subsurface features are present.

Archeological prospection, geophysical survey, and metal detector survey of trail sites such as those nominated here have been shown to reveal associated artifact assemblages, sometimes buried and sometimes not, that can inform on the use of the trail during its period of significance. Though no such surveys have been undertaken at either the newly nominated site or the original spring location, there is every reason to believe that the presence of such an assemblage is possible. This is especially true since the immediate surroundings of both spring areas appear to have been relatively undisturbed by agricultural practices.

The two Lost Spring sites (in Sections 16 and 17) have the potential to yield important information to understanding the use and nature of these sites, including patterns of use and change over time. Study of both spring areas, including the remnant trail segment in Section 16 along with adjacent archeological features such as the extant foundation, can provide valuable insight into the evolving patterns of historic development in this region. Further investigation (including excavations, metal detector survey, and remote sensing) could address key questions regarding trade and transportation variability, possibly including when travelers chose to use the spring in Section 17. Excavation could also provide additional social data including better estimates of the frequency of use during various phases of history, the role played by various ethnic and social groups, and the nature of trail users, material culture and the production, distribution, and consumption of commodities.⁵⁵

The two discontinuous Lost Spring parcels are eligible for the National Register for their association with the Kansas portion of the Santa Fe Trail. The integrity of the Lost Spring vicinity has been impacted over the years by agriculture and development. A network of county roads was built through the area and extensive cultivation ultimately surrounded both parcels. Despite these alterations, the nominated sites retain sufficient integrity to represent their historic association with the trail.

⁵² Van Meter, 226.

⁵³ Ibid., 26. Paragraph from Schmidt, *Lost Spring*, 15.

⁵⁴ *Marion Record* (July 6, 1908).

⁵⁵ *Historic Resources of the Santa Fe Trail*, F116. Citation covers paragraph.

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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: Kansas Historical Society

Historic Resources Survey Number (if assigned): _____ n/a

10. Geographical Data

Acree of Property 15 total

Provide latitude/longitude coordinates OR UTM coordinates.

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

A 38.573131 -96.997241
Latitude: Longitude:

B 38.573159 -96.998856
Latitude: Longitude:

C 38.571896 -96.998897
Latitude: Longitude:

D 38.571872 -96.997264
Latitude: Longitude:

E 38.567818 -97.015125
Latitude: Longitude:

F 38.567796 -97.013608
Latitude: Longitude:

Lost Spring
Name of Property

Marion County, Kansas
County and State

G	<u>38.567077</u>	<u>-97.013627</u>	H	<u>38.567069</u>	<u>-97.012459</u>
	Latitude:	Longitude:		Latitude:	Longitude:
I	<u>38.565984</u>	<u>-97.012428</u>	J	<u>38.565970</u>	<u>-97.015116</u>
	Latitude:	Longitude:		Latitude:	Longitude:
K	<u>38.565965</u>	<u>-97.012129</u>			
	Latitude:	Longitude:			

Verbal Boundary Description (describe the boundaries of the property)

The total area for this discontinuous site is 15 acres. This amended nomination includes:

1) The Spring at Lost Spring Station: This is the previously-listed 10-acre site in the S½ of Section 17, Township 17 South, Range 4 East. In the 1976 nomination, no verbal boundary description was given, and the acreage was listed as "8-10 acres." Clarifying the boundaries of the 1976 site, the ten acres form an L-shaped site. A fence (which steps to form the L) marks the eastern boundary, separating it from a cultivated field. The right-of-way of county road 340 forms the southern boundary. The west boundary is also marked by a north-south running fence between the spring site and a terraced area to the west. The north boundary line is arbitrarily struck as an east-west line connecting the west fence (at the point where it turns to the west) with the east boundary.

2) Lost Spring on Lyon Creek: The location of Lost Spring along Lyon Creek is delineated by a rectangular five-acre site in the NW¼, NE ¼, SW ¼ of Section 16, Township 17 South, Range 4 East. The site is fenced on all sides, separating the west and south sides from a cultivated field, the north from pasture, and the east from a separate wooded parcel.

3) The Marion County Old Settlers Lost Springs Station Monument: This marker is within the right-of-way of 340th Road in the SW ¼, SW ¼, SE ¼ of Section 17, Township 17 South, Range 4 East. Only the marker is included in this nomination.

Boundary Justification (explain why the boundaries were selected)

The amended boundaries incorporate the location of the earlier 5-acre Lost Spring in Section 16, the spring at Lost Spring Station in Section 17, and the 1908 monument to more fully relate the history of the area around this Santa Fe Trail site.

11. Form Prepared By

name/title 1976 author: Richard Pankratz (KSHS)
2014 authors: L. Stephen (Steve) Schmidt (SFTA) & Amanda K. Loughlin (KSHS)

organization Santa Fe Trail Association & Kansas Historical Society date Summer 2014

street & number 6425 SW 6th Ave. telephone (785) 272-8681

city or town Topeka state KS zip code 66615

e-mail cultural_resources@kshs.org

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

name On file with SHPO.

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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

Estimated Burden Statement: Public reporting burden for this form is estimated to average 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

Photographs

Submit clear and descriptive photographs. The size of each digital image must be 1600x1200 pixels (minimum), at 300 ppi (pixels per inch) or larger. Key all photographs to a sketch map or aerial map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photograph Log

Name of Property: Lost Spring

City or Vicinity: Lost Springs vicinity

County: Marion State: Kansas

Photographer: Amanda K. Loughlin (unless otherwise noted)

Date Photographed: October 2013 (unless otherwise noted)

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

- 001 of 010: Rocky cliff at the base of which are located the springs. Looking WNW (Steve Schmidt, May 2013).
- 002 of 010: Detail of base of cliff at water line.
- 003 of 010: Looking WNW at level area to the east of Lyon Creek. Creek is in background; spring is to left (out of photo).
- 004 of 010: Looking west from level area on east bank of Lyon Creek toward west bank.
- 005 of 010: Looking NW along Lyon Creek.
- 006 of 010: View of Lyon Creek, looking SE from west bank.
- 007 of 010: Looking SSW. Swale cuts from left to right with person standing on side.
- 008 of 010: Looking NNW. Camera positioned on berm between swales.
- 009 of 010: Old Settlers Marker. West face (July 2012).
- 010 of 010: Old Settlers Marker. East face (July 2012).

Figure 1.
2014 aerial image, showing proximity of discontinuous sites.
(Source: Google Maps) North is up.



Figure 2.
2014 aerial image of Section 16. Dashed area indicates approximate boundary.
(Source: Google Maps) North is up.



Figure 3.
2014 aerial image of Section 17. Dashed area indicates approximate boundary.
(Source: Google Maps) North is up.

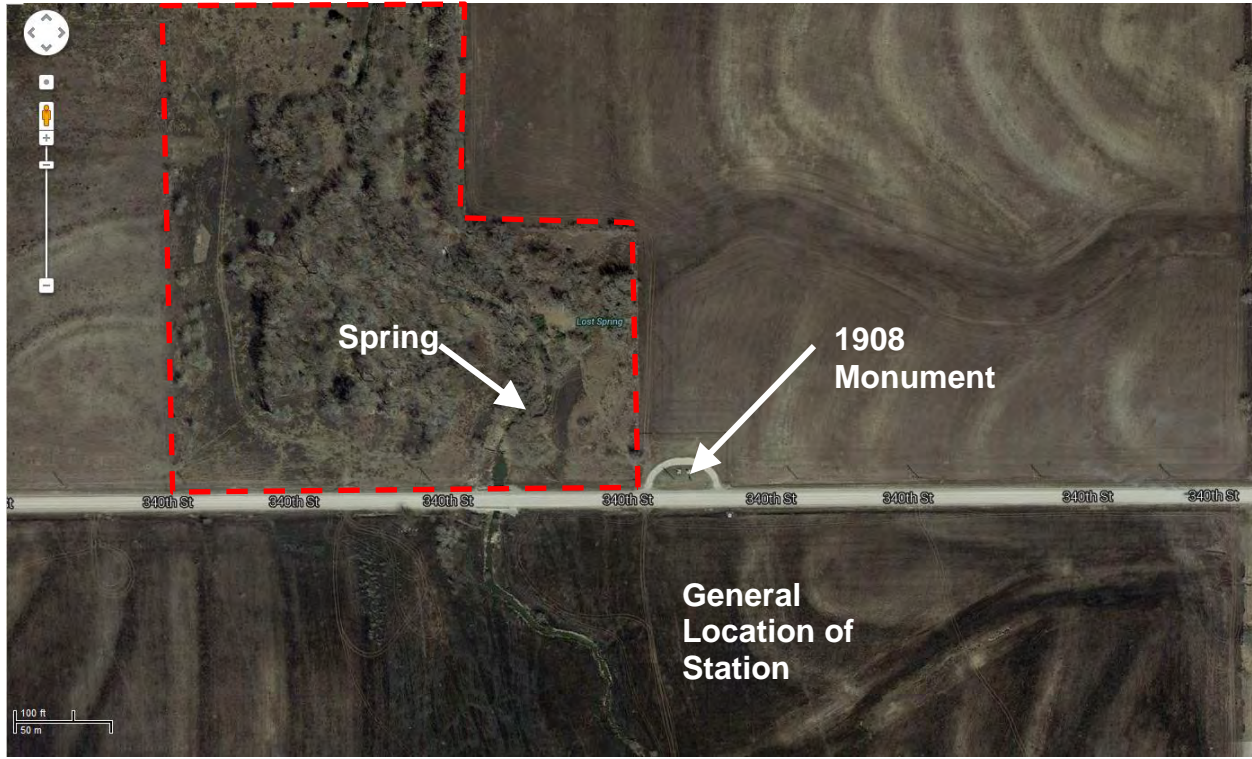


Figure 4.
Old Settlers Marker in original location, showing base design.
Richard Pankratz, November 1975.



Figure 5.
Santa Fe National Historic Trail brochure, National Park Service Official Map and Guide.
Arrow indicates location of site.

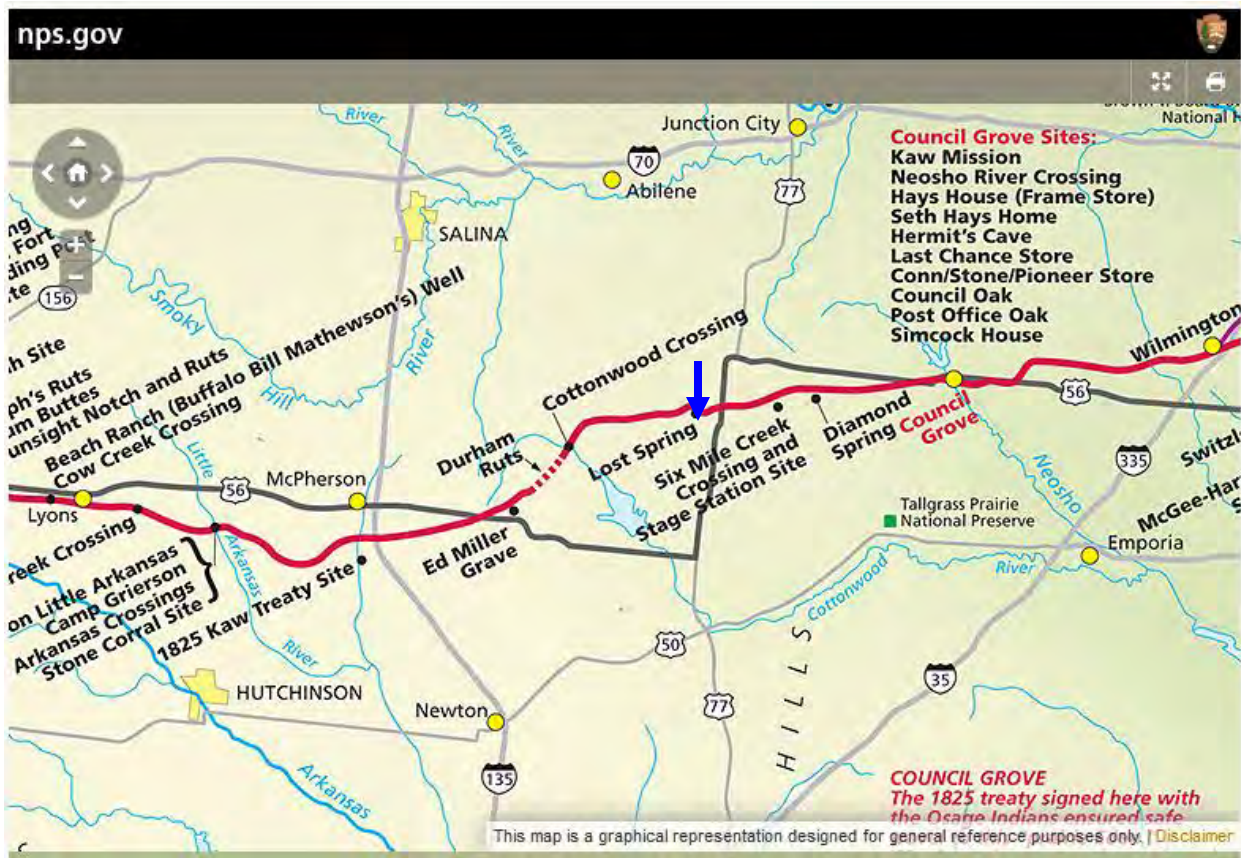


Figure 6.
"Figure 1" from L. Stephen (Steve) Schmidt, *Lost Spring, Marion County, Kansas: A Historical Perspective*. (McPherson, KS: Self-published, 2008 & 2011).
Approx. location of Lost Spring added for clarity.

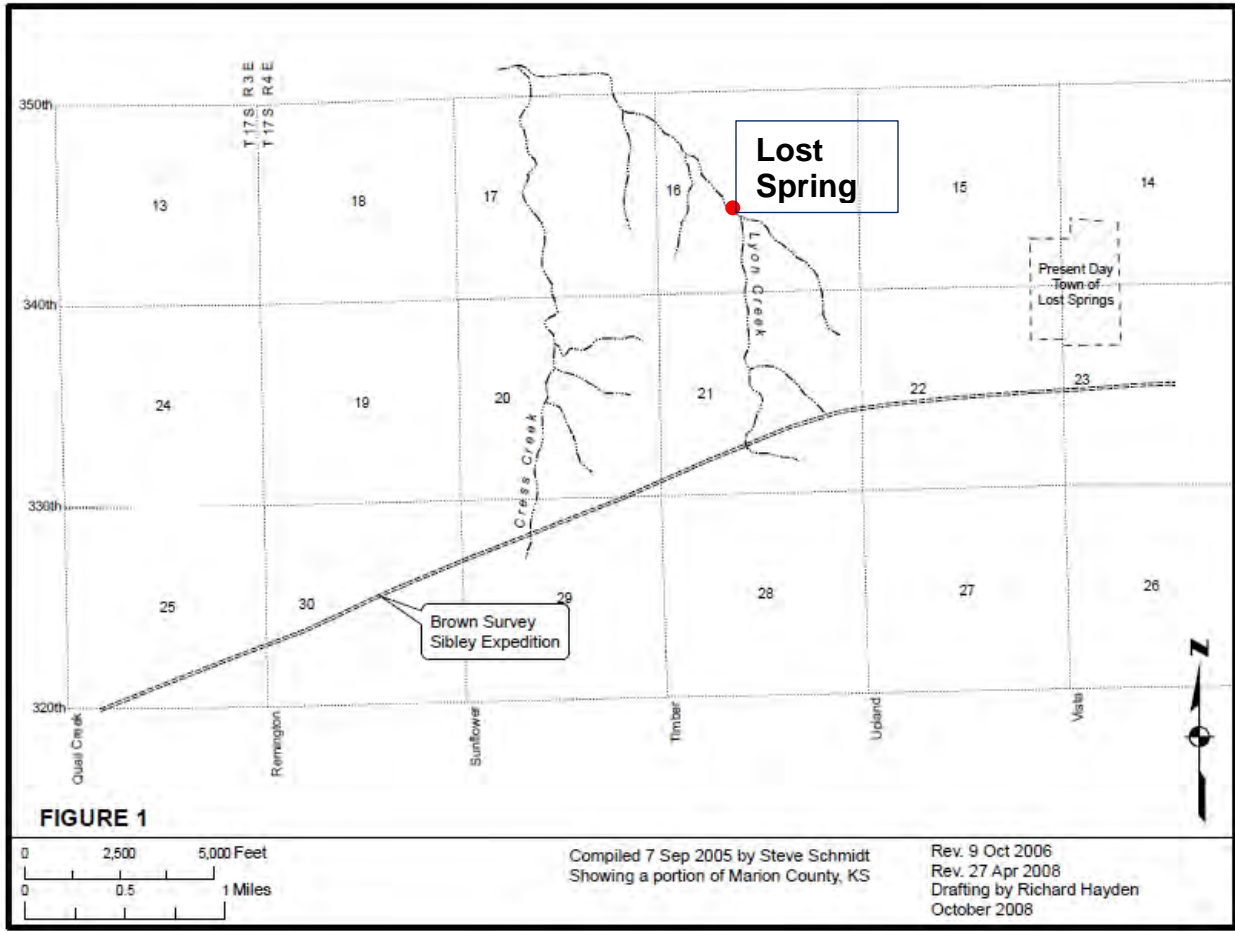


Figure 7.
1857 General Land Office survey map, showing the "Santa Fe and Westport"
Road and the location of Lost Spring in Section 16.
Source: Microfilm map 17s4em, Kansas Historical Society (Topeka):
Florence McGlasson Gabelmann Memorial Library.

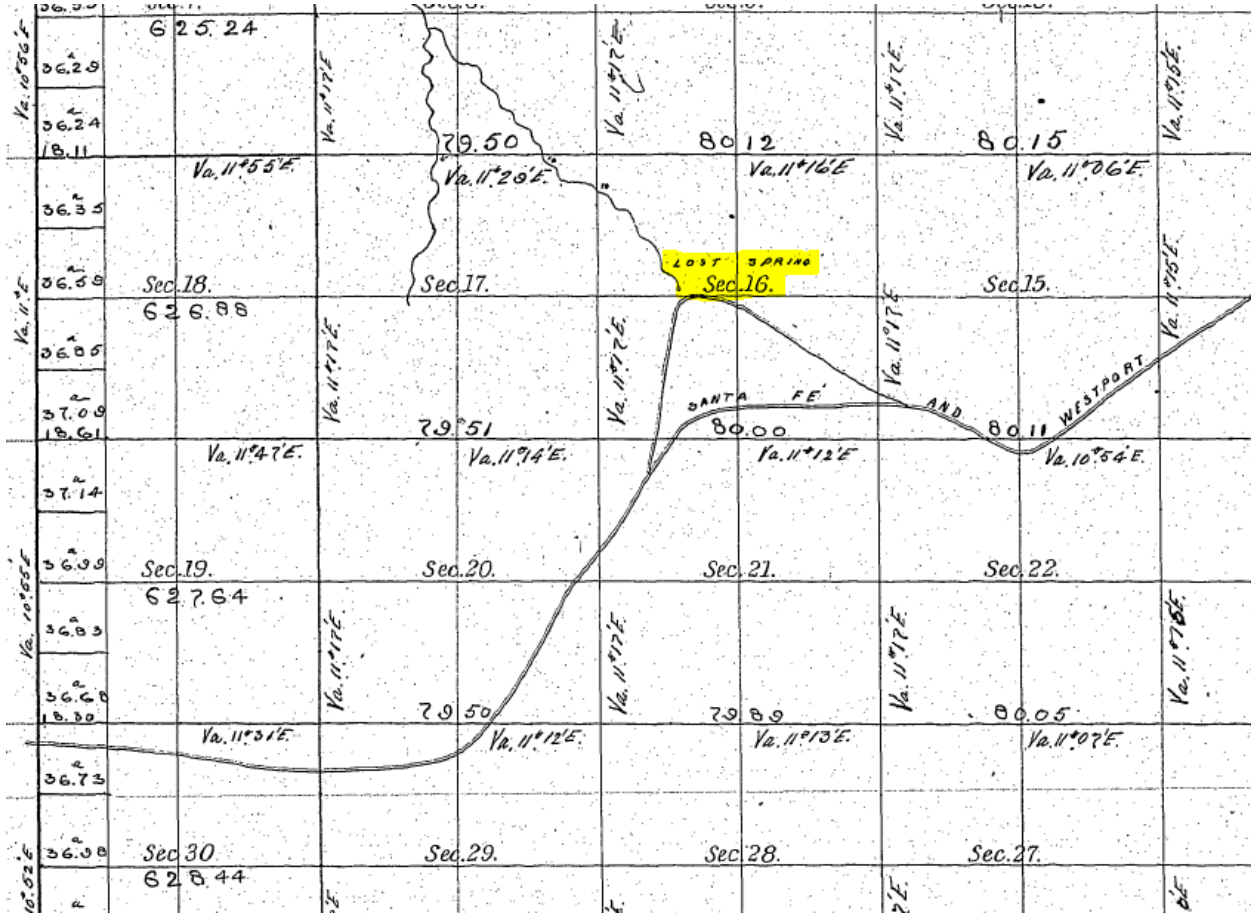


Figure 8.

Detail of page 3 of the *Survey of United States Mail Route No. 8912 from Independence, MO. To Santa Fe, N.M.* C.B. Graham, lithographer, 1858. From Kansas Memory, <http://www.kansasmemory.org/item/226567>
Dashed line added to indicate location of Lost Spring and the route leading to it.

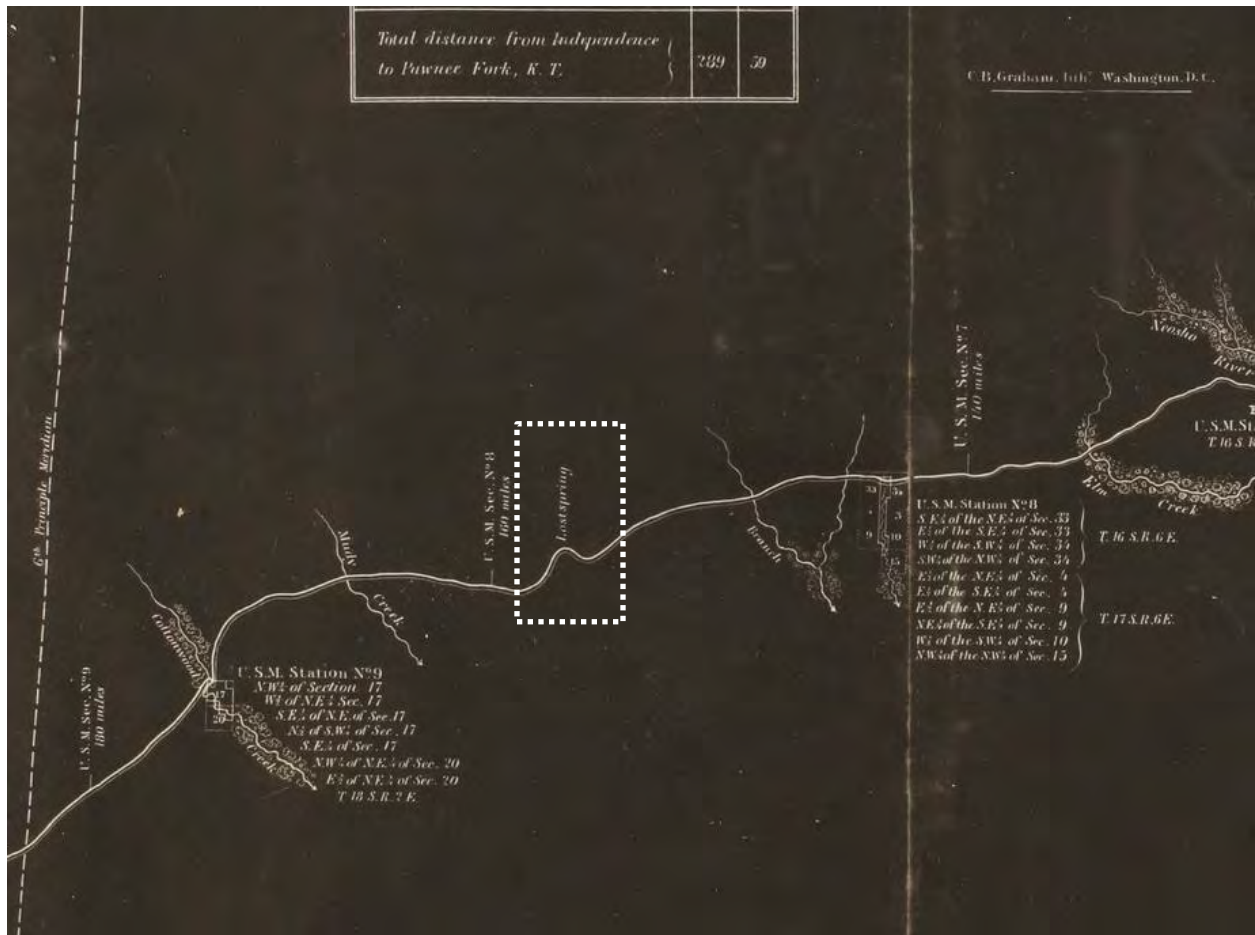


Figure 9.
"Figure 2" from L. Stephen (Steve) Schmidt, *Lost Spring, Marion County, Kansas: A Historical Perspective*. (McPherson, KS: Self-published, 2008 & 2011).

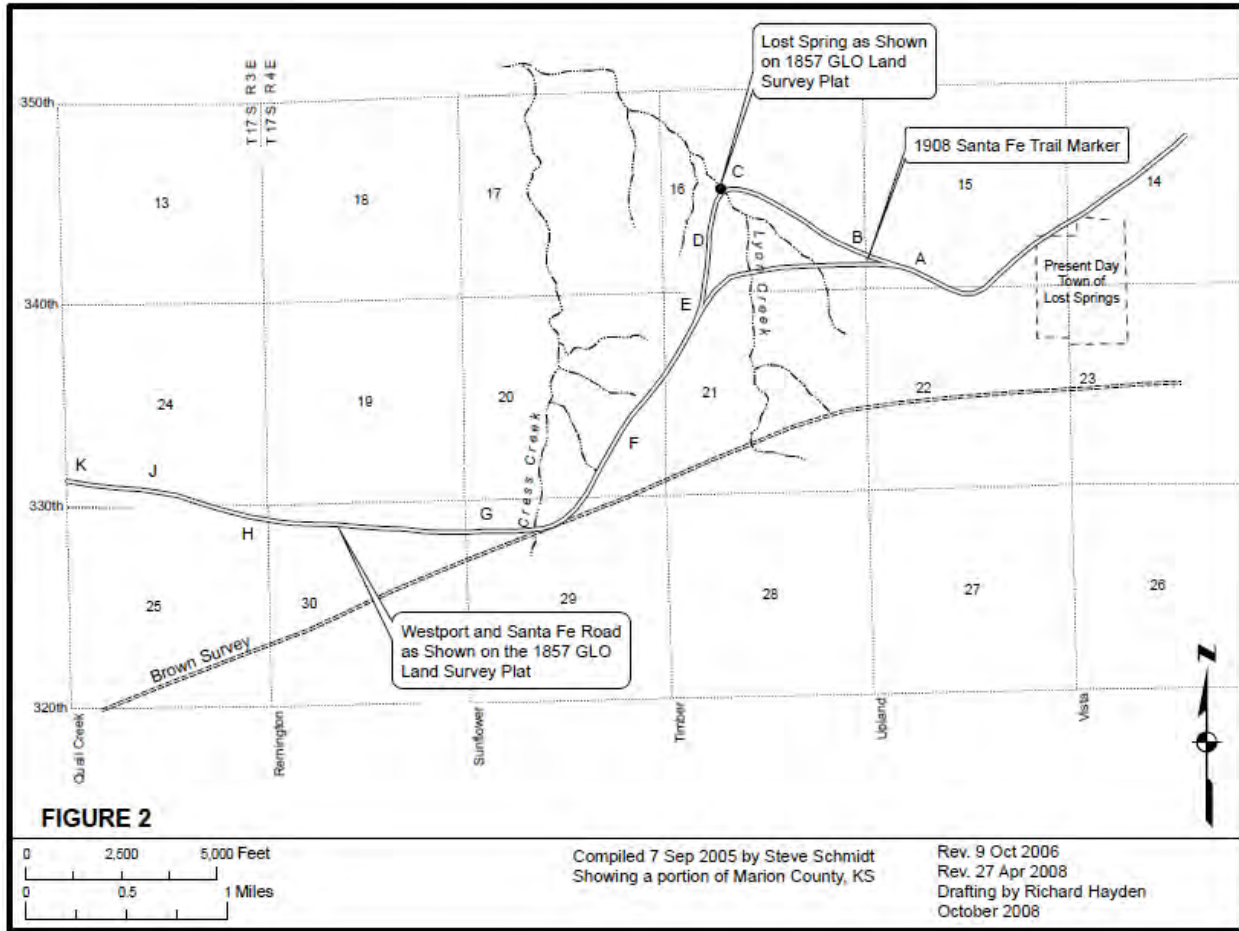
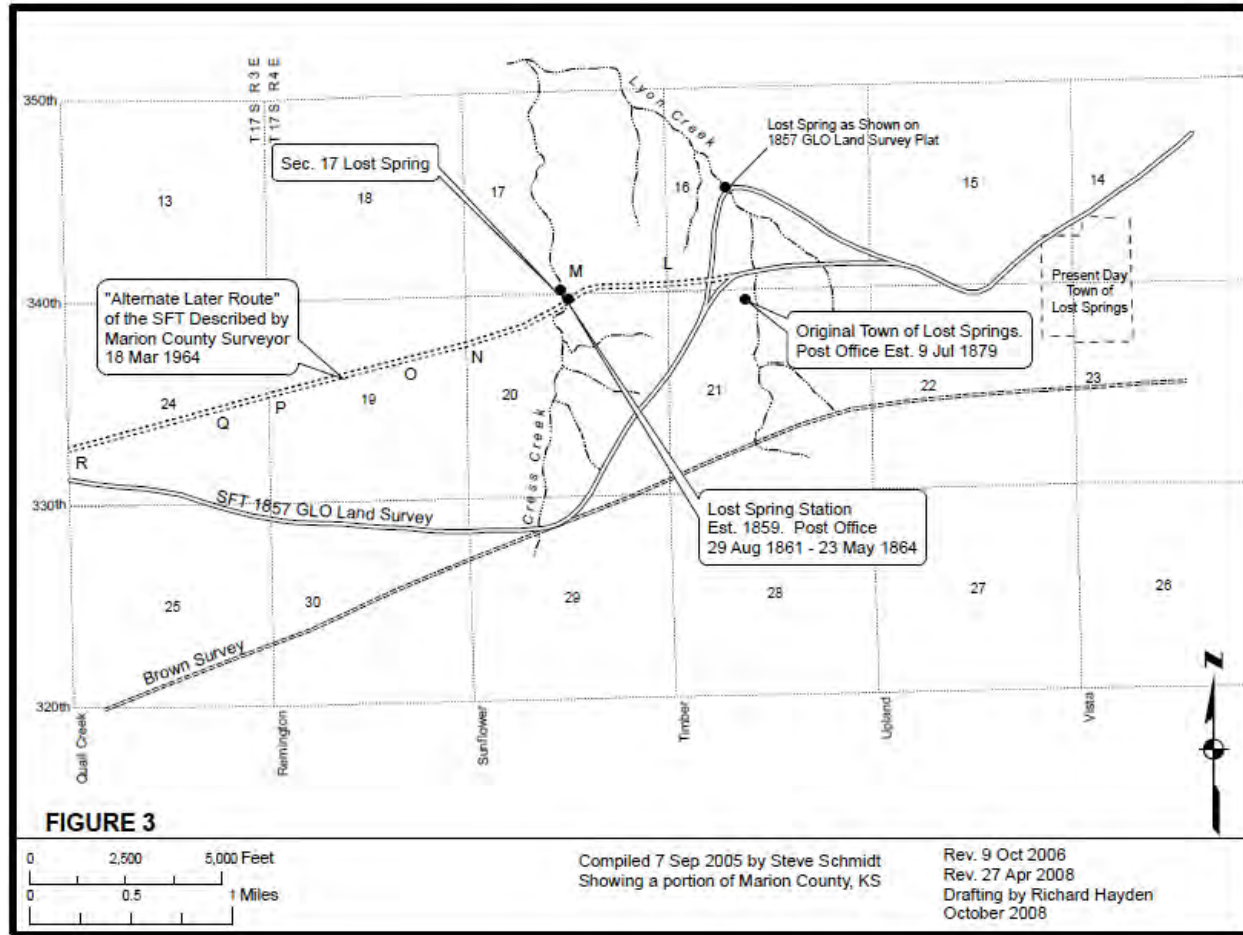
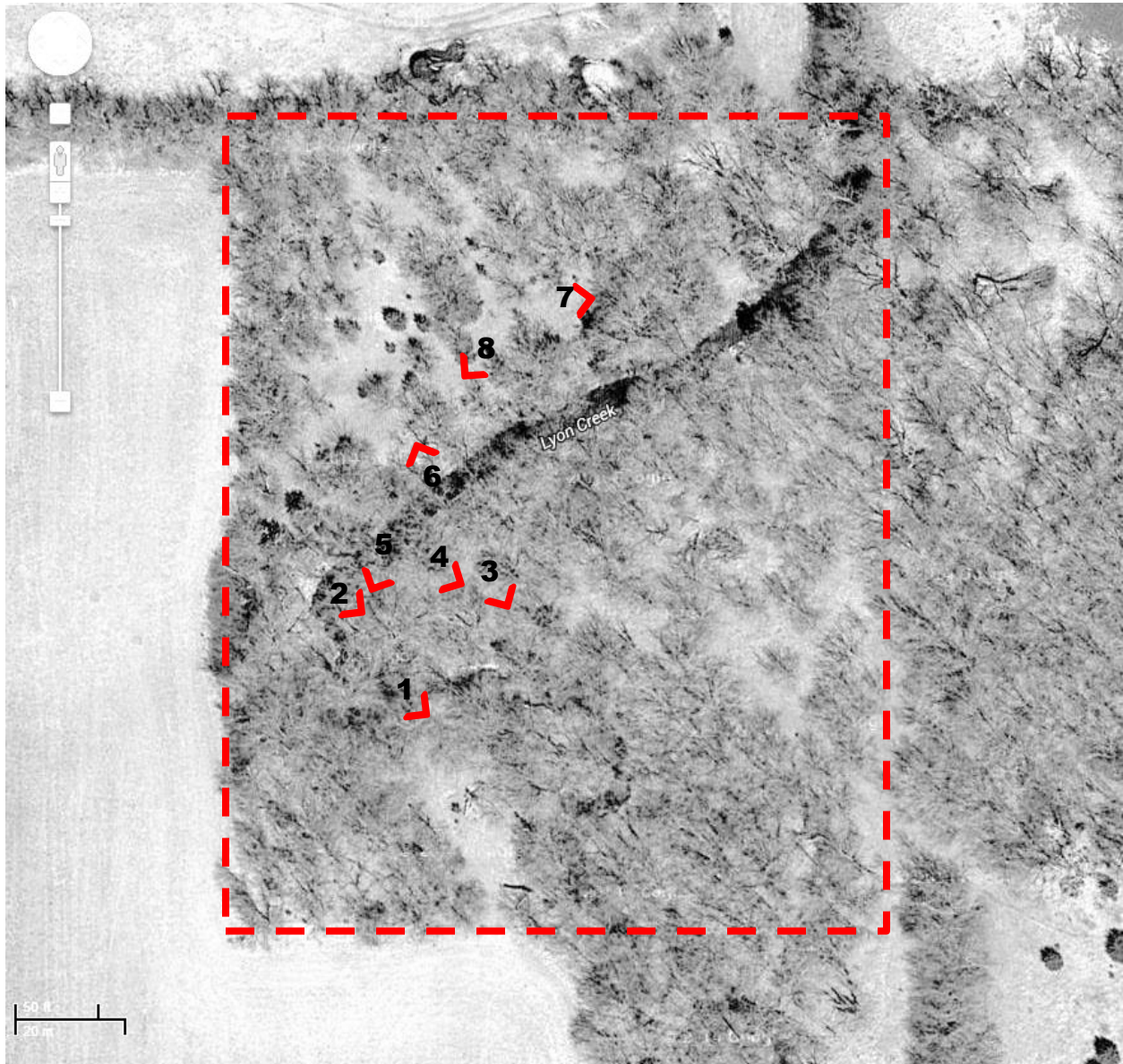


Figure 10.
"Figure 3" from L. Stephen (Steve) Schmidt, *Lost Spring, Marion County, Kansas: A Historical Perspective*. (McPherson, KS: Self-published, 2008 & 2011).



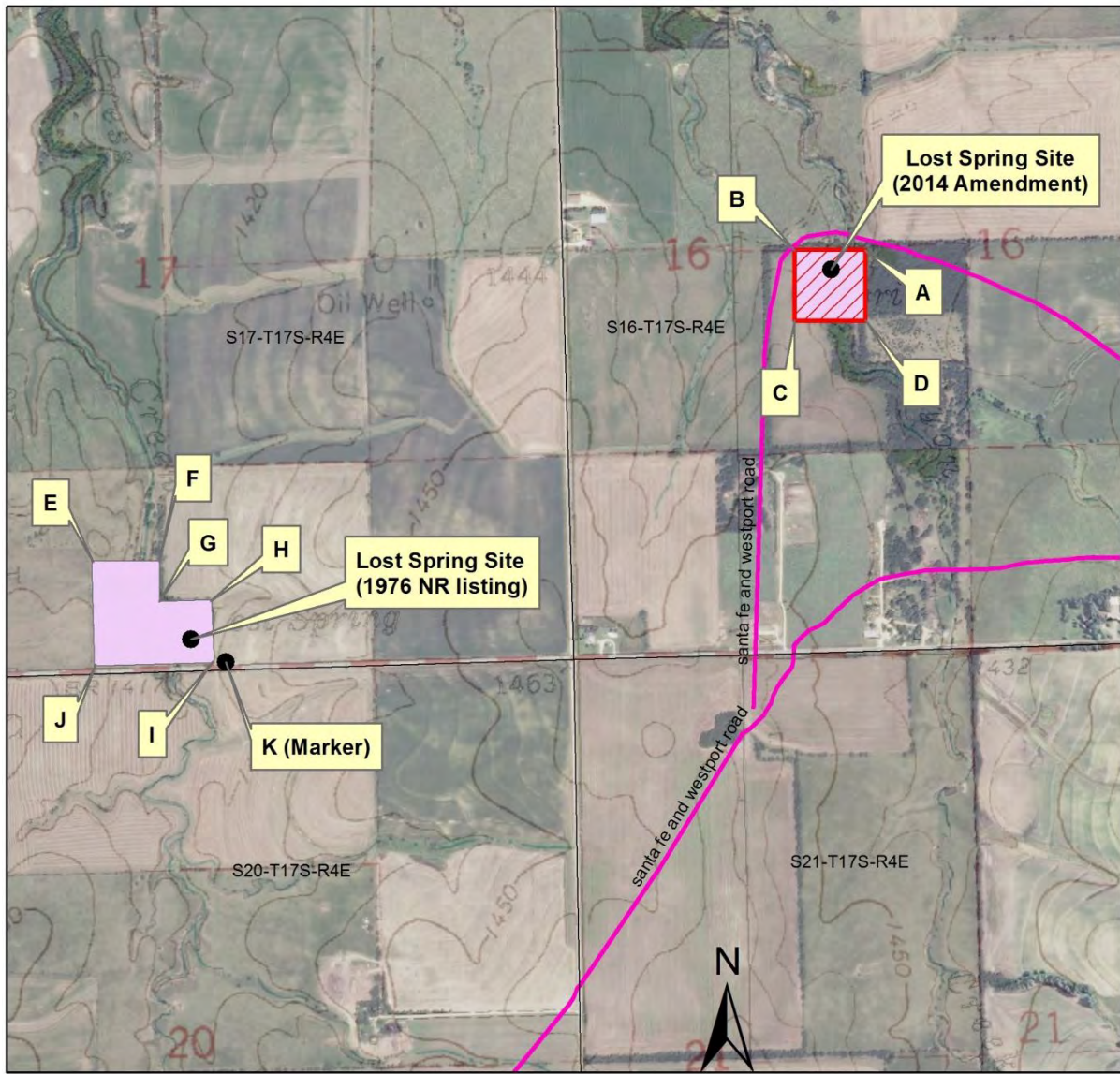
Photograph Key 1.
2014 aerial image of Section 16. Dashed area indicates approximate boundary.
(Source: Google Maps) North is up.



Photograph Key 2.
2014 aerial image of Section 17. Dashed area indicates approximate boundary.
(Source: Google Maps) North is up



Boundary Map.



Lost Spring
Lost Springs vicinity, Marion County, Kansas
Area within at left is the 10-acre site previously listed. Hatched area in upper right is the 5-acre addition.
1857 GLO lines denoted by lines labeled "Santa Fe and Westport Road"

Coordinates (Datum=WGS84)

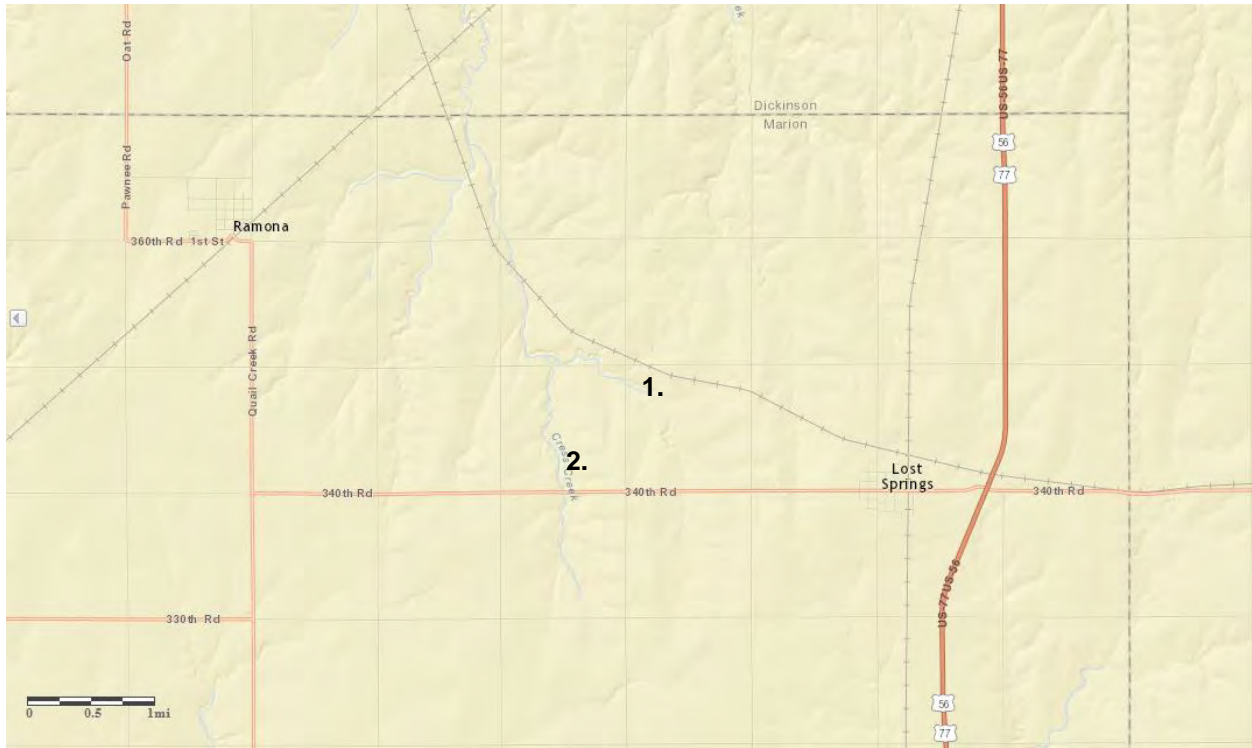
- A: 38.573131,-96.997241 | B: 38.573159,-96.998856
- C: 38.571896,-96.998897 | D: 38.571872,-96.997264
- E: 38.567818,-97.015125 | F: 38.567796,-97.013608
- G: 38.567077,-97.013627 | H: 38.567069,-97.012459
- I: 38.565984,-97.012428 | J: 38.565970,-97.015116
- K: 38.565970,-97.015116

Total acreage: 15 acres

Contextual Map.

North is up.

1. The spring on Lyon Creek in Section 16.
2. The spring on Cress Creek in Section 17.



















MARKED BY THE OLD
SETTLERS OF MARION CO
JULY 4, 1908
NAMES OF CONTRIBUTORS
IN RECEPTACLE

ERECTED
JULY 4, 1908
100 FEET TO
REMARKER
JULY 3, 2008
REMARKER
JULY 3, 2008

LOST SPRINGS
STATION
ON SANTA FE TRAIL
OPERATED
1822 — 1872



National Register of Historic Places
Memo to File

Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

Property

Lost Spring

76000828

Marion

State

Kansas

Working Number

1.26.76.2403

TECHNICAL

Photos

4

Maps

1

CONTROL

OK pl
2.23.76

HISTORIAN

ACCEPT
J. W. Englund
3 May 76

Good nomination

Called - see report.

ARCHITECTURAL HISTORIAN

ARCHEOLOGIST

documentation looks sufficient for the location and importance of this spring. Not nationally significant, though.

accept
R. Colbyn 3-5-76

If stage site is included -
- with more info on stage site -

OTHER

Accept
W. R. Cree
6 May 76

HAER

Inventory _____

Review _____

REVIEW UNIT CHIEF

Conference
Accept
9/16/76

Important historic site regardless of archeological potential

BRANCH CHIEF

accept
Henzel
9.20.76

KEEPER

Wms
9/27/76

National Register Write-up _____

Send-back _____

Entered

SEP 30 1976

Federal Register Entry

12-7-76

Re-submit _____

INT:2106-74

11111 E. 7. R Street
Raytown, Mo. 64138

Mar 17 2 04 PM 1975

March 13, 1975

Senator James B. Pearson
United States Senate
Washington, D.C.

J.P. EL

Dear Senator:

A short time ago your neighbor and our mutual friend, Bill Dyer, talked to you about a piece of property with frontier historic interest which our family owns, and would like to have designated as such.

Enclosed you will find photo-copies of several pages from a published history of the Last Springs station. There is, of course, much more that could be made available.

The legal description of the property which includes both the spring & the original trail town-site is a bit complicated but is as follows

SE 1/4 SW 1/4, & SW 1/4 SE 1/4 Sec. 17 Twp 17 Range 4 }
NW 1/4 NE 1/4, & NE 1/4 NW 1/4 Sec. 20 Twp 17 Range 4 } Both in Marion County.

The entire quarter section would not be involved, but approximately 10-15 acres would encompass both the spring & townsite.

I will await your recommendations.

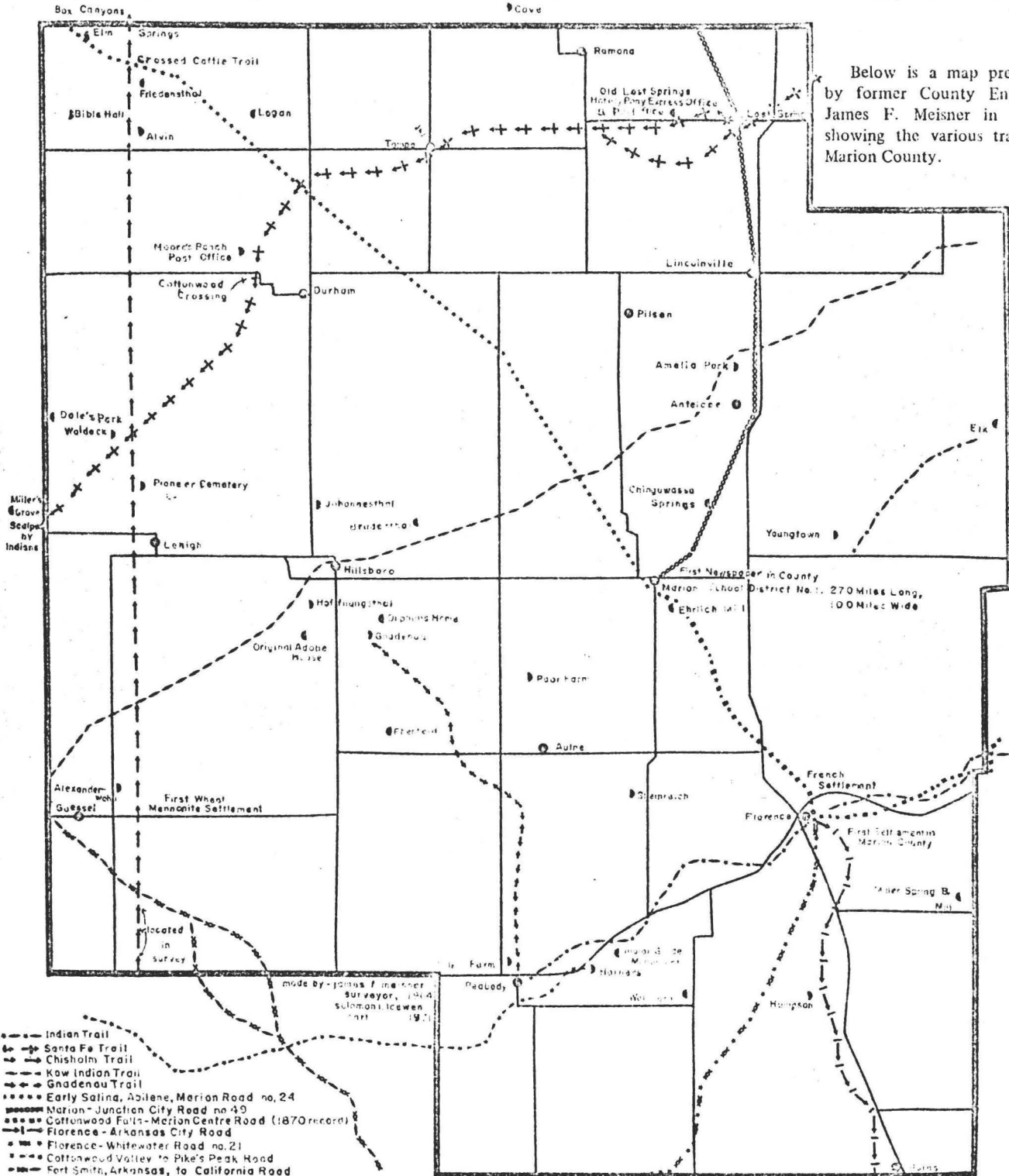
①

5. Santa Fe and other Trails

other hunting grounds. The Chisholm cattle trail from Texas through Kansas to Abilene had a brief, but busy history in the mid and late 1860's.

During the 1860's and early 1870's, a number of trails or roads were marked between the major towns. These included Road Number 24 from Salina and Abilene to Marion, Florence and points south; the Whitewater-Florence Road Number 21; the Cottonwood Falls-Marion Centre Road; the Florence-

Below is a map prepared by former County Engineer James F. Meisner in 1964, showing the various trails in Marion County.



Arkansas City Road; and the Marion-Junction City Road Number 49.

Most of the several thousand Mennonite immigrants who came in the 1870's usually left the train at Peabody in Marion County, or Newton in Harvey County if they planned to settle in the Marion-Harvey-McPherson county vicinity. Those immigrants who got off at Peabody generally followed a trail established by the first immigrants, a trail which passed north and northwesterly out of Peabody to Gnadenau, the first of several Mennonite villages.

Santa Fe Trail

What means this faint mark on the broad rolling prairie,

All but lost in the lapse of swift passing years?
What tale of wild life does its winding ways carry
As we seek to unfold what man always reveres?

So let us then pause while the swift years are fleeting,
E'er the Trail disappear 'neath the overturned sod.
And mark with a tribute of memory's greeting,
The track where the faithful old pioneer trod . . .

(Scott C. Siegle, *Marion Record*, Jan. 12, 1911)

As early as the late 18th century the French and Spanish explorers traveled between St. Louis and Santa Fe, sometimes following the same route of the Santa Fe Trail of the next century. A few Americans were quite interested in opening trade with the oldest city in North America. Manuel De Lisa, the Missouri fur trader, had wanted to, but did not. The Santa Fe Trail was not opened up as a trade route until 1821 when merchant William Becknell of Missouri led a wagon train to Santa Fe. His expedition was small, but very profitable. Others heard of his good fortune and prepared to outfit wagons the next year. Within five years the trade had become important enough to receive Presidential attention.

On March 3, 1825, Congress passed a bill authorizing the President of the United States to provide for a survey of a road from Missouri to the province of New Mexico, Mexico. The act provided \$10,000 for survey costs and \$20,000 for bargaining with the Indians. The Santa Fe road commissioners were Benjamin H. Reeves (Missouri), Pierre Menard who was replaced by Thomas Mather (Illinois) and George C. Sibley (Missouri).¹

Several treaties were signed in 1825 with various Indian tribes, the tribes agreeing not to molest American citizens who traveled the Santa Fe road. While the forty-man survey party camped in a "large and beautiful grove of fine timbers" (Council Grove), they met with about fifty Osages in August to sign a treaty giving the United States the right to mark the Santa Fe road through their land, and granting free use of the road forever. The Indians were given \$800 in trade goods. The survey party also made a similar treaty with the Kansa Indians who lived in the lower Kansas River Valley.²

In 1868 the Kansas legislature passed an act declaring the Santa Fe road from eastern to west boundaries of Kansas, a state road.³ The trail was as definite as a paved road. Its width varied from a few feet to several hundred yards. Occasionally, travelers would seek a short cut or vary the route slightly because grass became scarce close to the main trail.

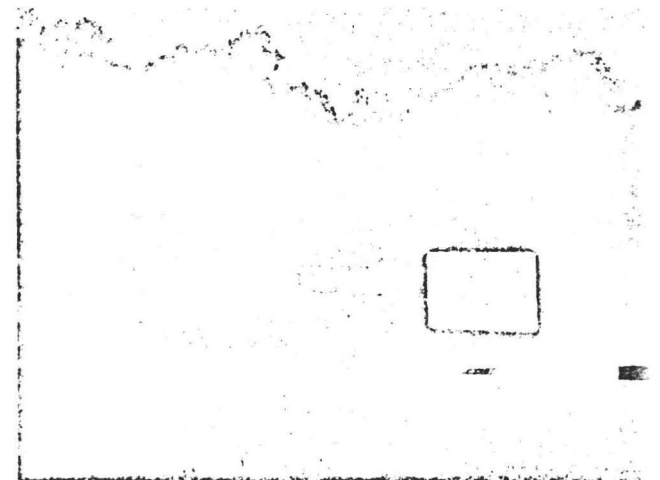
Along the trail were places designated as stations or if a cabin were there, the place could be called a station. From the beginning, Lost Spring was an important stop because fresh water from the large, natural spring could be obtained there. Josiah Gregg in his book *Commerce of the Prairies* mentioned Lost Spring in the late 1830's. William Richardson, a soldier under the command of Colonel Doniphan on his way to Mexico in 1846, also mentioned the Lost Spring. (For more on Lost Spring see the history of the community)

The *Western Journal of Commerce* published in Kansas City, November 6, 1858, printed a list of stops or stations along the Santa Fe Trail. Those in Marion County were:

"Lost Spring . . . 13 miles from Diamond Springs . . . had buffalo chips, water and grass.

Little Muddy Creek . . . 10 miles from Lost Spring . . . buffalo chips, water and grass.

Cottonwood (river) . . . 7½ miles from Little Muddy Creek . . . "Mail station, entertainment, clothing, hay, wood, water, grass, provisions."⁴



Lost Springs near Camping site on Santa Fe Trail 1822-1872, appears in 1970s

In order to encourage the establishment of stations along the trail, the United States government gave a quarter section of land to anyone who would undertake to live on it. These stations were usually located at stream crossings, or where cattle and horses could obtain water. They were about a day's journey, or, ten to fifteen miles apart. Not all stations owned received government land. One of those who did not was Charles Fuller, lived outside the boundary of Marion County in McPherson County. At one time his ran

was in Marion County, when the boundary extended to the Colorado-Kansas state line.⁵

In 1859, a year after the *Journal of Commerce* printed the list of stations on the Santa Fe Trail, traffic became very heavy on the trail. Freighting had increased, Mexicans were hauling many loads of wool to the United States, and in the early spring gold seekers were on their way to the gold fields of Colorado. The disillusioned "Pikes Peakers" returned in June of the same year by way of the Santa Fe Trail. From between April to September 8, 1859, over 2,170 wagons and 8,000 tons of freight passed westward through Marion County over the Trail. This did not include the large number of immigrants' wagons, gold seekers or Mexican traders headed east.⁷

Perhaps because of this increased traffic over the trail, George Smith built a cabin at Lost Spring and decided to offer the travelers more than water, grass, and buffalo chips. One of the many adventurers who came through the county over the Trail stopped overnight at Smith's cabin, drank whiskey, and played cards until he won the small cabin from Smith. The new owner Jack Costello sobered up and made the best of the win. He was nearly forty years old and had traveled a good deal, mostly with the army. It had been a rough life. Running a tavern and station on the Trail was a different experience but he enjoyed it. He built extensions to his small cabin, made a corral, and stocked his station with provisions and plenty of whiskey. In 1861, Costello was appointed by the United States government as postmaster at Lost Spring. (See Lost Spring history for more detail)

Life was usually quiet at the ranch, spiced with occasional gunfights over card games. It was less lonely when Costello took on Thomas Wise, Sr. as a partner after the disappointed Wise returned from the Colorado gold fields. In 1862, Costello married Abigail Wise, Thomas' sister.

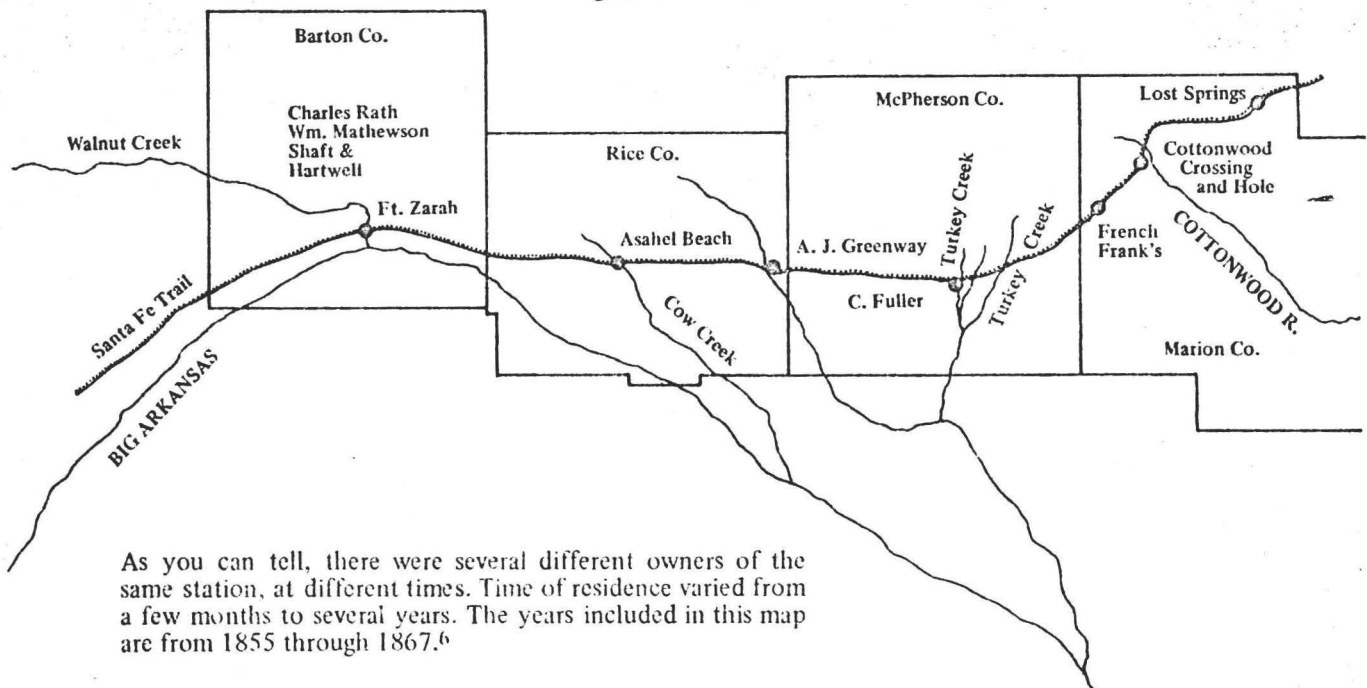
During part of the Civil War a detachment of a few soldiers under the command of Corporal Fred Sucksdorf was stationed at Lost Spring to guard the trail.

Indians visited the station, causing little trouble except for the time in 1865 when a band of Arapahoes led by Big Mouth surrounded the ranch, burned the hay and destroyed the grain. The siege lasted several days. Costello, who spent most of his time on the cabin roof, was unharmed. At another time "A woman, unclothed and almost demented, came to the ranch . . . She had been taken prisoner by Indians and escaped."⁸

In 1868, Costello turned over his ranch to his partner, Thomas Wise, and moved to Marion Centre where he opened a general store, the second one in town. (Lank Moore had the first.) Costello was Marion Centre's first mayor after the town was incorporated in 1875.⁹

A distance down the trail west of Lost Spring, Little Muddy Creek was named as a stop, but it was never developed. Instead, about 17½ miles (a wagon day) beyond Lost Spring was Cottonwood Crossing, also known as Moore's Ranch in the 1860's. The first to build a cabin there was George Smith, the man who later lost his Lost Spring place to Costello. The

Below is a map showing the stops and stations along the Santa Fe trail.



As you can tell, there were several different owners of the same station, at different times. Time of residence varied from a few months to several years. The years included in this map are from 1855 through 1867.⁶

drives took place in the summer. June through September. The large herds, sometimes up to 3,000 head, made a trail between two hundred and four hundred yards wide. The road was trampled bare by the thousands of plodding hoofs. In a dry summer clouds of dust could be seen for miles.³³

Traffic on the Chisholm Trail ended at Newton after the Santa Fe railroad reached there in 1871. A year later, a Santa Fe branch was built to Wichita, which became the cattle center.

In Marion County, the extension of the original Chisholm Trail passed west of Lehigh. In Hillsboro near the Adobe House Museum stands a monument for the Chisholm Trail. Eventually it will be placed on the trail site one mile northwest of Hillsboro.

Footnotes

1. Louise Barry, "Kansas Before 1854: A Revised Annals, Part Four, 1918-1825," *Kansas Historical Quarterly*, Vol. 27 (Winter, 1961), p. 537.
2. Barry, "Kansas Before 1854," p. 535.
3. Barry, "Kansas Before, 1854," pp. 536-537.
4. Louise Barry, "The Ranch at Walnut Creek Crossing," *Kansas Historical Quarterly*, Vol. 37 (Summer, 1971), between pages 136-137.
5. "The Legislature of 1868," *Transactions of the Kansas State Historical Society*, X(1907-1908), p. 271; A.E. Case article in *Kansas Educator* (February, 1904), p. 327. This is in the Kansas Scrapbook, Biography, Vol. 9, Kansas State Historical Library.
6. Barry, "Ranch at Walnut Creek," between pages 136-137.
7. Barry, "Ranch at Walnut Creek," pp. 128-129.
8. Lucy Burkholder, "Jack Costello, First Mayor of Marion Centre," newspaper article in Peabody Museum Scrapbook compiled by Mrs. S.H. Bennett. While Jack Costello owned the Lost Spring ranch, there was not a tree within three miles of the place. The many trees that stand near the main spring and along Lyon Creek were first planted and cared for by a man named Oliver during the years 1881-1897.
9. Burkholder, "Costello,"
10. Moore claimed the SE $\frac{1}{4}$ of Section 7, Township 18, Range 2E. See the *Marion Review*, September 12, 1934.
11. David Lindsey, editor, "The Journal of a 1859 Pike's Peak Gold Seeker," *Kansas Historical Quarterly*, Vol.22 (1946), p. 238.
12. "Legislature of 1868," p. 267. A.A. Moore married Nancy Waterman in 1862. I am not certain, but believe that Ira Moore either died or moved away. A.A. and Nancy Moore named their first baby, born in 1863, Ira. The elder Ira Moore transferred the ranch to his brother A.A. according to Captain Edson Baxter who frequently visited Marion between 1863 and 1870, and lived there after 1870. *Marion Record*, September 24, 1970.
13. "Tells How First Settlers Lived" no name, no date or newspaper given, Marion County Historical Society file; Mrs. T.B. Matlock, interview with Emilie Shreve Lewis, *Marion Record-Review*, March 13, 1947. William F. Zornow, *Kansas: A History of the Jayhawk State* (Norman: University of Oklahoma Press, 1957), p. 161.
14. "Council Grove, June 24, 1865," copy of the order.
15. From an order dated August 26, 1865, Marion File, property of Mrs. Natalie Wheeler, Marion, Kansas.
16. Frank Doster reminiscences in the unpublished booklet, by Frances Jones West, "Historical Memories of Durham, Moores Ranch, etc., Marion County, Kansas, 1969." In Durham file, Marion County Historical Society. Doster had also been stationed at Lost Spring during part of the Civil War for the purpose of guarding the trail. From J. B. Shields, "A Tale of the Santa Fe Trail and the Origin of the Lost Springs," Lost Springs file.
17. Alex E. Case, article dated July 4, 1917, Marion County Historical Society.
18. *The Western News*, September 12, 1870. The article was reprinted in the *Marion Record-Review*, September 11, 1947.
19. Alberta Pantle, "History of the French Settlement in the Cottonwood Valley," *Kansas Historical Quarterly*, Vol. 19 (February, 1951), pp. 23-24.
20. Bureau of Land Management, Land Tracts, Roll 1 Washington, D.C. 1956 (On microfilm at the Kansas Historical Society.)
21. Pantle, "French," p. 224.
22. Russell paid \$25 for a six months' dram shop license in July, 1866, County Commissioners, Journal, Vol. 1. (July, 1866), p. 15.
23. "Legislature of 1868," p. 271.
24. County Commissioners, Journal, Vol. 1 (July 4, 1867), p. 45. Although the county lines did not extend to Colorado in 1867, the Marion County commissioners had permission to collect dram shop licenses outside its official county boundary.
25. Glenn Crockett, "Life of William Mathewson, 'Original Buffalo Bill,'" (unpublished Masters' Thesis, University of Wichita, 1932), pp. 18, 20, 22, 28. Crockett says that Mathewson was at Cow Creek, Little Walnut and Fort Zarah. Mathewson took a homestead near the Arkansas River in 1868. Dram shop license information is derived from the Marion County Treasurer's Book, Vol. 1, "Account of Money received for Dram Shop Licenses for the year 1865" and 1866.
26. County Commissioners, Journal, Vol. 1 (April 2, 1866), p. 34.
27. Peabody Museum Scrapbook compiled by Mrs. S.H. Bennett.
28. Tobias Dirks, "Durham," (1970), p. 3. Durham file, Marion County Historical Society.
29. *Durham Journal*, October 4, 1906, restated in Francis J. West, "Historical Memories," pp. 77-78.
30. Omer J. Shields, notes for speech given at the DAR luncheon, November, 1964 and reported in the *Council Grove Republican*, November 18, 1964.
31. Highway 56 through Marion County does not come close to the Santa Fe Trail although signs along the road read "Santa Fe Trail."
32. Zornow, *Kansas* p. 151.
33. Zornow, *Kansas*, p. 152. Robert Richmond, "Kansas History," KPTS-TV, February 16, 1971.

30. Lost Springs

The Springs
"Nee-Nee Oke-pi-yah"
(Lost Water)

by

George Pierson Morehouse

The Spring was lost to those who longed to drink,
To quench the thirst that burned and cracked their
lips,

And sapped the waning strength of man and beast,
Who dreamed, all day, of cooling waters bright.

Dismayed, they hastened on to other streams,
Which Nature kind had placed upon this path;¹

The ancient Trail to far-off Santa Fe.

How came it lost, you ask? No one can tell.

Who spoke so soft, the southwest Spanish tongue,

And failed to find this fountain as of yore,

They wailed their loss and from their lips was heard:
'Oh, Augua Perdida,' Oh, Water Lost!

How fair its fame since then, so constant is

Its flow; and yet that name will ever stand

Lost Spring -- though faithful waters pour for all.

The spring was lost awhile but flower again

And freely gave its wealth to those in need.¹

by George Morehouse

Lost Spring was already a well-known stopping place in the Santa Fe trail in the 1830's and 1840's. Josiah Gregg, in his book *Commerce of the Prairies*, mentioned it. It also was mentioned again in the journal of William H. Richardson, a soldier under the command of Colonel Doniphan. The group was on its way to Mexico. On September 1, 1846, he recorded in his journal "come to a place called the Lost Spring, a most singular curiosity. The stream rises suddenly out of ground, and after rushing over the sand a few yards, as suddenly sinks, and is no more seen." Richardson and others were on their way to Mexico to take part in the war between the U.S. and Mexico. During this time the United States government had authorized the planting of strawberries and water cress at Lost Spring and other watering places, hoping that the soldiers would eat them and thus prevent scurvy.² The last strawberries were picked in small quantities about twenty-five years ago. The water cress still grows abundantly at the mouth of the spring north of the highway and at various places along the headwaters of Lyons Creek.

The origin of the name Lost Spring is logical although legends have been devised to add drama. The Indians who camped around the spring referred to it as "sweet water" because of its purity. The Kansas Indians called it "Nee-nee-oke-pi-yah" meaning lost water.³ Spaniards who traveled over the Trail had been known to call the location "Augua

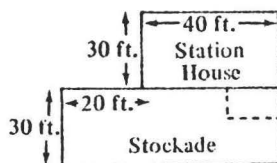
Perdida" or water lost. All guides also called the location Lost Spring, because at times there was no water flowing. The spring did dry up periodically, maybe for a week, a month or two years. Geologists explain the intervals between dry spells in this way: The origin of this water is the Rockies -- and that it follows a fault line and a cave-in somewhere blocks the water and then pressure mounts up forcing the water around or through it. Many used to say it tasted like mountain water.⁴

There were and are other springs in the area, although the one 400 feet north of the present highway was the largest. These springs are further south on Lyon Creek and also further north including Shupe's spring 1½ miles north of Lost Spring. The large spring has gone dry usually in 17 to 20 year intervals. The dry periods varied from only a few days to two years. Dates of dryness: 1861, 1881, 1897, 1920, 1934-36, 1949.⁵

Because it was a source of water, Lost Spring was a favorite stopping place on the Santa Fe Trail. It was a day's drive by horseback from Council Grove and the next watering place after Diamond Springs which was about 15 miles up the Trail from Lost Spring. The level prairie served as a convenient campground for the night. When wagons and travelers were numerous, nightly campfires gave the appearance of a small city.

The Trail was well traveled in the 1850's and early 1860's by emigrants, freighters and U.S. soldiers. A daily stagecoach schedule was operating in the 1860's.

The site of Lost Spring would be a suitable, even profitable place for a hotel and tavern, thought George Smith in 1859. He was the first man to run the station at Lost Spring. The station house was located on the south side of the trail, southeast of the main spring and situated on a knoll where one could see up and down the treeless ravine and creek bed. The three-room structure measured 30' by 40' with an L extension on the south side containing the dining room and kitchen. The construction was of siding with the joints "stripped," (or clapboard standing on end). The roof was covered with sod, the floor was of the same material. The rooms were papered with newspapers. There were four outside doors and five windows and each had twelve small lights. All the wood for this building had to be hauled from an area five miles down Lyon Creek. In case the spring got "Lost" Alexis D. Blanchett had dug a well south of the house in 1860.⁶



(as described by George Coble. *Marion Record* about 1908 or 1909.)

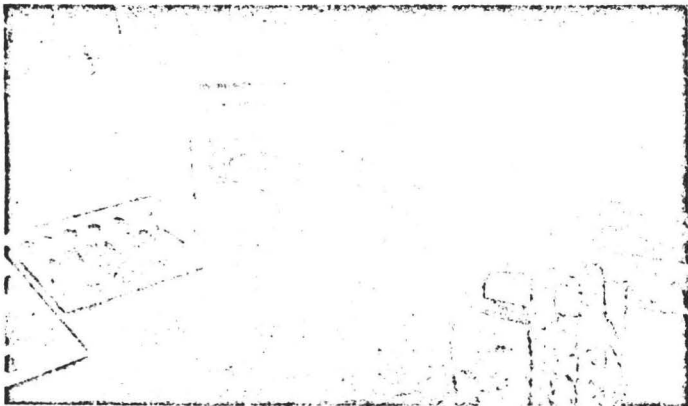
In 1859 the ownership of the Lost Spring station passed from Smith to Jack H. Costello. When a teenager, Costello had enlisted as a drummer in the

U.S. Army. He had served in the Mexican War, and later at posts in New Orleans and San Antonio. He had a reputation of being as wild as any ordinary soldier of his time. He was returning east over the Trail with several others when they stopped at the Lost Spring station for the night. George Smith and the travelers spent the night drinking whiskey and playing cards. Smith ran out of cash and gambled the ownership of the station. Costello was in such a stupor he didn't realize that he had won the station from Smith until the next morning when Smith and the others saddled their horses and rode away.⁷

Jack Costello completed the building of the station and stockade. He ordered more supplies and liquor and tended to cater to gamblers and toughs who came along the trail. They were safe at Jack's because the nearest law officers were stationed at Council Grove. At least eleven men were killed at the Springs, nine of them buried nearby and two thrown in the well. Shoot-outs during card games were the mostly likely reasons for the deaths.

There are other graves near the trail and station, mostly of travelers. The big blizzard of 1885 froze fifteen men; their graves are near the station site which was gone by 1884.

Costello was joined in the fall of 1859 by Thomas Wise and family who had been unsuccessful gold seekers in Colorado. Wise had intended to stay overnight only at the station, but instead decided to stay because the land around there seemed excellent for farming. (Wise's sister married Jack Costello in 1862.) Costello and Wise became partners in the Lost Spring station. The land on which the station and springs were located was homesteaded by Costello. He sold the quarter-section he owned in 1868 and the remainder of his share in the hotel-store to Thomas Wise and moved to Marion where he served as mayor for many years.

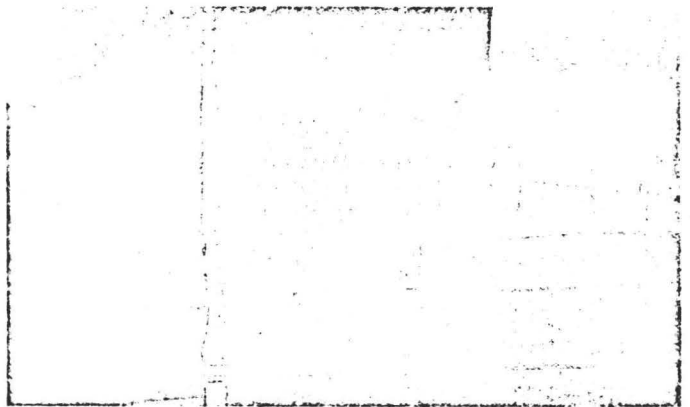


Indian arrows, U.S. Army hardware, bullets and shells found at Lost Spring. Property of Mildred Shields

Wise operated the hotel and trading place for several years but not the post office. For this, the people had to go to Council Grove until 1879 when

Benjamin Slagg was appointed postmaster at the budding town of Lost Springs. About the most troublesome problem Wise had to contend with were the roaming Indians. Once he was trapped atop the roof of his station for half a day by Indians seeking whisky. Not until travelers were seen in the distance did the Indians leave.⁸ With the coming of the railroad in 1871 and settlement of the county, travel on the trail ended.

The land on which the lost spring, the station house and stockade were located on has been in the Shields family since 1902. Long before then the station had been torn down, the stockade dismantled also. The only evidence that there were many travelers who camped there are the numerous artifacts on the site and in the O.J. Shields collection. These include pieces of broken pottery, many varieties of Indian arrowheads and scraping stones, Spanish style



Monument, Lost Springs Station on Santa Fe Trail. Courtesy Mildred Shields

stirrups, U.S. Army buttons, lead bullets and balls, horse, pony and ox shoes.

J.M. Shields, who owned the site in 1908 wished to preserve it as an historical site. He traveled around the county seeking funds to buy and erect a marker by the side of the road 2½ miles west of the present town of Lost Springs. This monument stands between the main spring and the former station. The approximately 3' by 5' granite marker set on a concrete base 5'4" by 7'6" cost \$155.00. The inscription on the east side reads: "Lost Springs Station on the Santa Fe Trail ..." The inscription on the west side reads: "The Lost Springs Station, Marked by the Old Settlers of Marion Co. July 4, 1908." It has been designated an historic site by the Kansas State Historical Society.

Also, there is an historical marker in the town of Lost Springs. It was erected jointly by the State of Kansas and Eunice chapter of D.A.R. of Wichita. It is located in the city park which is sometimes known as Railroad Park.⁹

Today, the Lost Spring site along the Santa Fe Trail remains in the possession of the Shields. Yet, for



years many groups have enjoyed picnic and celebrations out there. Fourth of July celebrations were held there from about 1910 to the late 1920's; school children held annual picnics there, and occasionally campers stayed there overnight.

Several varieties of trees, sloping land, small bluffs, a winding creek, and an almost constantly flowing, rippling spring make the lost spring one of the most picturesque sites in Marion County.

First Settlement

Not long after the Santa Fe station was closed, a community began to develop a mile east of there. The Lost Springs name was given to this first community settlement which was one and one-half miles west of the present Lost Springs.

Many settlers moved in in the 1870's including a large number of Civil War veterans. A few of these early settlers included J.H. and Mary E. Mills, A. Baxter, J.E. Evans, Thomas C. Sumner, the Nettrours, B.F. and M.F. Shupe, D.B. McNicol, Clara Fengal, A. Terry, John T. Weston, A.L. Waterman, J.A. Coffman. Coming in the 1880's were the Mowrers, Cowmans, Shields, Fikes, Coleman's and Bolbys.¹⁰

No doubt the local residents were pleased to have B.C. Slagg appointed postmaster in 1879, so that they would no longer have to go to Council Grove for mail. Soon after the appointment Menno Shupe built a store near Slagg's home. A blacksmith put up another building nearby. When Joe Shields came in 1881, he taught school in the winter and farmed his land in the summer. He also started operating a creamery and made cheese for a few years in the community. Several houses were built within a half-mile radius of the post office-home of B.C. Slagg.

A school was built one mile east and a half mile north of the village. Among the first to attend this school were five white children and one Indian. B.C. Slagg taught part of the time.¹¹

Lost Springs, 1886 to 1926

The permanent location of the Lost Springs townsite was determined by two factors. First, and probably most important, was the presence of the Chicago, Kansas, and Nebraska Railroad (later Rock Island) and the Chicago, Kansas & Western Railroad Company (later bought by the Atchison, Topeka and Santa Fe Railway Co. in 1901).¹² James McNicol, who owned the 160 acres where the railroads intersected had sold the right-of-way to both railroads in January of 1887. Actually the citizens of Lost Springs township opposed subscription of bonds for one of the proposed railways in 1886 by a vote of 62 to 10. However, pressure was strong in the county to vote again. The proposal passed at a countywide election.¹³ Work on both railroads proceeded through



Smithy-Searing, Drury, & Strom Lost Springs, 1900s

the winter of 1887 and 1888; both companies completed depots in 1888.

Secondly, the Lost Springs Town Company, consisting of F.H. Pollock, of Marion, and others, bought the SW $\frac{1}{4}$ of Section 14, Township 17, Range 4E for \$6,000 from James McNicol and wife with the purpose of profiting from the sale of town lots. The Lost Springs Town Company filed a plat for the new town on May 23, 1887. The townsite was located on the NW $\frac{1}{4}$ of Section 23 also.¹⁴

Among the first to buy lots in the twelve-block town were the Union Town Co., George Shirk, F. Dichman, and A.M. Nettrouer.¹⁵ The first addition to Lost Springs was called the Union Town Company Addition and was situated on the west side of Main Street.¹⁶

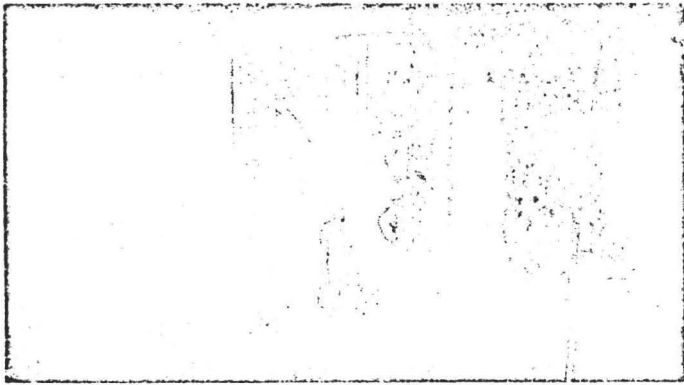
The prospect of a railroad going through the township had motivated a few businessmen to establish businesses near the railroad junction before the town was officially platted. Menno Shupe had already moved his store there in 1886, the first to do so. The school house was moved from the country into the northwest part of town. Several dwelling houses were built near these first buildings. The first post office was near the railroad but later moved closer to other business establishments on Main Street.¹⁷



Typical early residence, Lost Springs 1900's

The Methodists organized and built a frame church in the early 1900's. In 1956 it combined with the above church under the leadership of Rev. Robert Walters. In 1968 they became known as the United Methodist Church. It is presently the only church in Lost Springs. Its minister is William Bridgen. Membership is about 39.

Other ministers serving the Evangelical United Brethren and the United Methodist Church were: Rev. Pedicord, Rev. T. C. Dissinger, Rev. Beese, Rev. E. F. Boehinger, Rev. F. A. Crain, Rev. M. W. Parker, Rev. G. W. Weidemier, Rev. Frank Kaiser, Rev. E. A. Paul, Rev. Arthur Mastin, Rev. L. H. Sander, Rev. John Haber, Rev. A. Hoerman, Rev. Marvin Bowers, Rev. Robert Walter, Rev. Earl Enyeart, Rev. Vernon Wiebe, Rev. Frank Bushman, Rev. Merle Bloom, Rev. John Vogt, Rev. Robert Baer, Rev. Hans Kasdorf, Rev. David Nightingale, Rev. Henry Brooks, Rev. Jacob Penner, Rev. John Paulin, and Rev. Loren Marler.



Rev. and Mrs. Beese, Lost Springs, 1920's

A fourth church, the Church of Christ had a separate congregation and church building in the early 1900's. It no longer exists in Lost Springs.

Five ministers were ordained from the Lost Springs community: Walter Coleman (1914), Arthur Masten and Alfred Nansen (1915), Clifford Nansen (1918) and Galen Minner (1943).

Summary

A look at population figures show that Lost Springs has seen more eventful days. More people lived in Lost Springs during the 1920's than at any other time, before or since. Although 294 is the figure given for the population in 1929, the oil boom years, this includes only the legal residents. With all the temporary and transit oil field workers and families, the number of residents could easily have been doubled or more.

Except for the benefits derived from having Centre Elementary at Lost Springs, residents feel that their town will remain about the same or decline even further. Lack of interest in appearance is evident in the weed-choked, empty lots.

If one can include the Lost Springs station era, one can see that Lost Springs had an interesting past, and industrious and progressive citizens. The decline of Lost Springs cannot be laid on its citizens but on the evolving economic condition which has affected nearly all small rural towns. The young people had to leave in order to survive financially. They went to larger communities where more work was available.

Whatever happens, Lost Springs has made a name for itself, and cannot be forgotten.

List of Old Settlers

1850's

George Smith-1859; Jack H. Costello-1859; Thomas J. Wise and family-1859.

1860's

J.H. Mills; Mary E. Mills; A. Baxter; J.E. Evans; Capt. Evans; George W. Fengel; Henry Hartka, Sr.

1870's

Maggie Tedrow; A. Terry; A.L. Waterman; Mrs. N.A. Terry; J.L. Searing; John Terry; John T. Weston; S.W.T. Bair; John D. Weston; Clara Fengel; W.J. Smith; Mary J. Smith; A.M. Falk; Frank E. Smith; Mrs. Emma Falk; Carrie Batter Smith (native); J.A. Coffman; Minnie Usher Coffman (native); D.B. McNicol; John Johannas (native); James Templeton; B.F. Shupe; M.F. Shupe; G.E. Mastin; G.L. Mastin; D.M. Nettrour; A.M. Nettrour; Christina McNicol Nettrour; W.C. Miner; J.W. Galbraith; Diana Mastin Galbraith; F.C. Day; Joseph Novak; O. Hanka; Dora Hanka; Johanna Hanka Miltz; Gus Hartke; Charlie Hartka; John McCoy (native); D.E. Lamb; Edith Hegle; J.G. McIntosh; J.F. Schick; Ed Fowler; Thomas C. Sumner;

1880's

Henry Hartka, Jr.; J.S. Herring; E.P. Mowrer; Belle Mowrer; Anna Mowrer; Lillie Shaner; J.T. Mowrer; James Cowman, Sr., and Jr.; Maud Cowman; Louis Cowman, Sr.; Joe Cowman (native); Adolph Miltz; B.L. Vickers; J.K. Fike; W.H. Oliver; Carrie King Oliver; Mrs. Minnie Terry; Abram Allison; J.B. Shields; Martin I. Shields; John Bolby; Cora Bolby; A. Coleman; Mrs. I.C. Coleman; C.W. Coleman; Mrs. Anna E. Coleman; Walter D. Coleman (native); Annie G. Coleman; Earl Shupe (native); Lydia Shupe; O.L. Mower.⁵⁶

Footnotes

1. *Lost Springs Trail*, December 17, 1908. The original poem is two newspaper columns long and appeared in this edition of the *Trail*. The poem was especially written by Morchouse for the dedication of the monument at Lost Springs, November 14, 1908. The Eunice Chapter of the Daughters of the American Revolution of Wichita, Kansas, dedicated and unveiled a bronze tablet and granite monument which they gave to the town of Lost Springs.
2. Mr. Omer J. Shields, notes, 1964. He was the speaker at a DAR luncheon in Council Grove, November 17, 1964.

3. Clara M. Shields, "The Lyon Creek Settlement," *Kansas State Historical Society*, XIV (1915-1918), p. 144. Some call the place "Lost Spring," others call it "Lost Springs." In referring to the single large spring, Lost Spring would be correct. However, because there were, and are, other springs in the area, the place was also called Lost Springs.
4. Omer J. Shields, notes, 1964.
5. Letter to Mrs. Emma V. Courace, December 8, 1942. Lost Springs, Kansas. Lost Springs file.
6. Clara M. Shields, "The Lyon Creek Settlement," p. 143. A.D. Blanchett was originally from Maine, and of French Canadian ancestry. He lived near Herington. J.B. Shields, "A Tale of the Santa Fe Trail and Origin of the Lost Springs," 1908.
7. Omer J. Shields, J.B. Shields; and George P. Morehouse, *Lost Springs Trail*, December 17, 1908.
8. Mrs. O.J. Shields, notes gathered on Lost Springs, 1970. Lost Springs file.
9. *Council Grove Republican*, November 18, 1964.
10. Compiled from a list of persons who contributed 25¢ or more to the Lost Springs monument located near the spring site. Property of Mrs. O.J. (Mildred) Shields, Lost Springs file.
11. *The Crimson Pennant*, Lost Springs, October, 1911; *The Pioneer*, Lost Springs, 1940; Mrs. O.J. Shields, notes.
12. Letter, W.B. Cox, Public Relations Department of the A.T. & S.F. to R.J. Patterson of Herington, Kansas, September 25, 1970. Lost Springs file.
13. Marion County Commissioners, Commissioner's Proceedings, V (December 10, 1886), p. 389.
14. Register of Deeds, Plat Book 2, Marion County Courthouse, p. 7.
15. Register of Deeds, Deed Books I, page 492; 46, page 472; 84, p. 470; and 24, p. 248. According to Thomas Sumner the Union Town Company was a consolidation of the Golden Belt Town Co. and the Arkansas Valley Town Company. *Portrait and Biographical Record of Dickinson, Saline, McPherson and Marion Counties, Kansas* (Chicago: Chapman Bros., 1893), p. 499.
16. Photostat of the Lost Springs town plat showing the original town and the Union Town Co.'s addition. Lost Springs file.
17. *The Crimson Pennant*, Lost Springs, October, 1911; Mrs. O.J. Shields, notes on Lost Springs, 1970.
18. *Lost Springs Journal*, September 24, 1887.
19. Letter, Carl O. Strom, Wichita, Kansas, to Mrs. Omer J. Shields, Lost Springs, Kansas, September 22, 1970. Lost Springs file.
20. Photo Album, Lost Springs file.
21. *Topeka Capital*, September 13, 1914.
22. *Topeka Capital*, September 13, 1914.
23. Letter, Strom to Shields, September 22, 1970.
24. *Marion County Record*, September 25, 1969.
25. Kansas State Historical Society and Department of Archives, William E. Connelly, Secretary, *History of Kansas Newspapers*, (Topeka, Kansas State Printing Plant, 1916), p. 235.
26. Letter, Strom to Shields, September 22, 1970.
27. *Kansas City Star*, October 14, 1959.
28. *Kansas City Star*, October 14, 1959.
29. Francis Jones West, "Historical Memories of Durham, Moores Ranch, etc. Marion County, Kansas. 1959." p. 22 Durham file.
30. Mrs. O.J. Shields, notes on Lost Springs. Lost Springs file.
31. *The Crimson Pennant*, Lost Springs, October, 1911.
32. *Topeka Capital*, September 13, 1914.
33. *Topeka Capital*, September 13, 1914.
34. *Topeka Daily Capital*, July 17, 1927.
35. *Topeka Journal*, January 14, 1928.
36. *Topeka Journal*, January 14, 1928.
37. *Topeka Capital*, March 28, 1928. *The Marion Review*, September 13, wrote that R.E. Youker was from Hutchinson and was drilling oil wells in the Lost Springs area. In 1933 he was in the process of building an oil refinery which, when completed, would have an 18,000 barrel per day capacity.
38. Mrs. O.J. Shields, notes on Lost Springs, Lost Springs file. The school board received \$98 in 1945 from oil drilled on the school grounds.
39. City Ordinance Book, Lost Springs, Ordinance #6 (1904) and #23 (1907).
40. Mrs. O.J. Shields, notes on Lost Springs. Lost Springs file.
41. City Ordinance Book, Lost Springs, Ordinances #54, 55 and 56 (February 29, 1928), pp. 51-53.
42. *Portrait and Biographical Record*, 1893, p. 499; Mrs. O.J. Shields, notes on Lost Springs. Lost Springs file.
43. City Ordinance Book, Lost Springs, Ordinance #21 (May 13, 1907), and Ordinance #62, (February 4, 1935).
44. City Ordinance Book, Lost Springs, Ordinance #38, and Ordinance #82 (April 4, 1948).
45. City Ordinance Book, Lost Springs, Ordinance #59 (January 6, 1930).
46. Charles Wells, *Marion Record*, about 1909. Lost Springs file.
47. *Marion Record*, about 1909; Mrs. O.J. Shields, notes on Lost Springs.
48. Letter, Strom to Shields, September 22, 1970.
49. Notes on Lost Springs schools. Lost Springs file. Notes were taken from the school records kept at the Marion County Court House.
50. Notes on Lost Springs schools, Lost Springs file.
51. N.A. Cassidy, "Educational Development in Marion County - An Historical Study" (Unpublished Thesis, Kansas State Teachers College of Emporia, 1941), p. 56.
52. Notes on Lost Springs schools, Lost Springs file.
53. Notes on Lost Springs schools, Lost Springs file.
54. Shields, "Lyon Creek Settlement," p. 165.
55. *The Pioneer*, Lost Springs, 1940.
56. Part of the list is compiled from a list of persons who contributed 25¢ or more to the Lost Springs monument in 1908.

April 2, 1975

Honorable James B. Pearson
United States Senate
Washington, D.C.

Dear Senator Pearson:

I am pleased to acknowledge your inquiry on behalf of Mr. Donald C. Shields concerning historic preservation of property located in Marion County, Missouri.

We appreciate your interest in this matter and will provide you a reply at our earliest opportunity.

Sincerely yours,

Gary Everhardt
Director

LS (2) w/incoming
FNP: CRBraxton: crb: 4-2-75

6

United States Senate

March 26, 1975

Re: Donald C. Shields
Raytown, Missouri

Respectfully referred to:

National Park Service

Because of the desire of this office to be responsive to all inquiries and communications, your consideration of the attached is requested. Your findings and views, in duplicate form, along with return of the enclosure, will be appreciated by

JAMES B. PEARSON

.....
U.S.S.

Form #2

bcc: Regional Director, Midwest) w/c of inc.

Director's Reading File / DI / P / PH / PR) / LS) / L-Dr. Curry)

FNP:JThorman:clb:4-11-75

(BASIC FILE RETAINED IN PR)

H34-PR

APR 14 1975

*Marion G
Kansas*

*Breton 4/11
Thorman
Murtach
Mortensen's
7/20/02
4/11
C. B. Foster 4/11*

Honorable James B. Pearson
United States Senate
Washington, D.C.

Dear Senator Pearson:

Thank you for your letter on behalf of Mr. Donald C. Shields concerning the preservation of Lost Springs, Marion County, Kansas.

Lost Springs may be eligible for nomination to the National Register of Historic Places. The enclosed leaflet and fact sheet describe the National Register and its grant-in-aid program. National Register properties are eligible to be considered for matching grants-in-aid under this program.

Nominations to the National Register as well as grant-in aid applications are made by the State through the State Historic Preservation Officer. The National Register staff has consulted the staff of the Kansas State Historic Preservation Officer about this property and has found that a nomination is being prepared for Lost Springs. Mr. Shields may wish to consult the Kansas State Historic Preservation Officer, Nyle H. Miller, Executive Director, Kansas State Historical Society, 120 West 10th Street, Topeka, Kansas 66612, concerning the status of the nomination at this time.

We appreciate your interest in historic preservation.

Sincerely yours,

Ernest Allen Connally

Associate

Director

Enclosures (Constituent's material returned)

bcc:

Mr. Nyle H. Miller

Executive Director

Kansas State Historical Society

120 West 10th Street

Topeka, Kansas 66612) w/c of inc.

*4-11
JTA*

DATE 7 May 76

TELEPHONE REPORT

TIME OF CALL AM PM

1. CALL TO: FROM (Name)

Dick Pankraty

2. ADDRESS (Tel. No. if needed)

Kansas

3. SUBJECT, PROJECT NO., ETC.

Lost Spring

4. DETAILS OF DISCUSSION

Asked about stage station site across the road, Dick says there are no foundations or other physical evidence of the building, only an occasional artifact turned up by a plow. The field has been cultivated for 80 years & probably would yield very little.

The landowner has carefully preserved the spring, but would object to nominating the station site, too.

I asked Dick for a stronger statement of why the stage station is not included.

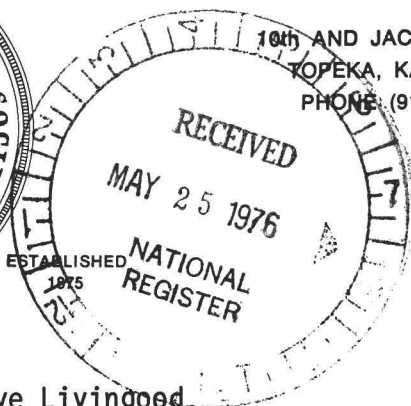
NAME OF PERSON PLACING/RECEIVING CALL

Loring

TITLE

OFFICE

Kansas State Historical Society



10th AND JACKSON STREETS
TOPEKA, KANSAS 66612
PHONE: (913) 296-3251

NYLE H. MILLER Executive Director
EDGAR LANGSDORF Deputy Director
MRS. V. P. ALLBERT Librarian
ROBERT W. RICHMOND State Archivist
STANLEY D. SOHL Museum Director
THOMAS A. WITTY Archeologist
JOSEPH W. SNELL Curator, Manuscript Division
FORREST R. BLACKBURN Curator, Newspaper-Census Division
RICHARD D. PANKRATZ Historic Sites Survey
BLANCHE E. TAYLOR Office Manager

May 10, 1976

Mr. Steve Livingood
National Register of Historic Places
National Park Service
Department of the Interior
18th and C Streets, N. W.
Washington, D. C. 20240

Ref: Diamond Spring and Lost
Spring nomination forms

Dear Mr. Livingood:

Subsequent to your telephone call of Friday, May 7, 1976, concerning the boundaries of the Diamond Spring and Lost Spring nominations, we have reviewed the available data and discussed the matter with the SHPO, Nyle Miller.

In the case of Diamond Spring, we have a map and a couple of written references to a hotel and stage station near the spring. The stone buildings would have been approximately one-fourth mile south of the trail and fairly close to the spring. Some foundation ruins were still visible at the time the marker was dedicated in 1907. The work we have is that no remains exist today, but we have no personal or staff verification of that. The sites of the buildings are not recorded in any information presently available to us.

At Lost Spring the area where the stage station and hotel stood is in a cultivated field and apparently has been for almost 100 years. The owners occasionally find relics in the field but no vestige of the frame structure remains.

In both cases, the review board approved the nomination of places which are still there, which it felt could be identified and documented and which could be given protection. As far as we know, there is really nothing left to protect at the locations besides the springs.

We have no strong feelings about this matter. Neither place is threatened. If the Register staff think we need to try to locate the remains of the buildings, that's fine with us. Let us know and we'll try to do so when time and other duties permit.

Sincerely

Richard Pankratz
Richard Pankratz
Historic Sites Survey

RP:mc

OFFICERS: President, Homer E. Socolofsky, Manhattan; 1st Vice-President, John E. Wickman, Enterprise; 2nd Vice-President, Clifford R. Hope, Jr., Garden City; Secretary, Nyle H. Miller, Topeka; Treasurer, Edgar Langsdorf, Topeka.
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ENTRIES IN THE NATIONAL REGISTER

STATE KANSAS

Date Entered SEP 30 1976

<u>Name</u>	<u>Location</u>
Diamond Spring	Wilsey vicinity Morris County
Lost Spring	Lost Springs vicinity Marion County

Also Notified

Hon. James B. Pearson
Hon. Bob Dole
Hon. Joe Skubitz
Hon. Garner E. Shriver
Regional Director, Midwest
Region

State Historic Preservation Officer
Mr. Nyle H. Miller
Executive Director
Kansas State Historical Society
120 West 10th Street
Topeka, Kansas 66612

PR MMott/row 10/13/76

Sarah Martin
Cultural Resources Division
Kansas State Historical Society
6425 SW 6th Avenue
Topeka KS 66615-1099

Dear Sarah,

In going through the National Register files as part of our long range digitization project we came across the enclosed information, which was filed with the Lost Spring file in Marion County. The materials appear to have been placed into the file without any action. There is also no record that this information was ever provided to your office.

Since formal amendments to National Register listings must come to our office from a certified nominating authority, we are providing your office with the materials. If you wish to have the nomination officially amended to reflect the new research please process the materials as you would any amendment.

Sincerely,

Paul Lusignan, Historian
National Register of Historic Places
National Park Service

ENC

November 14, 2008

Paul R. Lusignan, Historian
National Register of Historic Places
1849 C Street NW
Mail Stop 2280
Washington, DC 20240



Dear Mr. Lusignan,

You may recall that on April 11, 2008, at the request of Susan Calafate Boyle with the National Park Service in Santa Fe, New Mexico, you sent me a copy of the application and supporting documentation for adding Lost Spring to the National Register of Historic Places (Site No. 76000826).

I very much appreciate your sending the requested materials. I found them very useful and interesting.

I also have determined that some of the information submitted on the application is incorrect, as is a lot of the "local knowledge" about Lost Spring. The purpose of my booklet is to "set the record straight." Therefore, I hope that somehow my booklet can be added to the file maintained by the National Register for the Lost Spring so that future students of history can have access to my research.

If you wish, I can furnish you additional copies or provide the booklet as a pdf file. Please contact me with comments or questions.

Sincerely,

Steve Schmidt, Pres.
Cottonwood Crossing Chapter, SFTA
1120 Cobblestone Court
McPherson, KS 67460

wfordok@yahoo.com

LOST SPRING, MARION COUNTY, KANSAS

A HISTORICAL PERSPECTIVE

BY

L. Stephen (Steve) Schmidt

First Printing
October 2008
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Lost Spring, Marion County, Kansas – A Historical Perspective

by

L. Stephen (Steve) Schmidt

October 2008

1. Introduction

The genesis of this paper was my being asked to assist in writing the “Eastern Tour Guide” for the Santa Fe Trail Association’s 2005 Symposium held in McPherson, Kansas. In preparing a synopsis of the history of Lost Spring for the Tour Guide, it quickly became apparent that some local legends were not confirmed by the historical record and that some historically significant aspects of the Lost Spring were not common knowledge. Therefore, the purpose of this paper is to present the results of my research into the history of Lost Spring and vicinity, focusing on the Santa Fe Trail.

The accompanying maps will be referenced frequently. Throughout the text of this paper (unless otherwise noted) “Lost Spring” (singular) will be used to designate the spring of water or the “station” on the Santa Fe Trail. “Lost Springs” (plural) will refer to the Town of Lost Springs. This convention has not always been followed in the literature, thus creating various degrees of confusion.

2. The Trail Blazers

The true “trail blazers” were actually the American Indians who had established trade routes and trails that others later appropriated. The history books record the early traders who ushered in the era of the Santa Fe Trail.

In 1804, William Morrison, a Kaskaskia, Illinois merchant, sent Babtiste Lalande and Jeannot Metoyer with trade goods to Santa Fe, whereupon Lalande sold the goods and remained in Santa Fe.^{1,2} Under Spanish control, Mexico did not welcome traders, as Robert McKnight, James Baird, and others in their party discovered when they were arrested and imprisoned (1812 – 1821) for attempting to trade in Santa Fe.^{3,4}

We then move forward to September 1, 1821 when William Becknell, now called the ‘Father of the Santa Fe Trail’, and five men set out from Franklin, Missouri with goods carried on pack animals. With the successful revolution against Spanish rule, Mexico now welcomed foreign trade. By October 21st Becknell had left the Arkansas River (perhaps in the vicinity of the Purgatoire River), reaching Santa Fe November 16th. Two weeks after Becknell reached Santa Fe, James McKnight, Thomas James, and nine others arrived in Santa Fe with goods to sell.^{5,6} However, the McKnight-James party had traveled by way of Ft. Smith, Arkansas, across present day Oklahoma, and across the Texas Panhandle to Santa Fe.⁷ Becknell sold his goods for a handsome profit, left Santa Fe in early December, and arrived in Franklin, Missouri on January 29, 1822.⁸

Becknell wasted no time mounting another trading expedition, this time carrying his goods in three wagons with a party of 21 men, the first use of wagons on the Santa Fe

Trail. They left Franklin, Missouri May 22⁹ or May 25,¹⁰ 1822 and were joined en-route by another party lead by John Heath prior to reaching the Great Bend of the Arkansas. The combined parties left the Arkansas in present day Ford County, Kansas and headed southwest across the Cimarron desert. Some of Heath's company remained in San Miguel, and Becknell's company continued to Santa Fe. Becknell returned to Missouri by a shorter route with specie and mules.¹¹

Also making a trading expedition to Santa Fe was Benjamin Cooper with 14 men and a pack mule train.¹² One final expedition led by Baird and Chambers set out in the fall of 1822 but had to 'winter' near present day Dodge City. They had to cache their goods and return for them from Taos in 1823.^{13, 14}

Stephen Cooper led an expedition in 1823, with 30 men, using pack mules. He returned to "the States" in October 1823 with specie, furs, and 400 jacks, jennets, and mules thus ushering in the "Missouri Mule" trade.^{15, 16} On May 16, 1824 a group of 81 or 83 persons with 25 wheeled vehicles left the Franklin, Missouri area, arriving in Santa Fe July 28th via the Cimarron Route, returning to Franklin, Missouri September 24, 1824.^{17, 18} Braxton Cooper headed a group that left Missouri in November 1824 and returned in the Spring of 1825. In 1825, 130 men made trading expeditions to Santa Fe.¹⁹

All of this activity was noticed by the U. S. Government in general, and Senator Thomas Hart Benton of Missouri in particular. Senator Benton agitated for construction of a road from Missouri to the Mexican boundary²⁰ to promote trade, extend U. S. influence, and provide increased security for traders and others. This finally resulted in government authorization for surveying and marking of the "road" from Missouri to the Mexican settlements, and for the establishment of treaties with the American Indians for a right-of-way for the road and safe passage for travelers.²¹

The government survey of the Santa Fe Road was begun in 1825. Three Commissioners were appointed to direct the survey, and of the three, George Sibley is generally recognized as the leader. The actual surveying duties of the expedition fell on Joseph C. Brown, an extremely capable surveyor of the times, noted for performing several important boundary surveys in the West between 1815 and approximately 1849,^{22, 23} including surveying the western boundary of Missouri in the fall of 1823.²⁴

Brown kept a note book of his survey of the Santa Fe Road in which he would make notes on one page and produce a corresponding graphical plot of the survey on the facing page. Brown's graphical plots in his notebook were made on grid paper, each square representing a mile. Brown's written notes have been published,^{25, 26} but to my knowledge, his graphical plots have not. With my input, Mr. Richard Hayden of McPherson, Kansas electronically projected Brown's graphical plots²⁷ onto modern maps. Mr. Hayden and I used readily identifiable points such as the crossings of the Neosho at Council Grove, the Cottonwood River near present day Durham, and the Little Arkansas River, to orient Brown's survey with modern maps. We discovered that Brown's plots of these points matched perfectly with today's maps when Brown's plots

and today's maps were made the same scale. Based on this work, the route surveyed by Brown on the expedition led by Sibley is shown on *Figure 1*.

Brown began his survey at Fort Osage on July 17, 1825. Expedition member Ben Jones discovered what become known as Diamond Spring when the party camped on August 11th. On August 12th the Expedition set out from Diamond Spring, passing near by, but not discovering Lost Spring (as shown on *Figure 1*), and camped on a creek ½-mile south of the Santa Fe Road, at a point approximately 2 miles east and 1.3 miles south of present day Tampa, Kansas. On August 13th they arrived at the Cottonwood River west of present day Durham, Kansas.²⁸

3. The International and Interstate Highway of the 1800's

Volumes can and have been written about the Santa Fe Trail covering the period of the late 1820s through the late 1850s. My purpose in this section is not to recount everything that happened in this period along the trail; instead, I want to give the reader a sense of the magnitude of commerce that flowed over the Santa Fe Trail through what would become Marion County, Kansas. The Santa Fe Trail, often referenced as the Santa Fe Road in old documents, was truly the Interstate Highway of the 1800s through Kansas. And, although the Santa Fe Trail was primarily a link between Missouri and Santa Fe, the Trail was but one segment of a vast world-wide network of commerce extending from Europe, across eastern North America, to Santa Fe, and continuing south into Mexico and westward as well. Of particular interest is that unlike the Oregon or California Trails, the Santa Fe Trail was not a trail of emigration; instead, it was primarily a trail of commerce.

In time, it became the custom that wagons singly or in small groups would come together in Council Grove and organize themselves into larger groups called "trains." This was done for mutual aid and protection. Near present day Dodge City, some groups would continue west on the Mountain Branch of the Santa Fe Trail traveling through Raton Pass, while others would continue southwest over the Cimarron Branch of the Santa Fe Trail across what is now the western tip of the Oklahoma Panhandle. Whichever route was chosen farther to the west, almost all Santa Fe Trail traffic and travelers passed through what is now Marion County, Kansas.

The number of wagons on the Santa Fe Trail varied from year to year depending on market conditions, and the regulations and taxes imposed at any given time by the Mexican authorities. Josiah Gregg, arguably the most thorough observer and reliable source of information on the early Santa Fe Trail, recorded that during the period 1822 through 1843, the Santa Fe trade amounted to a total of 1,558 wagons, 3,160 men, and merchandise valued at \$2,992,000.²⁹ If we assume an average of 6 draft animals per wagon and an equal number of spare stock, this traffic could easily have involved over 15,000 mules and oxen.

Traffic on the Santa Fe Trail increased. Government contracting for freighting to supply its western forts was begun in 1848, and this freighting became a major feature of the Santa Fe Trail in the 1850s and 1860s.³⁰ The magnitude of traffic is illustrated by the

following statistics of caravans transporting goods from Independence to Santa Fe: in 1844, 92 wagons, 780 mules, and 60 oxen arrived in Santa Fe; 141 wagons, 21 carriages, 1,078 oxen, and 716 mules in 1845; and, 363 wagons and 50 carriages in 1846.³¹ In 1848 Lt.-Col. Gilpin recorded 3,000 wagons, 12,000 persons, and 50,000 head of stock past his post on the Arkansas River.³² Added to this commerce, was other activity along the trail such as the Army's Mexican War-related movements down the trail in 1846. Kearny's Army of the West alone consisted of approximately 1,700 men and 300 wagons.^{33, 34} In addition, there were hundreds of wagons carrying supplies for the Army of the West. During the period April to September 1849, 2,500 persons traveled the Santa Fe Trail on their way to the California Gold fields.³⁵

In addition to the Santa Fe trade and the government supply traffic, in 1850 mail wagons began operating on the Santa Fe Trail. Prior to this time, there was no U.S. postal service west of Council Grove, and letters and newspapers going to points west were "unofficially" carried with the caravans and dropped of or picked up at various places.³⁶ On July 1, 1850 a Waldo, Hall & Company mail wagon left Independence bound for Santa Fe, thus becoming the first vehicular transportation of U. S. Mail across the Great Plains under a Congressionally authorized contract.³⁷ Running time to Santa Fe was 29 days.³⁸ The first mail wagon arrived in Santa Fe July 28 and headed back August 1.³⁹ Beginning in October 1850, mail wagons (or "stages") left Santa Fe and Independence on the first day of the month; this became semi-monthly in 1857 and weekly in 1858.⁴⁰ As an aside, the vehicles used to transport the mail are commonly called "mail stages," whether they are Jersey wagons or eight passenger enclosed wagons, because they carried mail and passengers on scheduled trips over a regular route and accomplished the trip in "stages" of travel between stations. The mail stages at this time were not the Concord-type stagecoaches that we commonly envision.^{41, 42} Concord coaches were not introduced on the Santa Fe Trail until 1864.⁴³

The wagons in the freighting "trains" or caravans generally traveled (unless geographic conditions did not permit) two abreast until somewhere west of the Little Arkansas, where four abreast was common.⁴⁴ I believe this was done for several reasons. If strung out single file, it would be difficult to maintain communication among the wagons in case of some difficulty. Staying in a more compact group improved the ability to defend the caravan and it allowed the wagons to be quickly arranged into a defensive configuration. And, if all traveled in a single line, it might become too dusty or too muddy for the wagons at the end of the line.⁴⁴ The result is that the Santa Fe Trail is not a single track or "cow path" across the prairie; instead, it is a corridor of multiple wagon paths that can be one-quarter mile or more wide. In addition, the corridor would shift from time to time as the caravans sought slightly gentler grades, or one area became too wet and muddy, or stream crossing had to be shifted to new locations after floods.

In the early days of the Santa Fe Trail, the wagons were drawn by horses or mules. In 1829, Brevet Major Bennett Riley utilized oxen to pull 20 wagons loaded with flour and four ox carts with camp equipment (in addition, there was a cannon and carriage pulled by mules) on the military escort of traders on the Santa Fe Trail to the Arkansas River, the boundary with Mexico.^{45, 46} Riley returned from the expedition with

24 yoke of oxen after losing several oxen during the trip. Riley writes in his report, "...I let Mr. [Charles] Bent have one yoke ... and he writes in that he went through to Santa Fe better than the mules..." "I let Mr. Bent have them to try whether oxen in the future, if we could get them, would answer, they are so much cheaper. One team of three yokes of oxen will not cost more than two mules."⁴⁷ News of this successful use of oxen was not lost upon the traders, many of whom thereafter used the less expensive oxen to draw their wagons rather than mules. The reader may be interested to know that present day Ft. Riley is named in honor of this same Major Bennett Riley.

The result of the passage of thousands of wagons and people, and tens of thousands of draft animals over the years destroyed the vegetation of the fragile prairie along the corridor of travel. The mechanical pounding of hooves and wheels, and erosion due to wind and water, eventually resulted in the development of parallel depressions along the path of travel. These depressions are called swales or ruts, and are generally the width of a wagon at the bottom, several feet wide at the top, and from a few inches to a few feet deep. From the air, the corridor of swales has the appearance of a giant comb having been dragged across the prairie. In many areas, the vegetation which re-developed in the disturbed areas is noticeably different than the surrounding native vegetation. The swales and differences in vegetation are visible to this day in areas left in pasture and not disturbed by cultivation or earth moving activities. Marion County has some of the most extensive visible remnants of the Santa Fe Trail to be found anywhere.

Many famous, and not so famous, people traveled the Santa Fe Trail, and many of them recorded their experiences in diaries and reports. Most travelers generally made note of Council Grove and of Cottonwood Crossing. Many mentioned Diamond Spring. Interestingly, Lost Spring is seldom mentioned during the early years of the Trail, and if it is, little detail is given. This is quite interesting, as Lost Spring was about one day's drive west of Diamond Spring and one day's drive east of Cottonwood Crossing. Riley in his journal of the military escort of 1829 does not mention Lost Spring.⁴⁸ Susan Magoffin mentions camping at Lost Spring in 1846, being delayed there for a day due to rain, but giving no details of the spring or its surroundings.⁴⁹ H. B. Mollhausen does not mention Lost Spring in his travels of 1858, although he and his party probably camped at present day Tampa, Kansas on the evening of July 14, 1858.⁵⁰ William Richardson mentions Lost Spring in his journal of 1846: "September 1st. - Came to a place, called "Lost Spring," a most singular curiosity. The stream rises suddenly out of the ground, and after rushing over the sand a few yards, as suddenly sinks, and is no more seen."⁵¹

Lost Spring does sometimes appear in tabulations of mileage between various points along the Trail. It is not listed in an 1842 tabulation (although it does list Prairie Spring and Hook's Spring, which would not have been far from today's Lost Spring)⁵² nor in an 1848 tabulation of distances and camp sites,⁵³ however, Lost Spring is listed in 1844,⁵⁴ 1858,⁵⁵ and 1859⁵⁶ tabulations.

Thus, we have seen the traffic on the Santa Fe Trail grow from a few pack animals to thousands of wagons each year, traveling across Marion County, leaving their mark on the prairie.

4. The 1857 General Land Office Survey

In 1854, Congress passed the Kansas-Nebraska Act, creating the Territories of Kansas and Nebraska, the western boundary of the Territories initially being the Continental Divide. The population of Kansas Territory was 8,500 in 1854 and 100,000 by 1860.⁵⁷ Clearly there was increasing pressure to open the prairies for White settlement. The 1862 Homestead Act would soon become a reality (January 1, 1863). To reference the boundaries of land that might be obtained by individuals, the government instituted a monumental task --- divide the prairies into uniquely defined and locatable rectangular parcels, according to a system of survey established by the Land Ordinance Act of 1785.⁵⁸ By laborious surveys, reference points would be established marking the corners of 'sections' of land, and marking the half-section lines to define 'quarter-sections.' A 'section' is one mile square; a quarter-section is one-half mile square. These surveys to this day are the basis for defining land ownership in Kansas. For an excellent and fascinating description of how these surveys were accomplished, the reader may consult the Kansas Society of Land Surveyors web site.⁵⁹

In 1857, some thirty-six years after Becknell made his first trading venture to Santa Fe, the General Land Office caused the public land surveys to be performed in Marion County. The surveys had two equally important purposes. The first was to establish the reference points for sections and quarter-sections described above. The second, which I believe is not generally recognized or appreciated, was to record an inventory of the land, both natural features (streams, lakes, natural resources, land suitable for farming or grazing, and so forth) and man-made features (roads, buildings, fences, and so forth). The surveyors were given extensive instructions on what to look for and record, and how to record it.⁶⁰ The surveyors kept notes, and maps were produced from those notes. The notes and surveys give us a snap-shot in time of what this great land looked like in 1857 in Marion County.

Of particular interest on the 1857 General Land Office map of Marion County is the location of the Santa Fe Trail and the location noted for Lost Spring in Section 16, both shown on *Figure 2*.⁶¹ Based on my research and study, and the 1857 GLO map, I believe the Lost Spring described in various accounts prior to 1857, and probably prior to 1859, refer to the Lost Spring in Section 16, which is a little over a mile to the northeast of what we today commonly identify as Lost Spring in Section 17. As this statement differs from many articles written about Lost Spring over the years, some further discussion is in order to validate this opinion.

- I rely heavily on the accuracy of the 1857 GLO survey map⁶¹ and notes⁶² because from the amount of traffic previously described, there can be no doubt that the Santa Fe Trail was plainly visible to the surveyors and because any other roads or alternate routes would have been noted on the survey notes and shown on the map if they existed. No trail or spring is shown on the map or recorded in the survey notes in Section 17. Other GLO maps prepared at this

time show alternate routes of the Santa Fe Trail at Cottonwood Crossing, as well as other trails such as the Cherokee Trail and the Kaw Trail several miles to the southwest.

- The Survey of U.S. Mail Route No. 8912 ⁶³ surveyed March 1858 corresponds to the 1857 GLO survey except the segment B-E is not shown, indicating the mail route traveled B-C-D-E on the attached map (*Figure 2*). I do not believe the March 1858 survey is merely a copy of the 1857 survey because the 1858 survey has considerably more detail, showing the lands and legal descriptions of the mail stage stations, and which branches of the Santa Fe Trail at Lost Spring and at Cottonwood Crossing were on the mail route. And, remember, the mail stages had now been in operation for eight years, and the stages now ran semi-monthly (4 stages per month, two each way).⁴⁰ The mail stage stations in the vicinity in 1858 were Council Grove, Diamond Spring, Cottonwood Crossing, and Moore's Ranch;⁶³ no Lost Spring stage station is shown.⁶³ Lost Spring is labeled on the Mail Route No. 8912 map in the same location as shown on the 1857 GLO map.
- Aerial photos taken in 1956 clearly show the Santa Fe Trail corresponding to the 1857 GLO survey. The Trail appears as a corridor 150 to over 250 feet wide running H-J-K on *Figure 2*, with 8 to 10 parallel ruts visible.⁶⁴ There can be no question that this section of the Santa Fe Trail received very heavy usage.
- Aerial photographs taken in 1991 show traces of the Santa Fe Trail A-B,⁶⁵ at D,⁶⁶ and at possibly at F ⁶⁷ on *Figure 2*. At A-B, the gentle swales can be seen today on the ground in a hay meadow, and the Trail is marked by a 1908 limestone marker, possibly set by the Marion County Old Settlers. At D, one distinct rut is visible on the ground today, but the others have been obliterated because the area is used as a feed lot. The traces of the Santa Fe Trail at A-B and D also appear in the previously mentioned 1956 aerial photos.⁶⁸ The coloration in the field in the 1991 aerial photographs at E ⁶⁹ indicates the presence of the Trail, and is consistent with the appearance of the Trail in other aerial photos of cultivated fields that I have examined.⁷⁰ There are linear features both in the 1991 ⁶⁷ and 1956 ⁷¹ aerial photos at F that could be indicative of the Trail.
- Mileages reported in various accounts give us some information in determining whether Lost Spring in the tabulations was in Section 16 or Section 17. Several sources are in remarkably close agreement on the distance from Council Grove to Diamond Spring ^{25, 55, 56, 63, 72} and from Council Grove to Cottonwood Crossing.^{52, 55, 63, 72} Of those, three ^{55, 56, 72} provide distance information from Lost Spring to Cottonwood Crossing; those mileages are in close agreement and are, in my opinion, consistent with Lost Spring being in Section 16.
- I believe the two routes shown on the 1857 GLO map could explain why some travelers noted Lost Spring and some did not. Depending on whether they were traveling slow or fast, did or did not need water, and where they chose to camp, they may or may not have actually come upon Lost Spring in Section 16.
- I have examined the location of the Lost Spring in Section 16. A strong flow of water issues forth from a cavity in the rocks at the base of a small rocky cliff. There is one very discernable swale either side of the creek that indicates a

crossing point a few yards downstream of the spring. There are deep erosion gullies just downstream of that crossing which may have started as swales and would indicate another crossing point. Just downstream of these crossings, the area along the creek is very swampy. There is level ground east of the spring that would have made a good camping area. This spring is on Lyon Creek. Interestingly, water cress grows here.

In summary, the physical features of Lost Spring in Section 16 are consistent with the 1857 GLO survey and map, and with early accounts. So, how does all of this relate to what we know today as Lost Spring in Section 17?

5. The Times They Are Changin'

International trade with Mexico dominated the early years of the Trail. In 1846, Santa Fe came under control of the United States, and supplies and trade goods continued to be carried along the trail. Soon thereafter, government freighting of supplies to military forts dominated the Santa Fe Trail, quickly followed by introduction of mail stages that carried the U.S. Mail. I believe the introduction of mail stages in turn helped to introduce a different class of people along the Santa Fe Trail. Previously, most people on the Trail were those actually engaged in the operation of the freighting, traveled self-sufficiently at a relatively slow pace, and lived off the land and the supplies they carried. Now, by the late 1850s there are businessmen, people traveling for various reasons, and others riding the relatively swift mail stages, with little opportunity to obtain provisions or rest. Mail stage stations were created to provide fresh stock. With mail stage stations and military forts, there are now more non-native people occupying the land, whereas earlier, most non-natives merely passed through. There was some minor amount of emigration, in addition to relatively large numbers of travelers involved in the 1849 California Gold Rush and the 1859 Colorado Gold Rush (or, perhaps, more correctly the Kansas Gold Rush, as portions of Colorado Territory located east of the Continental Divide were not carved out of Kansas Territory until 1861).⁷³ And, in addition, with the influx of non-native inhabitants, Kansas had become a Territory.

Particularly after the mail stages began running weekly in 1858,⁴⁰ and with the generally slow but significant influx of people into the Territory, I believe there arose business opportunities for entrepreneurs; those opportunities took the form of "road ranches," perhaps the 1860s equivalent of today's convenience store, bar, and grill. Some road ranches seemed to be integral with mail stage stations; other road ranches were simply located along the trail. All provided various services such as fresh stock, feed for stock, supplies such as ammunition, provisions, liquor, and simply a place for persons to congregate. While road ranches may sound somewhat romantic and may have provided a public service, it is interesting to note that Tom C. Cranmer, in his "Rules and Regulations by Which to Conduct Wagon Trains," says that Wagonmasters are "never to idle your time about a station, town, or grocery" and to "never allow card playing"... all in addition to the general prohibition of liquor on wagon trains.⁷⁴ It sounds as if road ranches could have a deleterious effect on the organized conduct of freighting.

In the late 1850s we see the establishment of mail stage stations or road ranches along the Santa Fe Trail ahead of settlement of the area (I make a distinction among: road ranches which were neither mail state stations nor Post Offices; mail stage stations which were not Post Offices;^{63, 75} and, Post Offices⁶³). It is unclear when George Smith established a station at Cottonwood Crossing; however, the 1857 GLO map⁶¹ shows a hotel just south of the crossing, and the 1858 survey of Mail Route No. 8912 shows land related to Mail Station No. 9 at Cottonwood Crossing in portions of Section 17 and 20, T 18 S, R 2 E.⁶³ In any event, Smith sold out to Abraham and Ira Moore in 1859.⁷⁶ George Smith then moved farther east and established another station that same year at Lost Spring⁷⁷ --- except, this Lost Spring is located near the south quarter-corner of Section 17, T 17 S, R 4 E, over a mile southeast of the Lost Spring previously identified in Section 16, all as shown on *Figure 3*.

From study of available documents, I believe that sometime between the time of the GLO survey of 1857 and 1859 when Smith established the Lost Spring Station, the stages began taking a short-cut shown by the dotted line as shown on *Figure 3*. This "Alternate Route" has been described by the Marion County Surveyor,⁷⁸ who describes points L, M, N, P, and R on *Figure 3*. The route is also visible in aerial photos of Section 19 at O,^{79, 80} and through Section 24,^{64, 81} particularly at Q on *Figure 3*. This route was shorter than the main trail which I believe was located farther south and continued to be used. I believe the relatively fast and light stages, as well as travelers on horseback, could easily negotiate going down into and up out of the valley, ravine, and creek bed of Cress Creek, while the relatively slow and heavy freight trains would logically prefer the longer route to the south because it presented more gentle terrain. I assume the stages could run-through without camping, while the freighters might still camp at the Section 16 Lost Spring. The Section 17 Lost Spring could also furnish some water, but it is interesting to note that a well was dug at the Lost Spring Station not far from the spring.⁸²

Given the above hypothesis, it would not have taken long for stages and others to create a definite trail along the route which passed Lost Spring Station, with weekly stage runs in each direction beginning in 1858⁴⁰ and military patrols along the Trail. If that was the case, when George Smith decided in 1859 to establish another road ranche, a logical location would be on the stage route, near a spring, and close to the established camping spot at the Lost Spring of Section 16. Perhaps in an effort to give his new road ranche "name recognition" he logically might call it Lost Spring Station, and the adjacent spring in Section 17 would then become known as Lost Spring.

6. Lost Spring Station Established

An account of the establishment of the Lost Spring Station is presented in Van Meter's "Marion County Kansas, Past and Present", which blends together several accounts from various other sources. I will quote Van Meter extensively in italics⁸³ below, interspersed with quotes from other sources that are shown in normal font.

George Smith established a hotel and tavern, and *was the first man to run the station at Lost Spring. The station house was located on the south side of the trail*

[near the north quarter-corner of Section 20, T 17 S, R 4 E] southeast of the main spring and situated on a knoll where one could see up and down the treeless ravine and creek bed. The three-room structure measured 30 feet by 40 feet with an L extension on the south side containing the dining room and kitchen. The construction was of siding with the joints 'stripped,' (or clapboard standing on end). The roof was covered with sod and dirt, thus making a very comfortable dwelling.⁸² There were four outside doors and five windows and each had twelve small lights. The rooms were papered with newspapers, and bricks for the chimneys being unavailable, the stovepipes, called 'prairie chimneys,' ran up and through the roof. Southwest of the ranch house was a stockade enclosing about an acre of ground, a great hollow square surrounded by eight-foot posts, with loopholes at regular intervals. These posts were hauled by Fletcher Cress on Lyon Creek, from about five miles north of the station.⁸² In case the spring got 'Lost' Alexis D. Blanchett had dug a well about a rod⁸² south of the house in 1860.

In 1859 the ownership of the Lost Spring Station passed from Smith to Jack H. Costello. When a teenager, Costello had enlisted as a drummer in the U.S. Army. He had served in the Mexican War, and at posts in New Orleans and San Antonio. He had a reputation of being as wild as any ordinary soldier of his time. He was mustered out at Ft. Union⁸⁴ and was returning east over the Trail with several others when they stopped at the Lost Spring Station for the night. George Smith and the travelers spent the night drinking whiskey and playing cards. Smith ran out of cash and gambled the ownership of the station. Costello was in such a stupor he didn't realize that he had won the station from Smith until the next morning when Smith and the others saddled their horses and rode away.

Jack Costello completed the building of the station and stockade. He ordered more supplies and liquor and tended to cater to gamblers and toughs who came along the Trail.

Costello was joined in the fall of 1859 by Thomas Wise and family who had been unsuccessful gold seekers in Colorado. Wise had intended to stay overnight only at the station, but instead decided to stay because the land around there seemed excellent for farming. Costello and Wise became partners in the Lost Spring Station.

The Homestead Act of 1862 became effective January 1, 1863, at which time persons could file for a Homestead Entry. However, Costello, through his improvements to the land, apparently had a pre-emption that gave him a prior claim. In the Land Tract Book⁸⁵, he is shown to have a claim on the following land as of December 31, 1862, thus pre-empting claims to this land by others under the 1862 Homestead Act:

SE ¼ of the SW ¼, Section 17, T 17 S, R 4 E
SW ¼ of the SE ¼, Section 17, T 17 S, R 4 E
NE ¼ of the NW ¼, Section 20, T 17 S, R 4 E
NW ¼ of the NE ¼, Section 20, T 17 S, R 4 E

Thus, Costello claimed 160 acres approximately centered on the Lost Spring Station. This is a somewhat unusual claim, as claims generally were for whole quarter sections.

Costello obtained a Patent on those four 40 acre tracts by “purchasing” the land using a military bounty warrant. The Patent reads, “Whereas, In pursuance of the Act of Congress approved March 3, 1855, entitled ‘An Act in addition to certain acts granting Bounty land to certain Officers and soldiers who have been engaged in the military service of the United States,’ there has been deposited in the General Land Office Warrant 100,873 for 160 acres in favor of Augustine Perez, Teamster, U.S. Quartermaster Department, war with Mexico ... the said warrant having been assigned by the said Augustine Perez to John H. Costello”. The patent is dated June 15, 1864, but was not filed for record until December 24, 1885.⁸⁶ (Patents were often not recorded until some years after the date of the patent.) I have found no information on why Mr. Perez assigned the Bounty Warrant to Costello, although a good assumption would be that Mr. Perez saw more value in cash money than land, and sold the warrant to Costello. Selling of bounty warrants was not uncommon.⁸⁷

7. Activities at the Station

The Marion County Commissioner’s Journal, Vol. 1 (available at the Marion County, Kansas Courthouse), records the Minutes of the Commission meeting of November 10th, 1865. One action of the Commission was recorded on Page 10 as follows: “License was granted to J. H. Costello for to keep a dram shop in Marion Township in Marion County, Kansas for one year to commence on the 10th day of October 1865.” It is interesting to note that the license was granted retro-actively, although Costello paid \$50.00 for the license on August 19th, 1865 as recorded in the Marion County Treasurer’s Book, Volume 1 (also available at the Marion County, Kansas Courthouse). The Minutes of the Commission, Pages 9 and 10, also contain election results for County Officers, a partial list of which follows:

A. A. Moore	State Representative
T. [Thomas] J. Wise	Probate Judge
Charles O. Fuller	County Commissioner
A. A. Moore	County Treasurer
F. Laloge	Constable

Interestingly, all were road ranche proprietors in Marion County. Presumably, being active in local politics was a good idea to protect and promote one’s business interests.

The Marion County Treasurer's Book, Volume 1, Page 5, lists an "Account of Money Received for Dram Shop Licenses for the Year 1865." Among the names are: C. O. Fuller, Laloge and Martin, J. H. Costello, A.A. Moore, and William Mathewson (Buffalo Bill) --- all road ranche proprietors. Sale of liquor apparently was important to the business of running a road ranche.

As an aside, Marion County was temporarily in existence in 1855 only, but began to take on its present shape in 1861. During 1865-1866, Marion County was temporarily expanded to encompass approximately the southwestern one-fourth of what is present day Kansas.⁷³

In reviewing various sources, I have discovered some confusion regarding the mail stage companies operating at various times past Lost Spring. A listing which I have compiled from "First Mail West"⁸⁸ follows:

Waldo, Hall and Company	1850-1854
Hockaday and Hall	1854-1858
Jacob Hall	1858
Hall and Porter	1858-1860
Missouri Stage Company	1860-1861
Slemmons, Roberts and Company	1861-1862
Cottrill, Vickory and Company	1862-1863
M. Cottrill and Company	1863-1864
The Santa Fe Stage Company	1865-1866
Barlow and Sanderson	1866-1867

Sources that I have reviewed strongly indicate that Costello's hotel and tavern were a mail stage station, but when it actually became an official mail stage station rather than a road ranche is not defined. Most sources refer to it as "Lost Spring Station". Both Moore's Ranch and Diamond Spring were referred to as "U.S. Mail Stations" in 1858⁶³ and both later became Post Offices: Moore's Ranch in 1860 and Diamond Springs in 1859.⁹⁰ It is quite logical that Costello's Lost Spring establishment soon became a mail station prior to becoming a Post Office. A Post Office was established at Costello's Lost Spring Station (listed officially as "Lost Spring" not "Lost Springs") August 29, 1861 and was closed May 23, 1864 as shown on *Figure 3*.⁹¹ The first Post Master at Lost Spring was Joshua Smith.⁹²

Beginning July 2, 1866, the mail stages left the rail head at Junction City traveling westward then southward, and did not join the Santa Fe Trail until a point on the Arkansas River near the mouth of Walnut Creek. All stage stations and post offices west of that point were then no longer served by the "Santa Fe Mail."⁸⁹

Some references to Lost Spring^{93, 94} as being a "Pony Express Station" are historically incorrect. The system of routes established throughout the western United States to carry the U.S. Mail by contractors using wagons or coaches, which operated through Lost Spring Station, was not the "Pony Express." The "Pony Express" only

operated between St. Joseph, Missouri and Sacramento California during the period April 1860 and October 1861, following the route of the Oregon and California Trails.⁹⁵

8. End of One Era, Beginning of Another

The ending of the Civil War resulted in an initial and massive wave of western expansion and influx of Anglo-Americans. Construction of the transcontinental railroad had begun, and railroads were now pushing westward through Kansas. The Santa Fe Mail ceased to run on the Santa Fe Trail through Lost Spring Station when the railroad reached Junction City in 1866.⁸⁹ By 1867 the railroad had reached Abilene, and the era of the great cattle drives had begun.⁹⁶ By October 1867 the end of track had reached Hayes City.^{97, 98} The eastern terminus of the Santa Fe Trail advanced westward with the railroads, and the Santa Fe Trail as a highway of major interstate commerce in Marion County was over by 1867.⁹⁹ From end of track on the Union Pacific, Eastern Division (Kansas Pacific) the freight wagons would travel south and west until they intersected the Santa Fe Trail. Before the end of 1872, the Atchison, Topeka, and Santa Fe Railway had advanced from Newton, through Dodge City and reached the Colorado border.¹⁰⁰ From there, the wagon trains carried goods on to Santa Fe.

With the dramatic decrease of traffic on the Santa Fe Trail, Wise and Costello operated the Lost Spring station and hotel until 1868, when Costello sold his interest in the land and the station to Thomas Wise. Costello moved to Marion Center (Marion) where he operated a general store and tavern, and was elected Marion's first Mayor.¹⁰¹ The Trail was no doubt still used for local travel and commerce, and in addition to some minor military traffic, it was probably used by various travelers and emigrants who could not afford rail travel or otherwise chose to follow the Santa Fe Trail.

Over an approximately 20 year period we see a limited local economy based to a large degree on the Santa Fe Trail shift to a growing economy driven by a second wave of emigration that included settlement and town building. This is illustrated by the Kansas Post Office records. Trail related Post Offices closed: Diamond Spring 1863, Six Mile Creek 1866, Lost Spring 1864, Muddy Creek 1864, and Moore's Ranch 1866.¹⁰² Settlement increased and towns with Post Offices were established: Diamond Springs (near Diamond Spring) 1868, Burdick (near Six Mile Creek) 1887, Tampa (at Muddy Creek) 1888, Durham (near Moore's Ranch) 1887.¹⁰³ About this period in time, the County began to open roads along the section lines, and use of the Santa Fe Trail ceased altogether as quarter sections of land were homestead or purchased to establish farms to raise crops and livestock.

About a mile east of Lost Spring Station a community of sorts began to develop as settlement progressed through the 1870s and 1880s. The Lost Springs (Lost Springs, plural) Post Office was established July 9, 1879 with Benjamin C. Slagg as the first Postmaster,¹⁰⁴ fifteen years after the closure of the Lost Spring (Lost Spring, singular) Post Office. The Lost Springs Post Office and store were located on the south side of the road in the NE $\frac{1}{4}$ of the NW $\frac{1}{4}$, Section 21, T 17 S, R 4 E as shown on *Figure 3*. In 1885 this was on land owned by Moses F. Shupe. A school (District 49) was located $\frac{1}{2}$ mile

east and ½ mile north. Doster owned the north half of Costello's original 160 acres and Beebe owned the south half.¹⁰⁵ Menno Shupe opened a store, and a blacksmith shop was built nearby. Joe Shields operated a creamery and made cheese. Several houses were built within a half-mile radius.¹⁰⁶

On May 23, 1887 the Lost Springs Town Company filed a plat for the Town of Lost Springs where today's Town of Lost Springs is located.¹⁰⁶ The new Town of Lost Springs is located 1.5 miles east of the first Lost Springs Post Office. In 1887 the Santa Fe Railroad built east-west and the Rock Island Railroad built north-south, crossing at the new Town of Lost Springs. Both railroads completed depots in 1888.¹⁰⁶ The original Lost Springs soon withered as the new Town of Lost Springs developed. I have not determined when the Lost Springs Post Office was actually relocated to the new town site, but it likely would have been soon after the railroads were completed.

The 1902 Marion County Atlas shows Costello's original 160 acres as being owned by W. H. Oliver.¹⁰⁷ The original Lost Springs Post Office building is shown but was no longer labeled as a post office. The map must have been prepared before Costello's original 160 acres were acquired by J. B. Shields, as the land has been in the Shield's Family since 1902.¹⁰⁸ The 1921 Marion County Atlas shows J. B. Shields as the owner.¹⁰⁹

9. Marking the Santa Fe Trail

The Daughters of the American Revolution (DAR) first proposed marking the Santa Fe Trail across Kansas in 1902. In 1905, Mr. Roy Marsh of Topeka, Kansas prepared a map of the Santa Fe Trail drawn on topographic sheets prepared by the Geological Survey (perhaps of interest, the topographic sheets south of the Arkansas River had not yet been completed).¹¹⁰ The DAR envisioned that 3 or 4 markers would be set along the Trail in each County, and they solicited local interest and suggestions for locations for the markers. Please refer to the attached map for locations of the markers described below (*Figure 4*).

In a letter to W. D. Armstrong dated September 25, 1906, Alex E. Case writes, "I received a letter this morning from Hon. G. W. Martin, Secretary of the State Historical Society of Kansas saying that the Daughters of the American Revolution want to plant three or four monuments as markers of the Santa Fe Trail in Marion County. In my letter to Martin, I have suggested the sites of Lost Springs Ranch [Lost Spring Station?], Moore's Ranch, French Frank's Ranch, and one near the west line of the county, as nearly as possible to mark the place of the massacre of Ed Miller, of our settlement [Marion]." ¹¹¹ Mr. Case's recommendations were followed except in the case of "Lost Springs Ranch" where the DAR chose to place the marker in the Town of Lost Springs, between the Santa Fe and Rock Island depots.¹¹² (At some point in time, possibly 1908,¹¹³ that marker was moved to the west side of Highway 177, a mile east and about 1.1 miles north of the Town of Lost Springs.)

The DAR erected 96 monuments across the State of Kansas,¹¹⁴ in large part funded by an appropriation of \$1,000 from the State of Kansas¹¹⁵ and \$698.83 collected from children in 485 schools in a penny collection project.¹¹⁶ These granite monuments cost \$16.00 each plus freight and installation.¹¹⁷ The DAR monuments read:¹¹⁸

SANTA FE TRAIL
1822 – 1872
Marked by
The Daughters
of the
American Revolution
and the
State of Kansas
1906

The first DAR markers were placed in Rice County;¹¹⁹ most were placed in 1907. The date 1822 on the markers was chosen as the year wagons were first used for the Santa Fe trade, and 1872 as the year the Atchison, Topeka, and Santa Fe Railway reached the Colorado border.¹²⁰

For reasons unknown, the DAR chose to place their marker in the Town of Lost Springs rather than at the site of the Lost Spring Station. However, in 1908, the Marion County Old Settler's organization decided to erect additional monuments in the vicinity of Lost Spring and Lost Spring Station. The Old Settlers set one limestone monument on the main Santa Fe Trail 1.5 miles east of Lost Spring Station and another on the Alternate Later Route 0.5 miles west of Lost Spring Station.

J. B. Shields owned the "Costello 160 acres" in 1908, and he and the Marion County Old Settlers wanted to erect a monument on the site of the Lost Spring Station. Donations from local residents were solicited to help pay the \$155 cost of the monument.¹⁰⁸ Approximately 561 persons made donations ranging from 25 cents up to one dollar. A list of the persons donating, the amount donated, and the date they moved into the area was transcribed from the original list at the Marion County Historical Society by Sharon Waldschmidt Drake, July 2, 2006. Mrs. Drake was kind enough to provide me with a copy of her transcription. The base of the monument contains a "time capsule" consisting of a half-gallon fruit jar sealed with wax containing a parchment scroll listing the names of those donors, and similar jars containing Indian relics, ox shoes, and other items.¹²¹ The west face of the monument is inscribed "Marked by the Old Settlers of Marion Co. July 4, 1908" and the east face is inscribed "Lost Springs [plural] Station on the Santa Fe Trail Operated 1822-1872". The dates on the latter inscription apply to the Santa Fe Trail in general as inscribed on the DAR markers. As described earlier in this paper, I believe the Lost Spring Station and Alternate Later Route of the Santa Fe Trail date from about 1859 through 1868.

The dedication of the Old Settler's Lost Spring Monument on July 4, 1908 was quite an event, with 800 to 1,000 people attending. "We think we never saw a grander

sight than that long procession from the grove down over the stone arch bridge and up the hill to the monument, led by J.W. Moore, A. Terry and the Lost Springs band, and how eagerly they gathered around the monument to give of their old relics and historical belongings to be placed in that receptacle.....Everyone says it was the grandest Fourth of July ever spent.”¹²²

Also about 1908, another stone marker was placed on the west line of Section 24, T 17 S, R 3 E, on the west side of today’s Quail Creek Road. The marker is inscribed:

SANTA FE TRAIL
1822 -1872
ERECTED BY THE CHILDREN
AND CITIZENS OF SCHOOL DIST 90
RAMONA MARION CO KAN
1908

This marker is often referred to as a “DAR Marker”, but it is not listed in the tabulation of the original 96 DAR markers.¹¹⁴ This marker is located near the western end of the Alternate Later Route, somewhat east of the intersection of the Santa Fe Trail defined by the 1857 land survey (which I call the Main Trail) and the Alternate Later Route. I have not delved into the history of this marker, and more research is needed.

About this same time, the Eunice Sterling Chapter of the DAR in Wichita, Kansas decided that it wanted to place a marker on the Santa Fe Trail. They chose to erect a relatively elaborate stone monument in the park in the Town of Lost Springs. This was south of but close to the DAR’s 1906 monument already placed in the Town of Lost Springs. The monument is inscribed “Erected by Eunice Sterling Chapter Daughters of the American Revolution Wichita 1908” The monument includes an inlaid bronze tablet on which is sculpted an illustration of oxen pulling a wagon. This monument was dedicated in a rather elaborate ceremony commencing promptly at 1 o’clock, Saturday, November 14, 1908⁸⁴ at which Ex-Senator “George P. Morehouse (justly named the historian on the Trail)”¹²³ was the keynote speaker.

10. Legend and Lore

In his address at the November 14, 1908 dedication, Morehouse applies the names Lost Spring and Lost Springs variously to the spring, the station, and the town, making the distinctions among the three very difficult. However, from my research I believe that his address did become the source of some Lost Spring lore often quoted in later years. Morehouse said,⁸⁴

“There are several reasons given why this place was called ‘Lost Springs.’ Presumably it came from the fact that it failed to flow at times and afterwards burst forth as usual. This might have happened at some long droughty period, and persons who were looking for the spring which they previously visited or heard described would naturally say it was lost.”

“Others claim that it was so named for the reason that it refreshed and saved a party of travelers or hunters who were lost on the plains.”

“Some have said it was covered up or destroyed by Indians so that it would not assist the white man across the plains and that there was something mysterious about its strange actions, running for some, dry for others.”

“There is no doubt the name came from the fact that certain Indians and travelers across the plains, who once had camped there were unable to find the spring during some subsequent trip in those days. It seemed to be a periodical spring flowing abundantly for years, then drying up or running low for a time; but whether running or dry, the place was called Lost Spring.”

Morehouse went on to say in his speech and in the poem he had written for the occasion, that the Kansa Indians called the spring “Nee-nee Yol-ly” meaning “Spring Good” or “Nee-nee Oke-pi-yah” meaning “Spring Lost”. He also said that the Spaniards called it “Agua Perdida” meaning “Water Lost”. I was able to confirm the Kansa translation with Justin McBride, Language Director of the Kaw Nation as follows:¹²⁴

- “Spring Good” in the Kaw language would be nihní^a yáli pronounced nee-nee yal-ly.
- “Spring Lost” in the Kaw language would be nihní^a oxpáye pronounced nee-nee oke-pi-yah.

Local legend is that Spaniards referred to Lost Spring as “Ollala Perdida”, supposedly meaning “Sweet Spring”.^{93, 94} This is not correct, as “Ollala” does not appear to be a Spanish word and, of course, “Perdida” means “lost”. “Sweet Spring” would actually translate in Spanish as “Dulce Manantial”. “Agua Perdida” does translate as “Water Loss” or “Water Lost.”

A legend is prevalent that the source of the water flowing from Lost Spring is in Colorado, the spring being an outlet to an underground river;¹²⁵ or, the origin of the water is in the Rocky Mountains, with flow along an underground fault that is blocked by cave-ins from time to time.⁷⁷ The latter explanation was repeated in other references.^{126, 127, 130} However, this is not correct. Instead, “the Flint Hills are, in general, a region of water surplus; water leaves the region via many surface streams and by subsurface migration ... Groundwater migration is generally from east to west. Recharge takes place where aquifers outcrop to the east, and water moves down the regional bedrock dip toward the west”¹²⁸ into central Marion County. There are at least 14 springs in central and western Marion County fed from the Flint Hills to the east.¹²⁹ Lost Spring is one of them.

Other lore involving the spring and station appears in various forms and various writings in later years. I have not been able to trace the origin of these stories for certain, nor have I located any primary sources that would substantiate any of these stories. Nevertheless, I will summarize the recurring accounts that I have located in my research.

Additional research is needed to determine if any of these stories can be substantiated with contemporaneous documents.

The statement that the government authorized planting of watercress and strawberries at the Spring in the 1840's to help combat scurvy among soldiers appeared in Reference No. 77, and was repeated in later references.^{126, 127, 130} I have not located primary source documentation of this, nor have I encountered mention of scurvy being a widespread problem during the Santa Fe Trail era. Perhaps more research is needed on this topic.

The Station is said to have catered to the lawless element, gamblers and toughs, with gambling and consumption of liquor.^{108, 126, 130, 131} This would be consistent with the admonition to wagonmasters to avoid stations as mentioned earlier in this paper. Consumption of liquor is confirmed by the liquor license records previously mentioned in this paper. Drinking and gambling supposedly led to a number of shoot outs, resulting in several deaths at the Station.^{108, 130} Depending on the reference, there were:

- One murdered in his sleep, and the body thrown down the well,^{94, 126}
- Five died or murdered, and buried northeast of the station,^{82, 94, 126}
- Eleven murdered,^{108, 126, 130, 131} with 9 buried nearby and 2 thrown down the well,^{108, 126, 130,} or
- The 9 nearby graves were not murder victims at all, but were cowboys frozen to death in a blizzard along with 1,000 head of cattle.⁸²

When it comes to people supposedly perishing in blizzards and buried nearby, you can take your pick of various accounts:

- Nine cowboys frozen to death in a blizzard along with 1,000 head of cattle,⁸²
- Eleven or 17 cowboys frozen to death in the blizzard of 1878,^{93, 94}
- Fifteen soldiers in the blizzard of 1885,¹³⁰ or simply 15 men,¹⁰⁸ or
- Fifteen cowboys along with 1,000 head of cattle in the blizzard of 1886.¹²⁶

Perhaps of interest, "the blizzard of December 1885 and January 1886 was probably the most destructive to life and property of any storm that ever swept over the state [up to 1912]. Losses of life during this blizzard were reported in Clark, Ellis, Ellsworth, Finney, Ford, and Wallace counties, together with a few casualties from the southwestern part of the State."¹³² However, I have not found primary source documentation of blizzard deaths described in the Lost Spring legends.

In addition, there are supposedly 7 graves of unspecified circumstances,^{94, 126} and the grave of a "squaw" nearby.^{94, 126}

"Indian troubles" were reported:

- In 1865 a party of Indians kept the station under siege for a number of days, burning the hay and destroying the grain. Costello spent most of the time on the roof of the station and was not injured.¹³¹

- In another incident, Wise was trapped on the roof for half a day by Indians begging for whiskey. The Indians left when travelers approached.^{126, 131}
- A battle with Indians took place near the Station,^{93, 94} perhaps taking place in the late 1860s.¹²⁶

11. Later Developments

In its Eighteenth Biennial Report, 1911-1912, the Kansas State Historical Society published a "*Report of Committee Appointed to Prepare a Correct Map of the Old Santa Fe Trail Across the State of Kansas.*" This effort was proposed by George P. Morehouse in response to road improvement associations circulating inaccurate maps proposing roads which supposedly would follow the Santa Fe Trail. The "Correct Map" map, prepared by George A. Root of the Kansas State Historical Society and accompanying the report, is at a rather small scale and somewhat general in nature; therefore it has limited usefulness in precisely locating the Santa Fe Trail. The report references the marking of the Santa Fe Trail by the Society and the DAR only 5 or 6 years earlier, and states that for more detailed location of the Trail, the Society has sectional maps that show the location of the Trail and its minor variations to a fraction of a mile.²⁵ My speculation is that those "sectional maps" are the maps prepared by Roy Marsh for the DAR mentioned above in this paper. I did not locate those maps in my research at the Kansas State Historical Society, and those maps were not listed as references in the *Maps of the Santa Fe Trail*. This is an item that requires more research to see if those maps still exist.

It is interesting to observe that after 1912, there seems to be little further interest in marking and mapping the Trail, although there continued to be a number of books and articles written about the Santa Fe Trail in general and few about Lost Spring in particular. My speculation is that the marking and mapping activity of the early 1900s was a manifestation of the generation who actually experienced the Trail wanting to preserve the history of the Trail.¹³³ My perception is that to a degree, interest in the Trail waned among following generations preoccupied with WWI, economic expansion, the Great Depression, WWII, and the social problems of the 1960's. At least in my experience, there seems to have been a renewed interest in our history and heritage in the 1970's.

I believe this renewed interest appeared on the National level as an outgrowth of the Historic Sites Act of 1935, which led to the National Historic Preservation Act of 1966, which in turn led to creation, for example, of the Historic American Engineering Record and the National Register of Historic Places. One example of this is nomination of Lost Spring for the National Register of Historic Places Inventory by Richard D. Pankratz, Director of the Kansas State Historical Society on December 5, 1975. Lost Spring was entered into the National Register September 30, 1976. The reader may find it of interest that the nomination forms and supporting documentation are clearly for the "Lost Spring" (singular) located in Section 17, and the nomination specifically excluded the Lost Spring Station.¹²⁷ However, again, the old problem of naming reappears, as the present National Register of Historic Places lists Lost Spring as "Lost Springs" (plural), site number 76000826,¹³⁴ not as "Lost Spring" (singular) as shown on the application.

“The 1968 National Trails System Act (Public Law 90-543) listed [the Santa Fe Trail] as one of 14 trails to be studied for possible designation as either a national scenic or recreational trail. In 1976 the former Bureau of Outdoor Recreation determined that the Santa Fe Trail was nationally significant and merited recognition for the role it played in the westward expansion of the United States. However, the Trail did not meet the legislative criteria for designation as a national scenic trail.”¹³⁵

“In 1978, a new category for national historic trails was created.” “The Santa Fe Trail clearly [met the criteria for a national historic trail], as supported by the National Park Service (NPS) testimony in 1986 and 1987 before House and Senate subcommittees. Various organizations, such as the Santa Fe Trail Association, and individuals worked diligently to ensure passage of the national historic trails legislation for the Santa Fe Trail. On May 8, 1987, President Ronald Reagan signed Public Law 100-35 (an amendment to the National Trails System Act) to establish the Santa Fe National Historic Trail” (SFNHT).¹³⁵

In May 1990, the NPS published a “Comprehensive Management and Use Plan” for the SFNHT. Appendix C, “High Potential Historic Sites and Route Segments Along the Santa Fe Trail” of the Plan lists Lost Spring as Site Number 82.¹³⁶ As part of the Plan, the NPS contracted with the Patrice Press to prepare a comprehensive set of maps of the Santa Fe Trail.¹³⁷ The maps were published in 1989 in the book “Maps of the Santa Fe Trail.” In that book, the location of the Trail closely matches the historic maps and present physical evidence, but the location of Lost Spring does not match the documentation for the location of the Lost Spring in either Section 16 or Section 17. And, the maps do not show the Alternate Later Route passing by the Lost Spring in Section 17.¹³⁸ I have plotted the data from “Maps of the Santa Fe Trail” on the attached map for the reader’s reference (*Figure 5*).

The Patrice Press maps became the basis for the 1990 Map Supplement to the NPS’s Comprehensive Management and Use Plan. The map in the NPS Map Supplement shows the location of the Section 17 Lost Spring, but the location of the Santa Fe Trail is shown entirely wrong in the vicinity of Lost Spring.¹³⁹

The Santa Fe Trail Association (SFTA) was founded in 1986 for the purpose of preserving and promoting the history of the Santa Fe Trail. The SFTA holds a biennial symposium in September of odd numbered years where persons interested in the Santa Fe Trail can share information, learn more about the Trail, and tour local Trail sites. In 2005 the symposium was held in McPherson, Kansas, at which time the Shields family was honored with an Award of Merit for Trail Preservation in recognition of their preservation of Lost Spring and promotion of the history of Lost Spring Station for almost 100 years.¹⁴⁰

At the present time (October 2008) the Virginia Shields Trust has donated an easement to Marion County, Kansas for the purpose of constructing a “wayside exhibit” to inform visitors of the history of Lost Spring and the history of the Santa Fe Trail in the

vicinity. The project to develop the wayside exhibit is being sponsored by the Cottonwood Crossing Chapter of the SFTA, and the project has been endorsed by the national SFTA. The project, in general, is envisioned to consist of:

- Relocating the 1908 monument to the north side of County Road 340 in a location more conveniently accessible.
- In the process of relocation, open the "time-capsules" placed under the monument in 1908, and provide a new base for the monument.
- Install historic interpretive 'plaques' or other visual graphics describing the Lost Spring station and spring, and describing other features related to the Santa Fe Trail of historical interest in the general vicinity.
- Provide a parking area off of the County Road
- Provide public access to the spring.

The easement has just recently been granted, and the project is in its early stages of planning.

12. Conclusion

The history of Lost Spring and vicinity is interesting and significant. My hope is that this paper will become the basis for interpretive information that may be presented at the proposed Lost Spring Wayside Exhibit.

I encourage and welcome input from the reader. While many references are cited, there are no doubt others I have not located that could provide valuable information --- information which could further confirm, or require modification of the conclusions presented in this paper.

I wish to thank Richard Hayden of McPherson, Kansas for his excellent work in creating the maps attached hereto. I also wish to thank Dr. Leo Oliva, Harry Myers, and Dr. David Clapsaddle for their review of, and comments on a preliminary draft of this paper. Nevertheless, I am fully responsible for its content, and any errors are my own.

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McPherson, Kansas 67460

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Old Lost Spring
 Watering place on Santa Fe Trail 400 feet
 North called by Spaniards Ollala Perdida
 "Sweet Springs" used from 1804 to 1872
 Hotel & tavern located SE of Spring
 Pony Express post office in hotel
 Pony Express stockade south of hotel
 200 or more prairie schooners, wagons
 etc. would camp in circle some nights
 Indian battle site 1300 feet NW of spring
 Graves of 17 cowboys perished in blizzard
 in 1878 south of hotel
 Trail ran NE - SW this point

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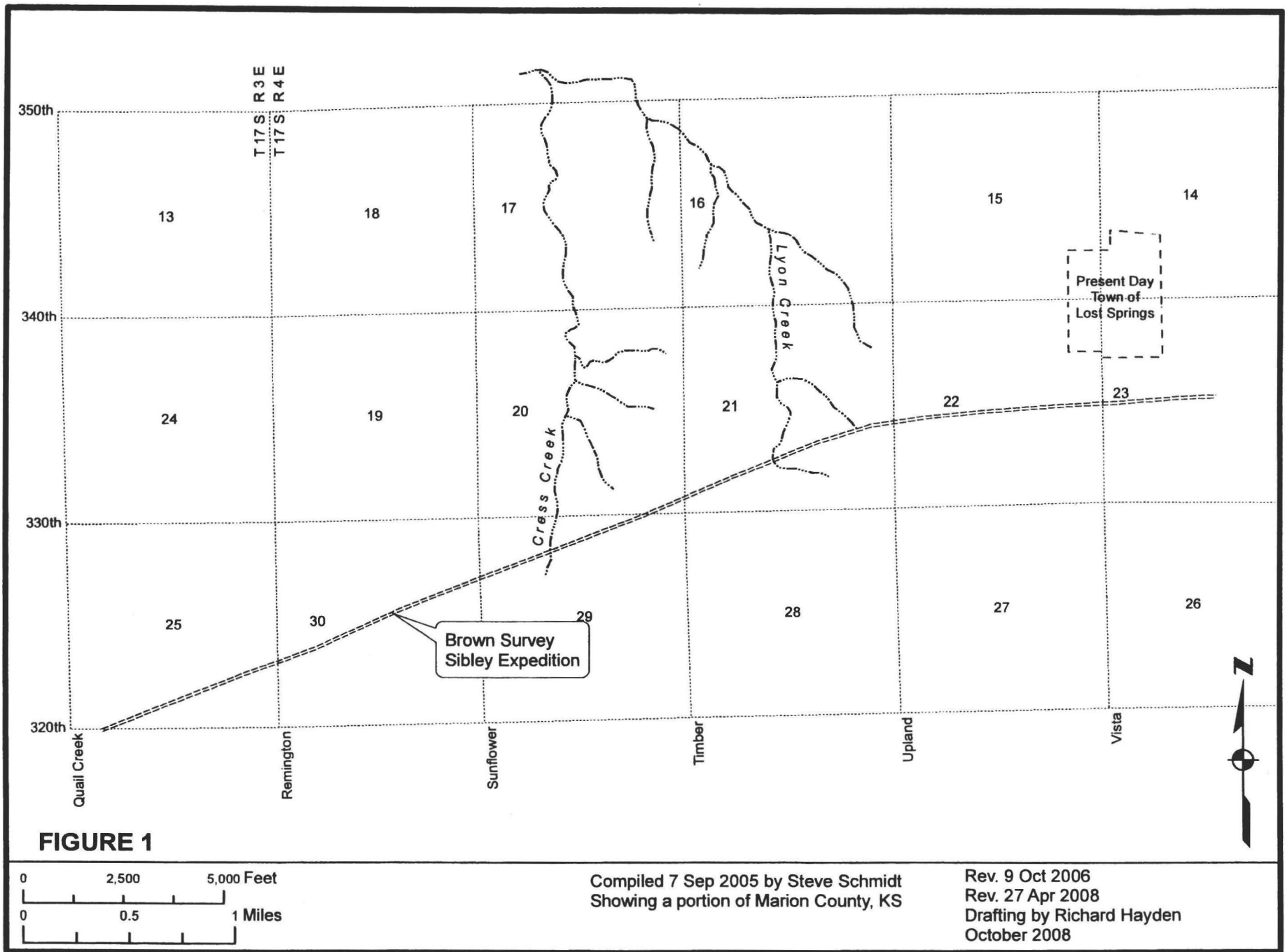
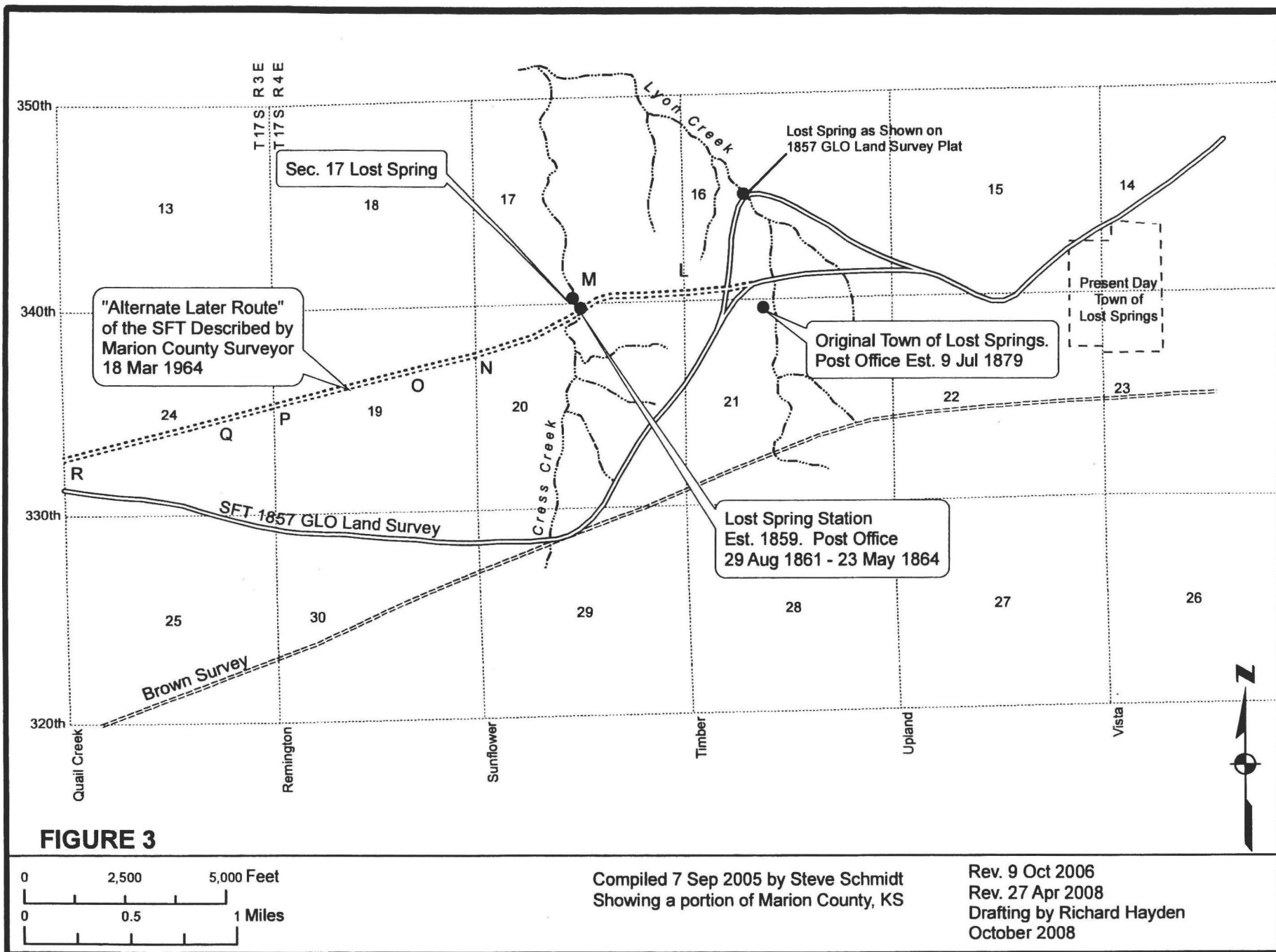


FIGURE 1

Compiled 7 Sep 2005 by Steve Schmidt
 Showing a portion of Marion County, KS

Rev. 9 Oct 2006
 Rev. 27 Apr 2008
 Drafting by Richard Hayden
 October 2008



"Alternate Later Route"
of the SFT Described by
Marion County Surveyor
18 Mar 1964

Sec. 17 Lost Spring

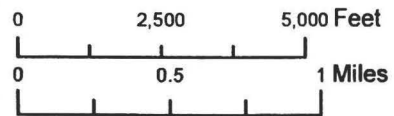
Lost Spring as Shown on
1857 GLO Land Survey Plat

Original Town of Lost Springs.
Post Office Est. 9 Jul 1879

Lost Spring Station
Est. 1859. Post Office
29 Aug 1861 - 23 May 1864

Present Day
Town of
Lost Springs

FIGURE 3



Compiled 7 Sep 2005 by Steve Schmidt
Showing a portion of Marion County, KS

Rev. 9 Oct 2006
Rev. 27 Apr 2008
Drafting by Richard Hayden
October 2008

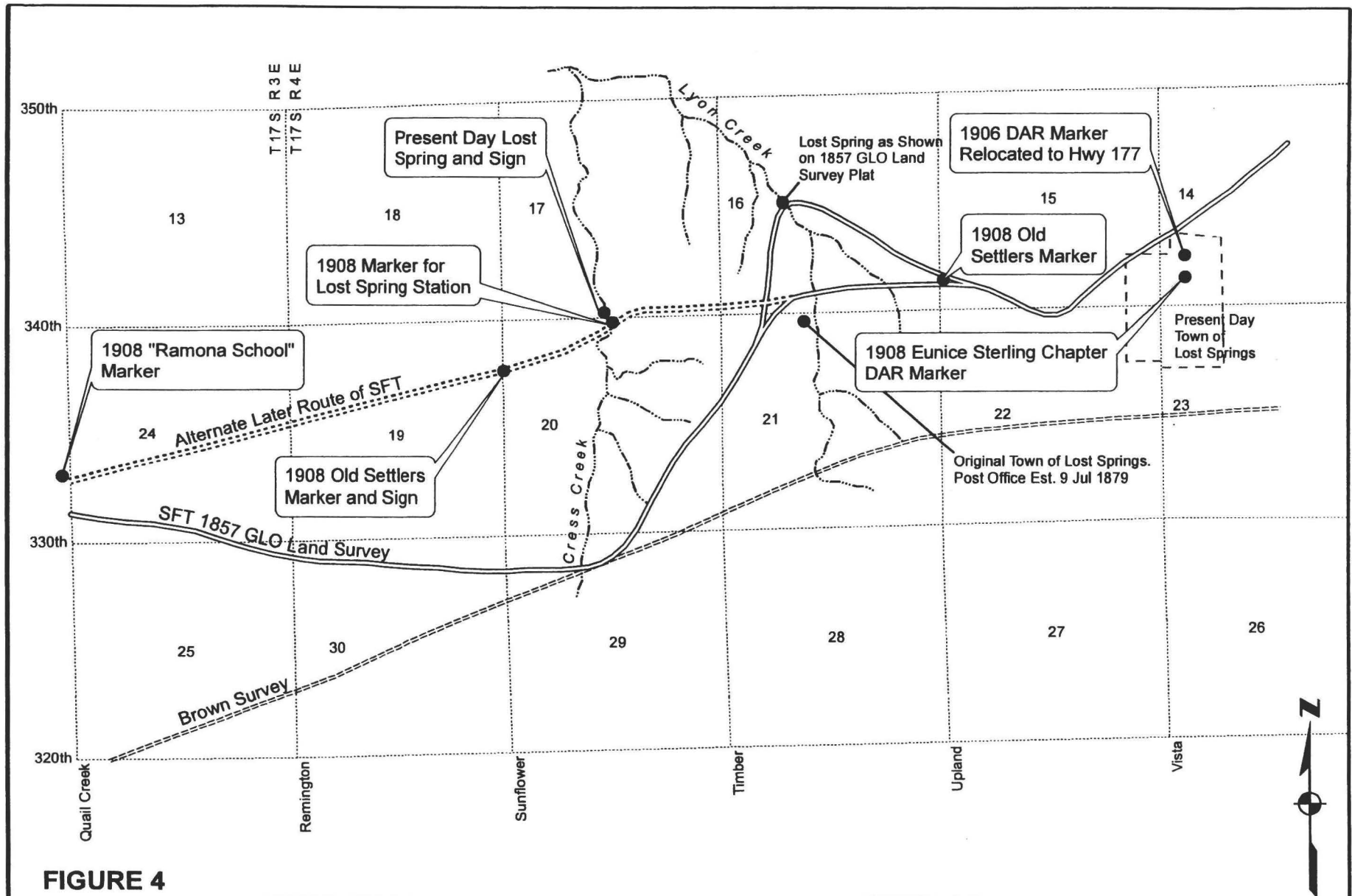
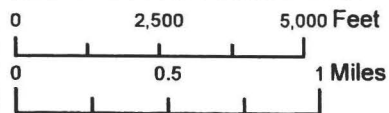


FIGURE 4



Compiled 7 Sep 2005 by Steve Schmidt
 Showing a portion of Marion County, KS

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 Rev. 27 Apr 2008
 Drafting by Richard Hayden
 October 2008

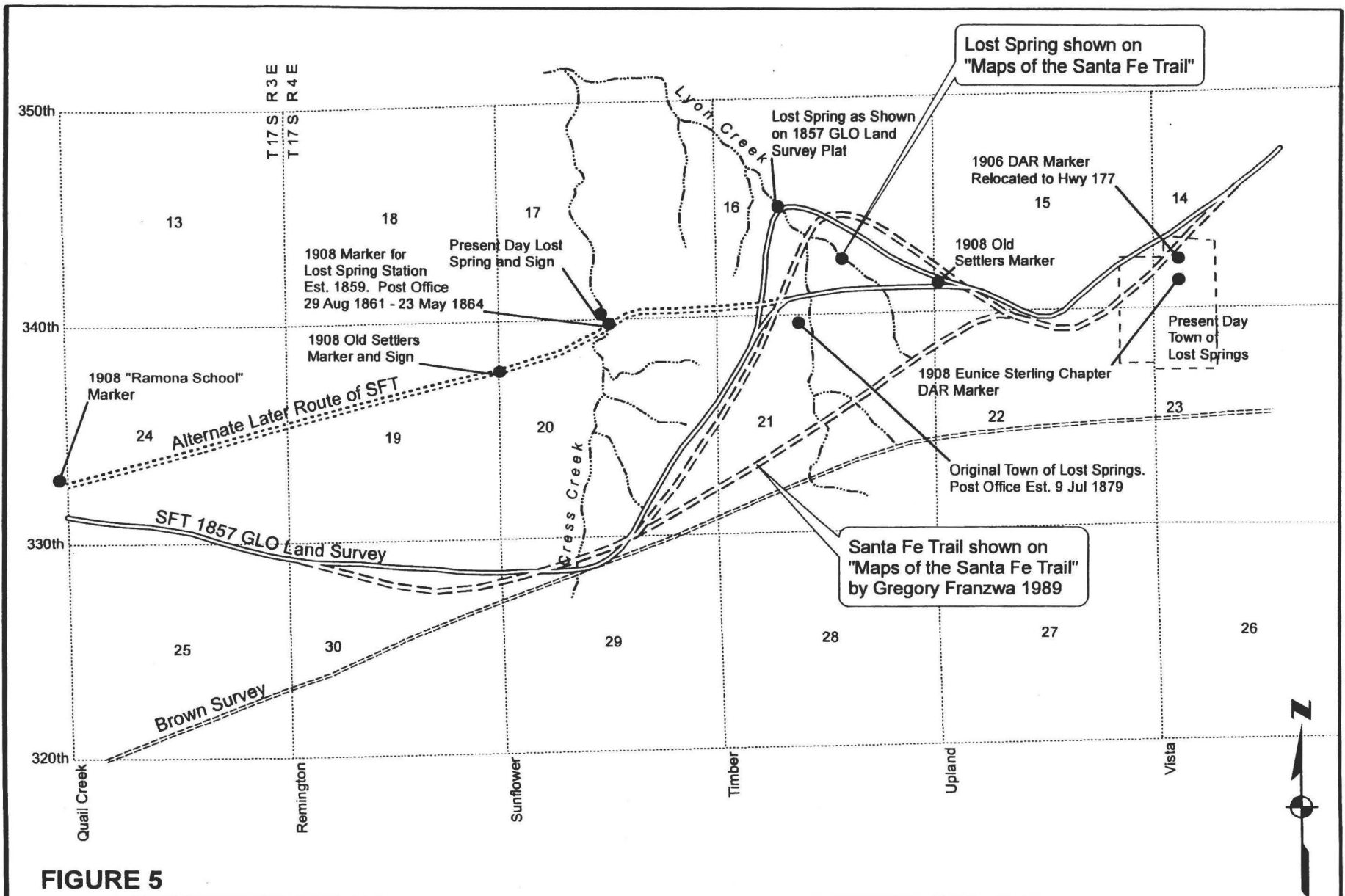
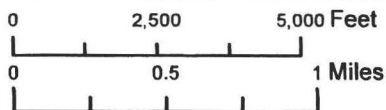


FIGURE 5



Compiled 7 Sep 2005 by Steve Schmidt
 Showing a portion of Marion County, KS

Rev. 9 Oct 2006
 Rev. 27 Apr 2008
 Drafting by Richard Hayden
 October 2008

NR Data Sheet

DATE: 3/My 76
Reviewer INITIALS: [Signature]
NR DOE SEP 30 1976

NAME AS IT APPEARS IN FEDERAL REGISTER: LOST SPRING
OTHER NAMES: NEE - nze - oke - pi - yah, Agua Perdida [Lost Water]

LOCATION:

STREET & NUMBER 2 1/2 mi. W of LOST SPRINGS
CITY, TOWN
VICINITY OF LOST SPRING
STATE Kansas 20
CONGRESSIONAL DISTRICT 4th
COUNTY code
Marion 115

OWNER OF PROPERTY: (Circle) PRIVATE STATE LOCAL GOV'T MUNICIPAL COUNTY OTHER

ADMINISTRATOR (underline)
FEDERAL (AGENCY NAME):
NPS REGION: (CIRCLE) N. ATLANTIC MID ATLANTIC SOUTHEAST MIDWEST
SOUTHWEST ROCKY MOUNTAIN WEST PACIFIC NORTHWEST

FEATURES:

<u>INTERIOR</u>	<u>EXTERIOR</u>	<u>ENVIRONS</u>		
<input type="checkbox"/> Substantially intact-1	<input checked="" type="checkbox"/> Substantially intact-2	<input checked="" type="checkbox"/> Substantially intact-3		
<input type="checkbox"/> unknown - 4	<input type="checkbox"/> unknown - 5	<input type="checkbox"/> unknown - 6		
<input checked="" type="checkbox"/> not applicable - 7	<input type="checkbox"/> not applicable - 8	<input type="checkbox"/> Not applicable - 9		
<input type="checkbox"/> Interior, exterior, environs not intact-0				
CONDITION -	<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
	<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED
	<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED	<input type="checkbox"/> Reconstructed	<input type="checkbox"/> Unknown
		<input type="checkbox"/> Unexcavated	<input type="checkbox"/> Excavated	
ACCESS -	<input checked="" type="checkbox"/> Yes-restricted	<input type="checkbox"/> Yes-unrestricted	<input type="checkbox"/> No access	<input type="checkbox"/> Unknown

historic district? YES NO
WITHIN NATIONAL REGISTER HISTORIC DISTRICT? YES NO
IF YES, NAME:
WITHIN NATIONAL HISTORIC LANDMARK? YES NO
IF YES, NAME:

ADAPTIVE USE: YES NO Saved? YES NO

FUNCTION(S): (use vocabulary words)
then- SPRING (new term)
now- PARK

SIGNIFICANCE:

- | | | | | |
|---|---|---|--|--|
| <input type="checkbox"/> ARCHEOLOGY-PREHISTORIC | <input type="checkbox"/> CONSERVATION | <input type="checkbox"/> LANDSCAPE ARCHITECTURE | <input type="checkbox"/> RELIGION | <input type="checkbox"/> entertainment |
| <input type="checkbox"/> ARCHEOLOGY-HISTORIC | <input type="checkbox"/> ECONOMICS | <input type="checkbox"/> LAW/Gov't/politics | <input type="checkbox"/> SCIENCE | <input checked="" type="checkbox"/> health |
| <input type="checkbox"/> AGRICULTURE | <input type="checkbox"/> EDUCATION | <input type="checkbox"/> LITERATURE | <input type="checkbox"/> SOCIAL/HUMANITARIAN | <input checked="" type="checkbox"/> recreation |
| <input type="checkbox"/> ARCHITECTURE | <input type="checkbox"/> ENGINEERING | <input checked="" type="checkbox"/> MILITARY | <input type="checkbox"/> TRANSPORTATION | <input checked="" type="checkbox"/> settlement |
| <input type="checkbox"/> ART | <input checked="" type="checkbox"/> EXPLORATION | <input type="checkbox"/> MUSIC | <input type="checkbox"/> OTHER (SPECIFY) | <input type="checkbox"/> socio/cultural |
| <input checked="" type="checkbox"/> COMMERCE | <input type="checkbox"/> INDUSTRY | <input type="checkbox"/> PHILOSOPHY | | <input type="checkbox"/> urban & commun |
| <input type="checkbox"/> COMMUNICATIONS | <input type="checkbox"/> INVENTION | <input type="checkbox"/> POLITICS/GOVERNMENT | | planning |

Claims

"first?" YES NO "oldest?" YES NO "only?" YES NO

ARCHITECTURAL STYLE:

N/A

architect/m.builder:

engineer:

landscape/garden designer:

artist/artisan:

interior decorator:

builder/contractor:

ETHNIC GROUP:

NAMES:

(label role & appropriate date)

personal JOSIAH GREGG, visitor
William Richardson, visitor

events Doniphan Expedition

institutional

DATES:

DATE OF CONSTRUCTION (Specific date or 1/4 of century):

DATE(S) OF "MAJOR" ALTERATIONS: 1859 stage stop built

HISTORICALLY SIGNIFICANT DATE(S): 1828 discovery
1950 last strawberries picked

SOURCE:

(OF NOMINATION)

PRIVATE

STATE

LOCAL GOV'T

MUNICIPAL

COUNTY

OTHER

FEDERAL AGENCY:

ACREAGE:

(to nearest tenth of an acre) 8

COMMENTS: (include architectural information here)

A spring, generally intact, bubbling out of sands & flowing into creek. Area has been protected as a park & picnic ground. Watercress, planted 1840's, still growing.

SIGNIFICANCE: (maximum two sentences)

This spring was one of the popular stopping places for travelers on the Santa Fe trail; later site of a stage station. In 1840's the government planted watercress and strawberries at this and other springs, so that passing soldiers could eat them to prevent scurvy; the watercress still grows in Lost Spring.

NATIONAL REGISTER DATA SHEET

1 NAME as it appears on federal register: **Lost Spring** 2 OTHER NAMES: *Nee-nee-oke-pi-yah, Agua Perdida* 3 date of entry: **9-30-76** 4 county code: **115**

5 LOCATION street & number: **2.5 mi. W of Lost Springs** city / town: **Lost Springs** vicinity of: **Lost Springs** state: **KS** county: **Marion** 6 NPS REGION: **MW**

7 OWNER PRIVATE STATE MUNICIPAL COUNTY MULTIPLE FEDERAL (agency name) 8 ADMINISTRATOR:

9 EXISTING SURVEYS NABS NAER NHL 10 FUNDED? YES NO 11 CONGRESS. DISTRICT: **4** 12 SOURCE of NOMINATION STATE FEDERAL if state who prepared form?

13 WITHIN NATIONAL REGISTER HISTORIC DISTRICT? YES, NAME NO 14 WITHIN NATIONAL HISTORIC LANDMARK? YES, NAME NO 15 ACREAGE: **8-10** LOCAL PRIVATE ORGANIZATION

16 CONDITION deteriorated altered original site excellent ruins unaltered moved good unexposed reconstructed unknown fair unexcavated excavated 17 features: INTERIOR SUBSTANTIALLY INTACT-1 NOT INTACT-0 UNKNOWN-4 NOT APPLICABLE-7 EXTERIOR SUBSTANTIALLY INTACT-2 NOT INTACT-0 UNKNOWN-5 NOT APPLICABLE-8 ENVIRONS SUBSTANTIALLY INTACT-3 NOT INTACT-0 UNKNOWN-6 NOT APPLICABLE-9

18 ACCESS YES - Restricted YES - Unrestricted No Access Unknown 19 ADAPTIVE USE YES NO 20 SAVED? YES NO IS PROPERTY A HISTORIC DISTRICT? yes no

21 AREAS OF SIGNIFICANCE: ARCHEOLOGY - prehistoric-2 COMMERCE-6 ENTERTAINMENT-26 LAW-16 POLITICS / GOVT.-21 RECREATION-28 ARCHEOLOGY - historic-1 COMMUNICATIONS-7 EXPLORATION-12 LITERATURE-17 RELIGION-22 SETTLEMENT-29 AGRICULTURE-3 CONSERVATION-8 HEALTH-27 MILITARY-18 SCIENCE-23 URBAN PLANNING-31 ARCHITECTURE-4 ECONOMICS-9 INDUSTRY-13 MUSIC-19 SOCIAL / HUMANITARIAN-24 OTHER (SPECIFY) ART-5 EDUCATION-10 INVENTION-14 PHILOSOPHY-20 SOCIAL / CULTURAL-30 TRANSPORTATION-25 22 CLAIMS: explain 'first' 'oldest' 'only'

23 functions WHEN HISTORICALLY SIGNIFICANT: *Spring (non vocabulary)* CURRENTLY: *park* 24 dates of initial construction: *c. 1830 - mid-19th C* major alterations: *1859 stage stop built* historic events: *1820s-1870s, 1830s on maps, 1750s strawberries grow* 25 ETHNIC GROUP ASSOCIATION

26 architectural style(s): 27 architect: 28 master builder: 29 engineer:

30 landscape architect / garden designer: 31 interior decorator: 32 artist: 33 artisan: 34 builder/contractor:

35 NAMES give role & date PERSONAL: *Josiah Gregg--mentions the spring in Commerce of the Prairies, 1844* EVENTS: *Doniphan Expedition--~~map~~ member of party, William Richardson, described spring in journal, 1846.* *U.S. Surveying Expedition of 1825--1827 marked route for ~~wagon~~ wagon trains, did not include spring.* INSTITUTIONAL:

36 NATIONAL REGISTER WRITE-UP *Spring at the head of a ravine, ~~flows into creek~~, popular ~~is~~ camping ground on Santa Fe Trail, mapped by 1830s; planted with watercress and strawberries by U.S. government to prevent scurvy among soldiers; stage station. Area fenced as picnic area and park; watercress ~~is~~ still growing. built nearby in 1858 ~~on top of~~ ~~entire~~.* *site of* *No - site nearby, but not included in property - 8/24/76*

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: ADDITIONAL DOCUMENTATION

PROPERTY Lost Spring
NAME:

MULTIPLE Santa Fe Trail MPS
NAME:

STATE & COUNTY: KANSAS, Marion

DATE RECEIVED: 9/29/14 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 10/15/14
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 76000826

NOMINATOR: STATE

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 10.15.14 DATE

ABSTRACT/SUMMARY COMMENTS:

Additional Documentation Approved

RECOM./CRITERIA _____

REVIEWER _____ 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.

August 22, 2014

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



Re: National Register Nominations – new submissions

Dear Ms. Shull:

We are pleased to submit for your consideration the following National Register documents:

- **Historic Resources of the Soule Canal** (new MDPF)
 - Enclosed: Signed copy of the document and 1 disk (with MDPF document)
 - The enclosed disk contains the true and correct copy of the document.

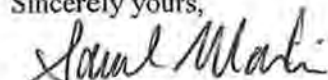
- **Soule Canal - Gray County Segment 1 – Gray County** (new nomination)
 - Enclosed: Signed copy of nomination and 2 disks (with nomination, map files, and photo files)
 - The enclosed disk #1 contains the true and correct copy of the nomination.

- **Soule Canal - Gray County Segment 2 – Gray County** (new nomination)
 - Enclosed: Signed copy of nomination and 2 disks (with nomination, map files, and photo files)
 - The enclosed disk #1 contains the true and correct copy of the nomination.

- **Lost Spring** (amended nomination)
 - Enclosed: Signed copy of the amended nomination and 2 disks (with nomination, map files, and photo files)
 - The enclosed disk #1 contains the true and correct copy of the nomination.

Please do not hesitate to contact me if you have any questions. I may be reached at 785-272-8681 ext. 216 or smartin@kshs.org.

Sincerely yours,



Sarah J. Martin
National Register Coordinator

Enclosures