

Approved Ivan Sand Date 4/5/85

MINUTES OF THE HOUSE COMMITTEE ON LOCAL GOVERNMENT

The meeting was called to order by REPRESENTATIVE IVAN SAND at  
Chairperson

2:30 ~~xxx~~/p.m. on MARCH 27, 1985 in room 521-S of the Capitol.

All members were present except: Representative Mary Jane Johnson, excused  
Representative Kenneth D. Francisco, excused  
Representative Elizabeth Baker, excused  
Representative Pat Weaver, excused

Committee staff present: Mike Heim, Legislative Research Department  
Mary Hack, Revisor of Statutes Office  
Gloria Leonhard, Secretary to the Committee

Conferees appearing before the committee:

Ms. Barbara Burgess, Oregon and California Trails Assn. -- SB 223  
Ms. Cathy Kruzic, Kansas Department of Economic Development -- SB 223  
Mr. Larry Jochims, State Historical Society -- SB 223  
Sen. Audrey Langworthy -- SB 223  
Mr. Owen Jones, Manhattan citizen -- SB 223  
Mr. Ed Desoigne, Dept. of Transportation, -- SB 223

Chairman Ivan Sand called for hearing on the following Senate bill:

SB 223, relating to the marking of the Oregon Trail in Kansas.

Ms. Barbara Burgess, member of the Oregon and California Trails Assn., appeared to testify before the Committee and urged support of SB 223. (See Attachment I.)

Ms. Cathy Kruzic, Kansas Department of Economic Development, asked the Committee to consider SB 223 favorably for passage. (See Attachment II.) Ms. Kruzic referred to "Trails in Kansas -- A Special Study."

Rep. Clyde Graeber expressed his concern about the route designated to be marked as the Oregon Trail and pointed out in particular the route through Leavenworth, Kansas, also known to be the Oregon Trail.

It was noted that the National Parks Service had assigned the designated route to be the Oregon Trail.

Mr. Larry Jochims, State Historical Society, testified in support of SB 223. (See Attachment III.) Mr. Jochims referred to "Comprehensive Management and Use Plan, August 1981," a study to identify the Oregon Trail route.

Sen. Audrey Langworthy, chief sponsor of the bill, appeared to testify in support of SB 223.

Mr. Owen Jones, Manhattan resident, testified that as a lifelong resident of his area and as a student of the Oregon Trail, he is very familiar with the route and supports SB 223.

Mr. Ed Desoigne, Department of Transportation, appeared to testify regarding SB 223. Mr. Desoigne proposed that the balloon bill provided by staff be disregarded and another amendment be added to the bill as follows: In Section 1, Line 22, after the word "transportation," add "with the cooperation of the governing body of each city and county." Mr. Desoigne urged the Committee to support the bill along with his proposed amendment. (See Attachments IV & V.)

Rep. Don Rezac noted that Pottawotamie County citizens are eager to mark the Oregon Trail.

Rep. Clyde Graeber made a conceptual motion to delete the work "primary" in Line 22 and other language through Line 25 of SB 223. The motion died for lack of a second.

CONTINUATION SHEET

MINUTES OF THE HOUSE COMMITTEE ON LOCAL GOVERNMENT,  
room 521-S, Statehouse, at 2:30 ~~a.m.~~<sup>XX</sup>/p.m. on MARCH 27, 1985

When questioned, Ms. Burgess, Mr. Jochims, and Sen. Langworthy agreed that the one line amendment proposed by Mr. DeSoigne was acceptable.

Rep. Clinton Acheson made a motion that SB 223 be amended as proposed by Mr. DeSoigne. Rep. Dorothy Nichols seconded the motion. The motion carried.

Rep. Clinton Acheson made a motion that SB 223 be passed. Rep. George Dean seconded the motion. The motion carried with Rep. Clyde Graeber being recorded as voting "no."

The minutes for the meeting of March 26, 1985, were approved as presented.

The meeting adjourned.



# THE OREGON/CALIFORNIA TRAIL ACROSS KANSAS

by Barbara Burgess

(ATTACHMENT I)

3-27-85

The Oregon/California Trail is three things, it is a story, it is an experience, and it is a place. The story of the trail is the history of a quarter-of-a-million people moving west to start new farms, build new communities, and eventually expand the boundaries of the United States from the Atlantic to the Pacific Ocean. From 1836 to 1866 there were about 30 years of intensive travel on the trail.

The Oregon/California Trail experience is told by the people who journeyed on the trail. Over 800 of them wrote journals, diaries, letters, and recollections about their experience on the trail.

The Trail as a place is the 2,000 mile long road originally beginning at Independence, Missouri and ending at Portland, Oregon or the gold fields in California. This trail is marked along the way by wagon wheel ruts, untended grave-stones, emigrant names carved on rocks, and distinctive landmarks.

One-hundred and eighty-four miles of the Oregon/California Trail cross the state of Kansas. This first leg of the trail has been called the Independence Road because it started at Independence.

Independence and the area around it were the most popular jumping-off point during the early years of the trail, in the 1840's. Emigrants purchased supplies and equipment at Independence or Westport and then headed west on the Santa Fe Trail. Many wagons stopped at Elm Grove campground located just south of Olathe in Johnson County, and many emigrants describe this place in their diaries.

They continued to follow the Santa Fe Trail to Gardner where the two trails divided, and the Oregon/ California travelers headed northwest. From Gardner

the emigrants followed the flat hilltops and headed for the Kansas River which they had to cross. Near the present site of Lawrence, they descended and even sometimes climbed the hill southeast of Lawrence which they called the Blue Mound. West of Lawrence many stopped at Big Springs.

The crossing of the Kansas River was the most dangerous and troublesome part of the trail up to this point. Papan's Ferry at Topeka made the crossing safer and easier for many emigrants, and the journal writers all describe the Kansas River crossing. Papan's ferry was moved from one spot on the river to another to avoid mud holes which developed from the intense traffic and to take advantage of the best place on the bank of the river to set up the ferry. Floods caused them to move the ferry. There were alternate river crossings, especially in 1849 and in the following years of heavy traffic on the trail.

The three missions located west of Topeka were described by the emigrants. The Methodist Kansas Indian Mission and the Baptist Pottawatomie Indian School which is the present site of the new Kansas Historical Museum were not on the main route, but they were landmarks that were often visited. The third mission was built in the Fall of 1848, and is now part of the town of St. Marys, Kansas.

The next landmark was the crossing of the Vermillion River, northeast of Wamego. After they crossed this river, the emigrants left the Kansas River and struck off across the hills. In 1849 a cemetery was started on the east bank of Vermillion where '49'ers were buried. Three of the 47 gravestones remain to remind us of the dangers the emigrants faced on their journey to Oregon or California.

Many wagon ruts are still etched on the hills between the Vermillion River and the crossing of Rock Creek just south of Westmoreland in Pottawatomie County. North of Westmoreland there are more trail ruts on the rocky hillsides and many of these are visible on aerial photographs.

### Age 3 Trail

The next major landmark on the trail is the crossing of the Big Blue River, north of Blue Rapids. Near the crossing is a campground which is remarkably well-preserved. Emigrant names can still be seen carved on the rocks at the Alcove Spring. Once across the Big Blue the trail joined the branch which left from St. Joseph.

This old trail across Kansas is just waiting to be revisited in 1985. Dim wagon wheel ruts are still etched on many pastures. Untended graves and emigrant signatures carved on rocks still mark the old trail.

This trail needs to be marked across the state of Kansas so people can retrace the journey to Oregon and California which their ancestors made. The state needs to preserve this old landmark now.

(Counties which the Independence Road crosses: Johnson County, Douglas County, Shawnee County, Pottawatomie County, Marshall County, Washington County.)

Barbara Burgess  
Route 3 Box 92  
Wamego, Kansas 66547  
(913) 456-2327

Currently a student at the University of Kansas  
Ph D. in American Studies in progress

(ATTACHMENT II)

*3-27-85*

LOCAL GOVERNMENT

Room 521-S

TESTIMONY

SB 223

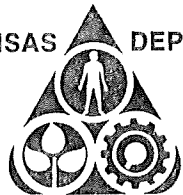
MARKING THE OREGON TRAIL

IN KANSAS

Cathy L. Kruzic, Travel & Tourism Director  
Kansas Department of Economic Development

March 27, 1985

Attachment 2



Mr. Chairman and Members of the Committee:

I urge your support for SB 223 marking the Oregon Trail in Kansas.

As part of the continuing efforts of the Travel & Tourism Division of the Kansas Department of Economic Development, we are interested in Kansas history and opportunities to provide such educational information to the traveling public.

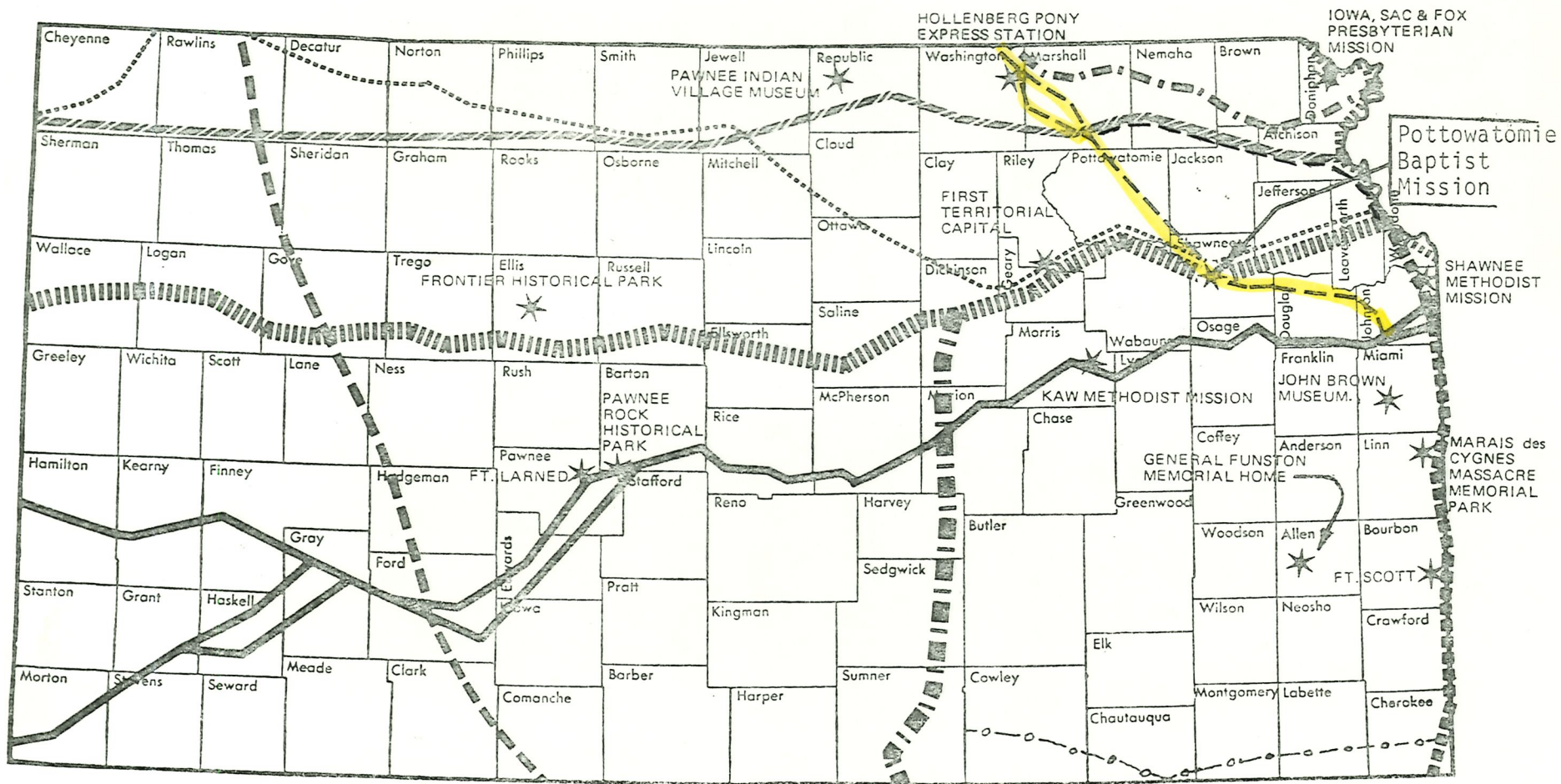
People often forget that a great deal of history developed west of the Mississippi River. Perhaps, we have been negligent in creating an awareness of such significant events, activities and sites in the settling of the great American west, and in particular Kansas.

The signing of the Oregon Trail would be an inexpensive, but effective method to assist in educating ourselves and others about the history of Kansas, as well as a further enhancement of our image campaign. I understand that the Oregon Trail is currently signed in neighboring states. I think it would be a great opportunity to have Kansas complete that link by providing this legislation enabling signage.

I encourage your favorable consideration of SB 223.



# MAJOR HISTORICAL TRAILS



..... Lewis & Clark Trail

//// Parallel Road

||||| Smoky Hill Trail - Fort Leavenworth - Fort Riley Military Road (between three points)

- - - Pony Express Trail

||| Chisholm Cattle Trail

- - - Western Cattle Trail

.....

- - - Oregon Trail

..... Leavenworth Pikes Peak Express

..... Ft. Leavenworth - Ft. Scott Military Road

## CHAPTER I

### Trails in Kansas

#### Historic and Military Trails

Kansas has been referred to as a crossroads of the nation and so it has been since the early nineteenth century. American explorers Meriwether Lewis, William Clark, Zebulon Pike, Stephen Long and John C. Fremont all traveled through or touched upon the Kansas area. Thousands of settlers, traders, westward travelers, cattle drovers and gold seekers made their way into and across the State.

Overland trails in Kansas are also tied closely to the State's military history. Forts Leavenworth and Riley had both Santa Fe and Oregon Trail connections, while Fort Scott was located on a military road from Fort Leavenworth to Fort Gibson.

Forts Zarah, Larned and Dodge were located on the Santa Fe Trail and Forts Harker, Hays and Wallace were vital in relation to the Smoky Hill Trail and to connections with the Santa Fe Trail. Railroad builders for the Union Pacific and the Santa Fe Railroads also depended on assistance from several of these posts during the Indian wars of the late 1860's and early 1870's.

The resulting major trails which developed in Kansas are shown on Map 1 and briefly described below.

1. The Lewis and Clark--Missouri River Route. American travel toward the Upper Missouri began officially with the 1804-1806 expedition led by Meriwether Lewis and William Clark. The explorers traveled up the Missouri River, camping at night on either the Kansas or Missouri sides. Their route thus touched the fringe of present extreme northeast Kansas.
2. The Santa Fe Trail. What came to be known as the Santa Fe Trail had been traveled, at least in part, early in the seventeenth century. However, it was not until 1821 that William Becknell made the first commercial trip with a train of pack horses from Boone's Lick, Missouri, near the present City of Booneville. The trip was so profitable that he returned again in 1822 using wagons. Trade with Santa Fe (now Santa Fe, New Mexico) became of such interest that from 1825 to 1827 the federal government surveyed the route and negotiated treaties with the Indian tribes through whose lands the Trail ran. Much of the Trail was in use in Kansas, primarily for trade, until 1872, when the Santa Fe Railroad completed its line through Kansas.

The early trail ran from the Kansas City vicinity to Council Grove, passing near or through the present towns of Baldwin, Overbrook and Burlingame. From Council Grove, where several sites with historical reference to the Trail still exist, it headed west to the great bend of the Arkansas River. Pawnee Rock, in southwestern Barton County, was a prominent trail landmark and near there the Trail divided. One route followed along the left bank of the River to the Lower Crossing some miles southeast of Fort Dodge, while the other route headed for Fort Dodge. Both routes passed near Fort Larned. The surveyed trail continued along the north bank of the Arkansas River to Chouteau's Island near Hartland, then continued south to Wagon Bed Springs on the Cimarron River. Some traders traveled to the west along the Arkansas River to Bent's Fort in Colorado but many turned at Dodge City, Cimarron or Ingalls and continued southwest to Wagon Bed Springs. Passing Point of Rocks in the southwest corner of Kansas, the trail entered Colorado and continued on to Taos and Santa Fe, New Mexico. Two-thirds of the Santa Fe Trail's route lay in Kansas, and hundreds of thousands of dollars worth of trade and many soldiers, including those involved in the Mexican War of 1846, passed over it. It was a vital road for an expanding United States.

Pawnee Rock, now a state historic park, Forts Larned (now a National Historic Site) and Dodge, trail ruts near Burlingame and west of Dodge City, Council Grove, and Point of Rocks near Elkhart are all existing points of interest on the Trail.

3. The Oregon (and California) Trail. The Oregon Trail was used primarily by westward travelers seeking new homes on the Pacific Coast. From the late 1830's through the 1860's, thousands of people traveled its tortuous 2,000 miles, and many of these received their first taste of trail life in eastern Kansas. Starting like the Santa Fe Trail from the river towns along the Missouri, the Trail crossed northeastern Kansas to the Big and Little Blue Rivers. One of the main routes passed the Shawnee Methodist Mission and followed the Santa Fe Road to present Gardner in Johnson County. From Gardner it went toward Lawrence, crossed the Kansas River near Topeka, then passed through present Silver Lake and St. Marys, finally turning up the east bank of the Big Blue to Alcove Springs and Independence Crossing near Marysville. Some travelers stayed south of the Kansas River, west of Topeka until they reached the Uniontown crossing near present Willard, where they rejoined that branch of the Trail on the north bank. Other routes from Leavenworth and Atchison and from St. Joseph, Missouri, joined this southern trail in the vicinity of Marysville and, united as one, headed northwest past the Hollenberg Pony Express Station into Nebraska and the Platte Valley.

Remains of Oregon Trail ruts may still be seen east of Topeka and near Westmoreland. Alcove Springs is intact as a privately-owned historic site.

4. The Smoky Hill Trail. This route came into use after 1859 as travelers to the gold fields of western Kansas (now Colorado) sought a direct route west from the Missouri River. The Trail followed generally the north bank of the Smoky Hill River, west from Junction City across the State and on to Denver, Colorado. It was used by the Butterfield Overland Despatch, a famous stage line, for a time but goldseekers and stagecoach travelers found it a dangerous route because it ran through the heart of the Plains Indian country.

The use of the trail diminished with the completion of the Kansas Pacific Railroad through Kansas to Denver in 1870. There are few identifiable remains of the Smoky Hill Trail. It can be easily seen at Castle Rock and excavations at Monument station can still be seen.

5. The Leavenworth and Pike's Peak Express Trail and Parallel Road. The discovery of gold in the Pike's Peak region initiated a large migration to the Rocky Mountains in the late 1850's. Some of the partners in the famed Leavenworth freighting firm of Russell, Majors and Waddell established the Leavenworth and Pike's Peak Express Company. This stage line used a route following established roads from Leavenworth to Fort Riley. Then it swung northwest along the divide between the Republican and Solomon Rivers, angling toward the latter stream, and headed generally northwest to present Benkelman, Nebraska. From there it followed the south fork of the Republican across the northwest tip of Kansas and into Colorado.

The City of Atchison also desired a share of the profits from this migration and a local company established what was called the Parallel Road. This route traveled from Atchison until it joined the Leavenworth and Pike's Peak Express Road at Station No. 11 in Jewell County.

None of the original stations remain along the Leavenworth/Pike's Peak Express and the Parallel Road routes.

6. The Pony Express Trail. The Pony Express was established in 1860 to provide fast mail service between the Missouri River and California. It entered Kansas at Elwood in Doniphan County and continued west and northwest past present Hanover into Nebraska, where it traveled the main stem of the Oregon Trail along the Platte. Some of the Kansas stations were Troy, Cold Spring, Kennekuk, Kickapoo, Seneca and Marysville. The last station in Kansas was Cottonwood, also known as the Hollenberg Ranch Station. The Pony Express lasted only 18 months but its riders became legendary because of the daring they displayed carrying the mail in every kind of weather through Indian country. The old Hollenberg Ranch Building, the only original unaltered station still standing in its original location, is today a state-owned museum, operated by the Historical Society. A stable in Marysville, reportedly used by the Pony Express, has been restored and now houses a locally operated museum.

7. The Chisholm Trail and the Western Cattle Trail. A cattle trail from Texas to Abilene, Kansas, first used in 1867, has become known as the Chisholm Trail. However, the original road used by Jesse Chisholm reached only from a trading post at present Wichita to the North Canadian River in Indian Territory, now Oklahoma. Its extension to Abilene in 1867 was the idea of Joseph G. McCoy, an Illinois cattle dealer, who persuaded Texas drovers to bring their cattle herds to his Abilene pens for shipment via the newly arrived Union Pacific, Eastern Division, Railroad. This railroad carried what was stated to be the greatest migration of domestic animals in world history. It had a tremendous economic impact on cattle raising and also ushered in the wild and woolly cowtown era.

The Chisholm Trail is the most famous of the cattle trails, but the Western Trail, which diverted the Texas herds farther to the west away from the advancing line of permanent settlement, was also of great importance. It was the Western route that brought fame to Dodge City, for ten years the "Queen of Cowtowns". In eastern Kansas some cattle arrived earlier over the old Shawnee Trail which originally ran to Sedalia, Missouri, and for a time Baxter Springs was a wild cowtown.

At various times, cattle shipping points on the Chisholm Trail were Abilene, Newton, Wichita and Caldwell. All of these Kansas cities have made much of their cowtown history, and Abilene and Wichita have recreated "cowtowns". Ellsworth and Dodge City have also capitalized on their cowtown histories, with Dodge City reconstructing a portion of its notorious Front Street.

8. Mormon Battalion Trail. A less known historical trail but one which was significant to American history was the Mormon Battalion Trail. In 1846 the Mormon Battalion marched from Council Bluffs, Iowa, following the east side of the Missouri River southward for 160 miles to Fort Leavenworth, Kansas. The Battalion left the fort traveling south, intersected the Santa Fe Trail near Gardner, Kansas, and then followed the Santa Fe Trail, via the Cimarron cutoff to Santa Fe. The Battalion was composed of Mormons who were seeking a way west and when war seemed imminent with Mexico in California, signed a 1-year enlistment to march to California. This trek was the longest sustained march by infantry in United States military history.
9. Military Roads. Military roads played a significant role in stabilizing the frontier. Fort Leavenworth was connected with a major road to Fort Scott and on to Fort Gibson in the Indian Territory. This route was used not only by the military but by civilian travelers as well. After Fort Scott was abandoned in 1852, the first Kansas Territorial Legislature in 1855 passed a law declaring the old military route a territorial road. From Leavenworth another road led to Fort Riley and from there at least two routes led to Fort Kearny in Nebraska. Other roads fanned out to posts in western Kansas, most of them connecting with the Santa Fe and Smoky Hill Trails.

## Indian Trails

Prior to the settlement of Kansas, native Indians established trails out of necessity to move from winter lodges to summer hunting grounds. Many of these trails became obscure as settlers moved into Kansas territory. Some of the better known Indian trails were the "Great Osage or Black Dog Trail", the "Osage Indian Trail" and the "Pawnee Trail". In 1878 Chief Dull Knife led his band of Indians across western Kansas from Oklahoma to Nebraska where they were finally captured and incarcerated only after numerous attacks and killings. The route is indicated on Map 2.

## Exploratory Routes and Expeditions

Many exploratory routes crossed the state of Kansas beginning with the Coronado Expedition in 1541. Centuries later (in the 1800's) Lt. Zebulon M. Pike, Captain Nathan Boone, Lt. John C. Fremont and Kit Carson and other less notables led exploratory expeditions across Kansas. These exploratory routes are shown on Map 2.

## Scenic Routes

In 1965 the State Highway Commission, (later to become the Kansas Department of Transportation), in cooperation with four other state agencies, prepared a study of existing and proposed routes that could be incorporated into a statewide program of scenic roads and highways. Twenty-eight routes were originally outlined and adjacent scenic and historic attractions were described. In 1974 under provision of the National Scenic Highway Study, the Department of Transportation revised the number of routes downward to a total of twenty. To date there have been no highway funds made available for formal development of scenic routes, per se. Several highways have been marked with identification signs at intervals along the way and others are identified by markers placed in safety rest areas. Map 3 indicates the general location of the twenty scenic highway routes. Descriptive narrative is included as "Appendix B" of this special study (as furnished by the DOT).

Local and/or regional scenic routes are those that have been designated by local individuals, local government or private organizations. These routes are not generally open to the public without some type of permission from the organizers of the specific route. This restriction is usually placed on the use of the route because private ownership of the land is involved.

## Recreation Trails

Recreation trails are comparatively new as related to the aforementioned trails and routes. Interest in recreation trails as related to future recreation development programs is outlined in the chapters that follow.

# The Oregon Trail

Oregon National Historic Trail

National Park Service

U.S. Department of the Interior



## Of all the western trails...

used by fur traders, gold seekers, missionaries, and emigrants, the Oregon Trail was most important. Beginning in 1841 and lasting for over 20 years, it was the route over which many thousands of emigrants traveled the 2,000 miles from western Missouri to Oregon's Willamette River Valley and other locations in the Pacific Northwest. This tide of emigration and settlement caused England to relinquish her hold on Old Oregon Territory in 1846, when it became part of the United States comprising the present States of Oregon, Washington and Idaho, as well as those parts of Wyoming and Montana west of the Continental Divide.

## A National Historic Trail

Congress memorialized the vital part the Oregon Trail played in our Nation's history in 1978, when the trail was designated a National Historic Trail. The National Park Service has identified the official 2,170-mile route, which begins at Independence, Missouri, and extends through the States of Kansas, Nebraska, Wyoming, Idaho, and into Oregon, where it ends at Oregon City. It is a single route except for two relatively short branchings; one alternate route begins at Three Island Crossing in Idaho, and the other at The Dalles, Oregon.

One hundred twenty-five historic sites have been selected by the National Park Service to commemorate and interpret important events and landmarks along the trail. There are also seven cross-country trail segments totaling 318 miles; chosen for their historical integrity, these segments offer excellent opportunities for hiking, horseback riding, and other appropriate recreational activities. The goal is to preserve these especially significant remnants of the Oregon Trail for the edification and enjoyment of future generations. The 125 historic sites and seven cross-country segments are identified on the opposite map.

Only the 28 historic sites and 190 miles of cross-country segments now on Federal lands comprise the initial components of the Oregon National Historic Trail. The remainder, plus other important remnants not yet identified, may be certified as components by the Secretary of the Interior upon application by the owners.

## Public Use

Many of the historic sites identified on the opposite map are for visitor use. The same is true of major portions of the seven cross-country segments. All of the sites which are open to the public can be reached by public roads or by footpaths from nearby roads. The cross-country segments are without roads, but can be reached by road at trailheads.



Wagons "circle up" on the North Platte River near Scottsbluff, Nebraska. ▲

Trail-hardened and weary, an emigrant family rests on the prairie. ▼



Trail wagons like this one were standard equipment. The more famous Conestogas were too large and heavy for the Oregon Trail. ▶

This historic Burnt Ranch dwelling on the Sweetwater River near South Pass, Wyoming, still stands beside the Oregon Trail. ▼



Some privately owned sites do not have public access and may not be visited without permission of the owners. These are indicated on the opposite map by an asterisk. Portions of the cross-country segments, too, are in private ownership and unavailable for public use without permission of the owners. For information about access and travel conditions along the cross-country segments, visitors should inquire at the following offices:

#### South Pass Segment, Wyoming

Rawlins District Office, Lander Resource Area  
Bureau of Land Management  
P.O. Box 589  
Lander, Wyoming 82520  
307-332-4220

#### Blue Mountain Segment, Oregon

LaGrande District  
Wallowa-Whitman National Forest  
Route 2, Box 2108  
LaGrande, Oregon 97805  
503-963-7186

#### Boardman Segment, Oregon

Pacific Northwest Region  
National Park Service  
Westin Building, Room 1920  
2001 Sixth Avenue  
Seattle, Washington 98121  
206-442-5565

#### Barlow Road Segment, Oregon

Mount Hood National Forest  
19559 S.E. Division Street  
Gresham, Oregon 97030  
503-963-7186

#### Sinker Creek Segment, Idaho

Boise District  
Bureau of Land Management  
3948 Development Avenue  
Boise, Idaho 83705  
208-334-1582

#### Bear River Divide Segment, Wyoming

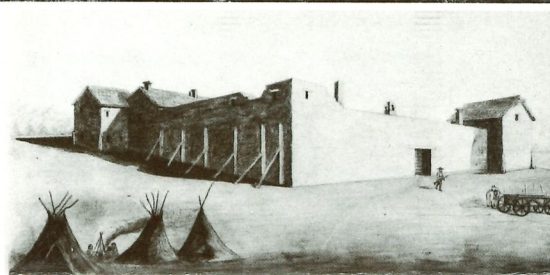
Rock Springs District  
Bureau of Land Management  
P.O. Box 1869  
Rock Springs, Wyoming 82901  
307-382-5350

#### North Trail Segment, Idaho

Boise District  
Bureau of Land Management  
3948 Development Avenue  
Boise, Idaho 83705  
208-334-1582



Fort Hall, north of Pocatello, Idaho, built in 1834, was an important stop-over. (Henry E. Huntington Library, San Marino, CA).



Three Island Crossing of the Snake River lies west of Twin Falls, Idaho, where the trail divides.

The official trail has been pin-pointed on maps, but most of it has yet to be marked on the ground. Long stretches of the Oregon Trail have been eradicated by highways and other developments, or are in cultivation. Therefore, it is not possible to travel the full length of the trail by foot or horseback. Essentially, foot and horseback travel is feasible only along the designated cross-country segments. Those wishing to trace more extensive portions of the trail should plan to travel by automobile between the historic sites and cross-country segments.

### Administration

The National Park Service has no direct administrative responsibility for the Oregon National Historic Trail. National Park Service responsibilities include general planning and technical assistance, performing research, processing applications for certification of additional trail components, providing public information, staffing the Secretary's Advisory Council for the Oregon National Historic Trail, and otherwise seeking uniformly high standards of protection, interpretation, and management for the trail. Four of the selected historic sites on the Oregon Trail were already National Park Service areas when the trail acquired National Historic Trail status: Scotts Bluff National Monument in Nebraska, Fort Laramie National Historic Site in Wyoming, Whitman Mission National Historic Site and Fort Vancouver National Historic Site—both in Washington. The rest of the selected historic sites, as well as the seven cross-country segments, are on lands which will continue to be managed or owned and operated by other Federal, State, or local agencies or private citizens.

### References

**This selected bibliography is by no means a complete listing, but is presented merely as a starting point for those wishing to obtain detailed information about the Oregon Trail. Many States and Federal agencies along the trail offer a variety of public brochures, maps, and travel aids. Inquiries should be directed to the State travel offices or to the Federal offices listed elsewhere in this brochure.**

#### Specific Guides for the Oregon Trail

Franzwa, Gregory M., compiler, *Maps of the Oregon Trail*, Gerald, Mo: Patrice Press (est. January 1982). A reproduction of the route of the trail over a base of county maps.

Franzwa, Gregory M., *The Oregon Trail Revisited*, Gerald, Mo: Patrice Press, 1978. An indispensable travel guide for those who wish to follow the trail by automobile.

Haines, Aubrey L., *Historic Sites Along the Oregon Trail*, Gerald, Mo: Patrice Press, 1981. Brief sketches of 394 historic sites along the trail, with 24 maps, 104 photos, and bibliography.

Paden, Irene D., *The Wake of the Prairie Schooner*, Carbondale: Southern Illinois University Press, 1970, marketed by the Patrice Press, Gerald, Mo. 63037. The adventures of retracing the trail in the 1930s, and 1940s.

#### General Histories of Western Expansion

Devoto, Bernard, *Across the Wide Missouri*, Cambridge: Houghton Mifflin Co., 1947. This classic work establishes the background of the West prior to the emigration years.

Mattes, Merrill J., *The Great Platte River Road: The Covered Wagon Mainline Via Fort Kearny to Fort Laramie*, Lincoln: Nebraska State Historical Society, 1969. As the title implies, this volume exhaustively documents the eastern portion of the Oregon Trail.

Unruh, John D., Jr., *The Plains Across: The Overland Emigrants and the Trans-Mississippi West, 1840-60*, Urbana: University of Illinois Press, 1979. The most comprehensive study ever made of overland emigration, this volume is especially useful in its demolition of popular myths and stereotypes of western emigration.

*The Overland Migrations: Settlers to Oregon, California, and Utah*, Washington, D.C.: National Park Service, 1980. A short and useful introduction to overland emigrations.

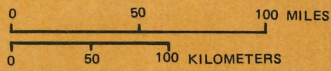




# Primary Route...

## PRIMARY ROUTE OREGON NATIONAL HISTORIC TRAIL UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

485 | 20001  
DSC | FEB 81



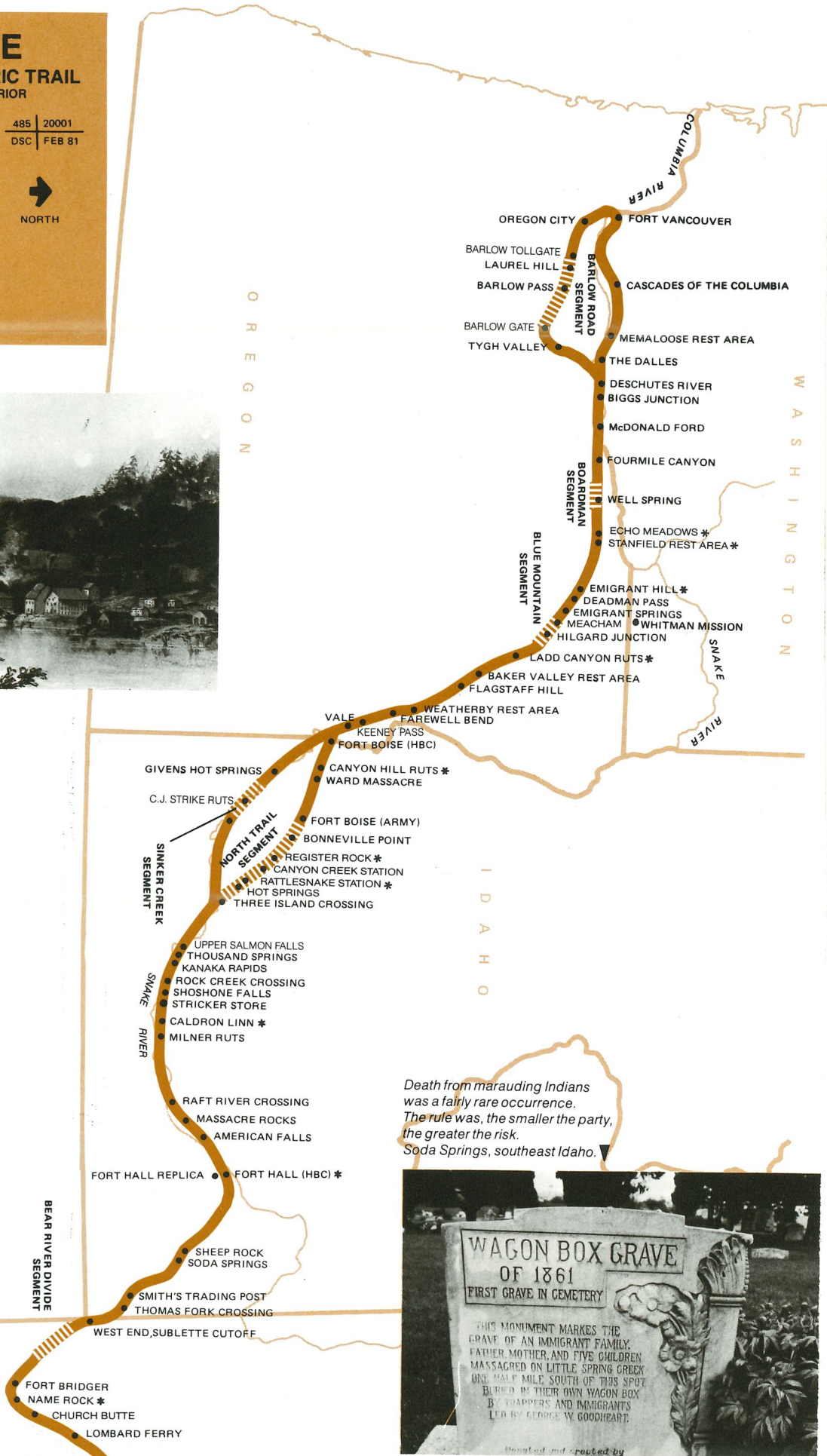
- HISTORIC SITES
- ▨ CROSS COUNTRY SEGMENTS



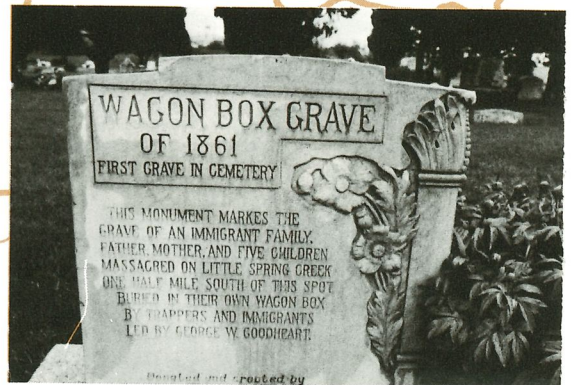
▲ Journeys end! Oregon City, 10 miles south of Portland, Oregon, is the western terminus of the Oregon Trail.

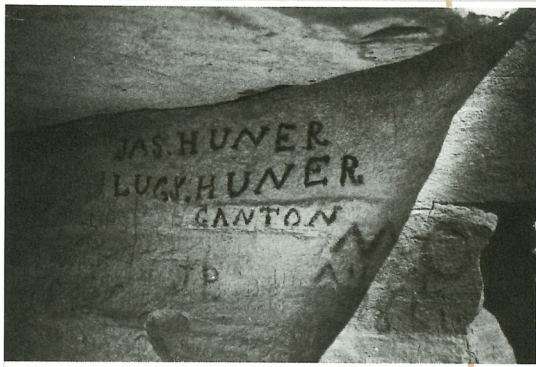


▲ Ruts in the limestone eloquently record busy years of pounding wheels and axle scrapes. Near Gurnsey, Wyoming.

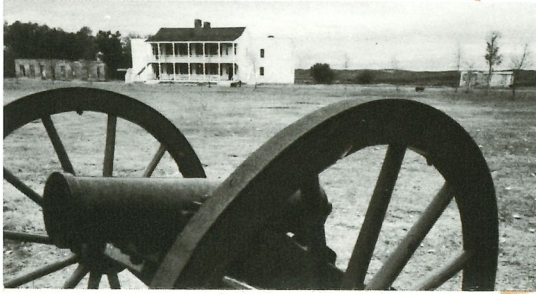


Death from marauding Indians was a fairly rare occurrence. The rule was, the smaller the party, the greater the risk. Soda Springs, southeast Idaho. ▼





▲ Travelers inscribed their names at "Name Rock" just east of Fort Bridger, Wyoming.



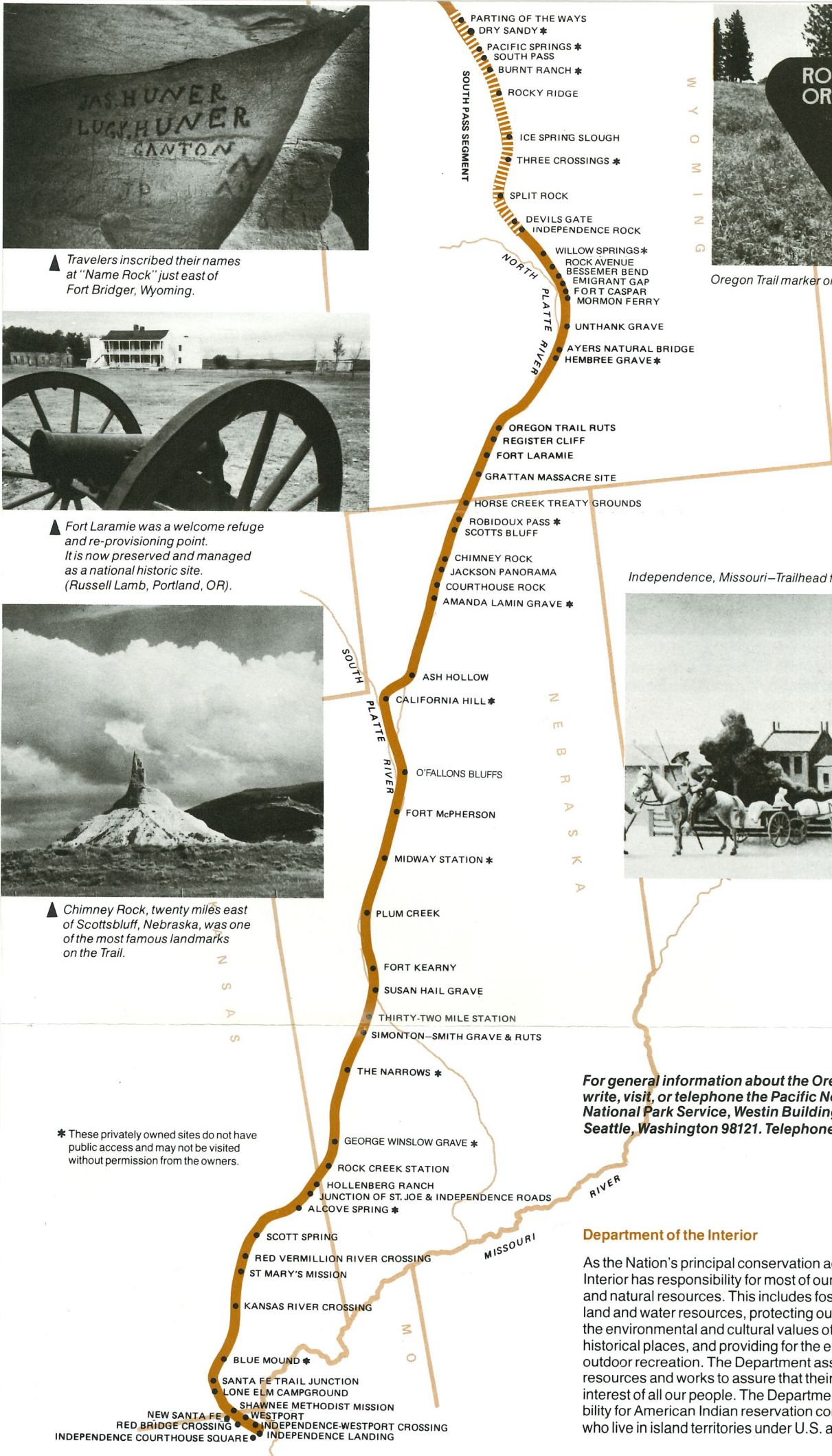
▲ Fort Laramie was a welcome refuge and re-provisioning point. It is now preserved and managed as a national historic site. (Russell Lamb, Portland, OR).



▲ Chimney Rock, twenty miles east of Scottsbluff, Nebraska, was one of the most famous landmarks on the Trail.



Oregon Trail marker on private lands in Oregon. ▲



Independence, Missouri—Trailhead for the great adventure! ▼



For general information about the Oregon National Historic Trail, write, visit, or telephone the Pacific Northwest Regional Office, National Park Service, Westin Building, 2001 Sixth Avenue, Seattle, Washington 98121. Telephone: 206-442-5565.

**Department of the Interior**

As the Nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering the wisest use of our land and water resources, protecting our fish and wildlife, preserving the environmental and cultural values of our national parks and historical places, and providing for the enjoyment of life through outdoor recreation. The Department assesses our energy and mineral resources and works to assure that their development is in the best interest of all our people. The Department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

\* These privately owned sites do not have public access and may not be visited without permission from the owners.

## OREGON TRAIL

(ATTACHMENT III)

3-27-85

Of all the western trails used by fur traders, gold seekers, missionaries and emigrants the Oregon trail was the most important. Between 250 and 300,000 emigrants used the main trail as well as its various alternates to move from the Missouri River to the Pacific Ocean between 1840 and 1869. The trail was a predominant feature of the great westward expansion which took place in the middle of the nineteenth century, a period of "Manifest Destiny," when we realized the dream of stretching from ocean to ocean. As a part of Kansas history, it is important to preserve and commemorate.

Congress memorialized the vital part the Oregon trail played in our nation's history in 1978, when the trail was designated a National Historic Trail. Through the work of the National Park Service and the Oregon National Historic Trail Advisory Council, management plans for the trail's preservation and memorialization have been and are being developed.

Presently Oregon trail interpretation in the state is somewhat scattered. There are interpretive signs that briefly mention the trail at some major highway crossings but there is currently no consistent signing. Passage of this bill would enable Kansas to initiate such signing, promote the various Kansas sites and keep pace with the efforts of other trail states.

The National Park Service identified the primary route as used between 1841-1848. This route has been selected as the official National Historic Trail and is the one selected for signing by this bill. As the trail was not static and shifted throughout its years of use and as cut-offs and alternate routes were added, this selection of the 1841-48 route commemorates its earliest usage. It is this "official" trail that other states have chosen to sign to avoid the alternate route problems as well as promote consistency in trail interpretation.

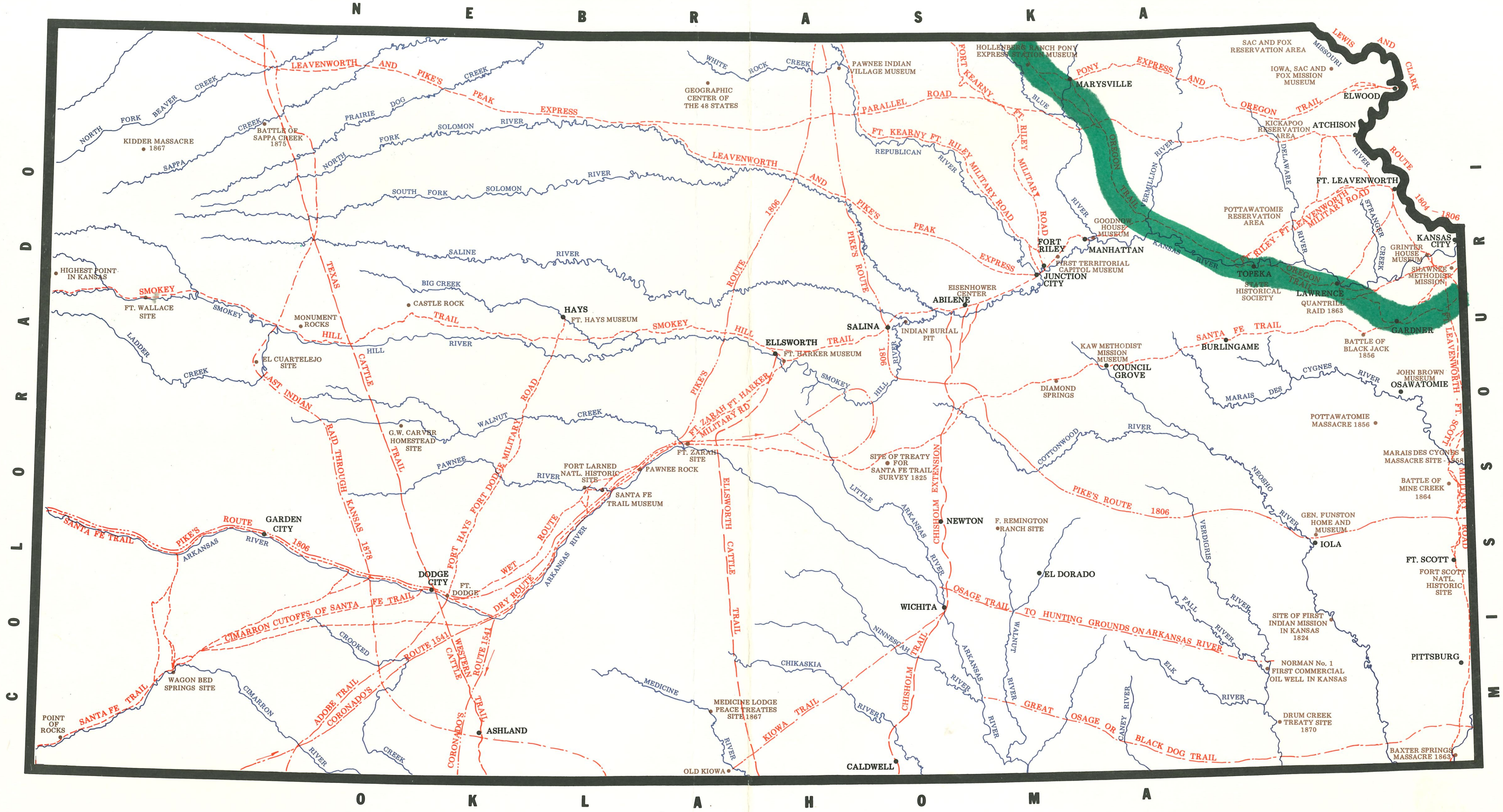
The National Park Service and Oregon Trail Advisory Council has developed a trail logo and sign design. We would be able to obtain these signs at a nominal fee from the National Park Service. The use of this logo and sign would not only save some of the state money but also promote signing consistency across the country.

LARRY JOCHIMS  
STATE HISTORICAL SOCIETY



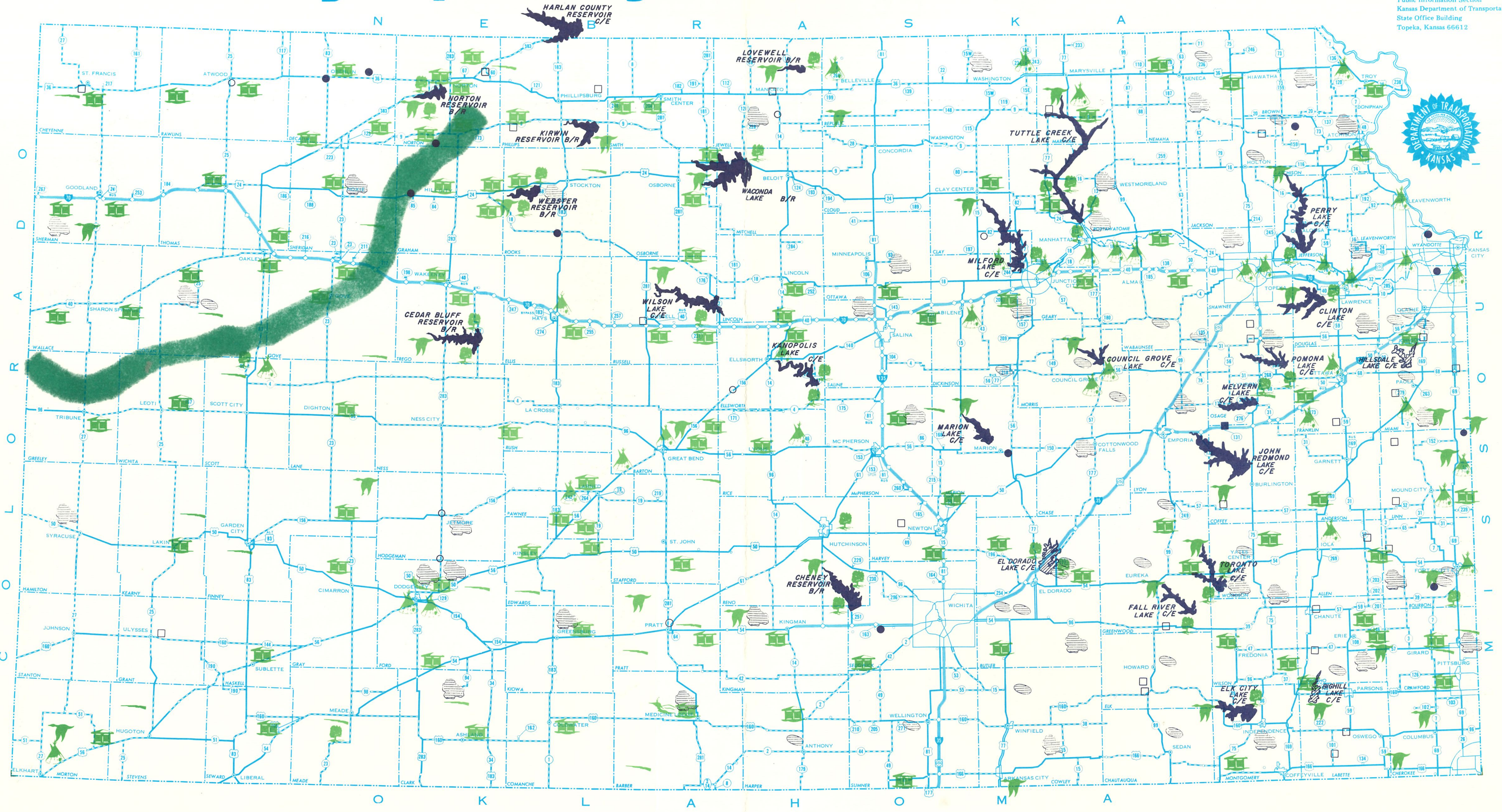
# EARLY KANSAS TRAILS

(ATTACHMENT IV)  
3-27-85



# State Highways leading to KANSAS RECREATION AREAS

For further information about recreation areas write:  
 Public Information Section  
 Kansas Department of Transportation  
 State Office Building  
 Topeka, Kansas 66612



## LEGEND

### FISH AND GAME

- LAKE
- WILDLIFE AND WATERFOWL
- OTHER MANAGEMENT

### PARK AND RESOURCES AUTHORITY

- HISTORIC SITE
- \*HIGHWAY REST AREA
- OVERLOOK

### MUNICIPAL LAKES

- GREATER THAN 50 ACRES
- LESS THAN 50 ACRES

### IMPOUNDMENTS BY OTHERS

- GREATER THAN 50 ACRES
- LESS THAN 50 ACRES

### CORPS OF ENGINEERS PROJECTS

- BUREAU OF RECLAMATION PROJECTS
- COMPLETED
- UNDER CONSTRUCTION

\*NOTE: All Safety Rest Areas are in pairs, on the Interstate system and on US-81 N. of Salina

SENATE BILL No. 223

By Senators Langworthy, Allen, Bogina, Burke, Doyen, Hoferer, Montgomery, Parrish, Salisbury, Walker and Winter

2-13

0019 AN ACT relating to the marking of the Oregon Trail in Kansas.

0020 *Be it enacted by the Legislature of the State of Kansas:*

0021 Section 1. ~~It shall be the duty~~ of the secretary of transporta-  
0022 tion ~~to~~ designate and mark the *primary* route of the historic

0023 Oregon Trail in Kansas as recorded by the United States' surveys  
0024 of 1855, 1856 and 1857 described in the *National Park Service*

0025 *comprehensive management and use plan*, by placing suitable  
0026 signs in locations where the trail travels on public highways and

0027 crosses public highways. The secretary may accept and admin-  
0028 ister gifts and donations to aid in obtaining suitable signs bearing

0029 the proper approved inscription.

0030 Sec. 2. This act shall take effect and be in force from and  
0031 after its publication in the statute book.

The governing body of each city and county with the assistance

shall

, except that the secretary shall make such designation, marking and the maintenance thereof on federal and state highways. The secretary shall obtain and provide to each city and county subject to the provisions of this section, without charge, the appropriate number of signs for the use of each in making the initial marking required by this section. The secretary shall provide replacement signs to cities and counties at cost. Except as otherwise provided in this section, each city and county to which this section applies shall pay for the cost of erection and installation of the initial signs within its respective boundaries and shall be responsible for maintaining such signs and the cost of such maintenance.

(ATTACHMENT V)  
3-27-85

Attachment 5