WORKING ON THE WAGON TRAIN!

EXPLORE THE PAST

The Santa Fe Trail was used from 1821 until 1880, when the first railroad made it to Santa Fe. The Santa Fe National Historic Trail was made a part of the National Trails System as part of the National Park Service in 1987. The National Park Service and Santa Fe Trail Association worked together to create this program for you.

With your experience and instincts, you will be a Scout. Scouts were critical to the wagon trains. By traveling ahead of the wagon train, scouts located campgrounds and noon stops that had plenty of water and grass for the animals. You would never know what might appear on the horizon—thunderclouds, herds of buffalo, or even American Indians.

Keep your wits about you!

There’s more to do on the wagon train! These other Junior Wagon Master Booklets have something for everyone!

Junior Wagon Master Booklets

Cavvy Ages 5 to 8
Freighter Ages 9 to 11
Bullwhacker Ages 12 to 14

TAKE THE SANTA FE TRAIL

When you begin your journey to become a Junior Wagon Master, you will learn the history of the Santa Fe Trail by visiting sites along portions of the 900-mile historic route. You will learn to protect special places along the trail, while exploring where trail travelers went, and studying how they lived.
From 1821 to 1880, the Santa Fe Trail was a trail used for hauling and selling trade goods and eventually army supplies. A few families did travel the Trail looking for a new place to live, but that was not the main purpose.

The trail first began in Franklin, Missouri. As the steamboats traveled farther west along the Missouri River, the jumping-off points or starting points of the trip also moved west. Eventually railroads began to build from Missouri westward and this also caused changes in the jumping-off points.

Between Missouri and southwestern Kansas, the trail followed basically the same route. However near present-day Dodge City, Kansas, the trail split into two main routes. One branch went south crossing the Arkansas River and traveling through very dry country referred to as the Jornada. This part of the trail was called the Cimarron Route. The other branch went west to the Rocky Mountains and then turned south. This branch was called the Mountain Route. Eventually the two joined near Fort Union in present-day New Mexico and proceeded to Santa Fe.

Three cultures were affected by commercial trade on the trail. American Indians had lived along the route for centuries and had already developed trading and hunting trails, and now had new people moving through their lands. Mexicans who lived in northern Mexico were isolated on the frontier and did not have a way to trade for manufactured goods until the trail opened in 1821. Americans began moving west to take advantage of opportunities to trade along the trail. Life changed forever for all three cultures.
You are not expected to travel the entire Trail at one time. Each booklet has been divided into four sections:

**Eastern Terminus**
(Missouri & Kansas)

**Central Portion**
(Kansas)

**Mountain Route & Cimarron Route**
(Kansas, Colorado, Oklahoma, & northern New Mexico)

**Western Terminus**
(Santa Fe, New Mexico area)

Each booklet contains the same background information which is intended to let visitors know the importance of the sites to the history of the Trail.

Adults accompanying younger children should assist them as they work through the booklet, because everybody should lend a hand on the Santa Fe Trail!
YOUR GOAL:

HAVE FUN LEARNING HISTORY!

To qualify for one of the Junior Wagon Master Section Patches you must complete a total of eight activities in a geographic section. The eight activities could be a combination of site tasks, Wagon Master Challenges, or side trips. Once you have completed those eight, you will show your booklet to a staff person in one of the designated museums or National Park locations (see back page). This person will help you check your answers for completion. After your booklet is checked, contact: Santa Fe Trail Association, 1349 K-156 Hwy, Larned, KS 67550 or wagonmaster@santafe trail.org or call 620-285-2054 to receive your patch(es). How far on the Santa Fe Trail can you go? Try to collect all four Section Patches!

YOUR GUIDE:

HOW TO USE YOUR BOOKLET

For each location you visit in a section there are site tasks related to that place. There are also Wagon Master Challenges related to the trail which can be completed as you drive from site to site or even at home. Finally, there are side trips that you might find interesting as you travel. If you go to one of these, take a picture to show you were at the site.

Look for these icons to help you plan your visits to sites along the Santa Fe National Historic Trail:

- **Military**
  - Kepi Cap for Military History
- **Freight Wagon**
  - Freight Wagon for Anglo-American Culture
- **Hand Cart**
  - Hand Cart for Mexican Culture
- **Eagle Feather**
  - Eagle Feather for American Indian Culture
- **DAR Marker**
  - DAR for Daughters of the American Revolution Marker
- **Landmark**
  - Mountain for Landmarks & Unique Terrain
- **Admission**
  - Dollar Sign for Admission Fees
- **Checkmark**
  - Checkmark for Site to Share Booklet for Staff Checking
- **Highway Sign**
  - Highway Sign for Driving Directions & Address Info

YOUR GEAR:

THINGS TO BRING ALONG

- Pocket Folder
- Camera
- Crayons
- Blank Paper
- Pencils
- Bug Spray
- Hat
- Sunscreen
- Water
- Map/GPS Locator
YOUR CHOICE
OF THE SANTA FE TRAIL

The Eastern Terminus

The Central Portion

The Mountain Route & Cimarron Route

The Western Terminus

Watch for Eastern Side Trips or see Page 28

Watch for Central Side Trips or see Page 52

Watch for Routes Side Trips or see Page 76

Watch for Western Side Trips or see Page 98
The Eastern Terminus
OF THE SANTA FE TRAIL

Since 1542 the Spanish had claimed most of North and South America. Many of these new lands were rich in gold and silver, which the Spanish mined and sent back to Spain. The Spanish kept tight control over all trade, refusing to let non-Spanish traders sell to the villagers. The Spanish brought trade caravans to these far away villages once every two or three years. A few Americans did attempt to sell items in Santa Fe, only to end up in a Spanish jail.

Missouri was the furthest west territory of the United States. Most of its population was located in and around St. Louis. However, more and more people had been moving up the Missouri River. The largest settlement was Franklin, Missouri, two hundred miles west of St. Louis. In 1817, the first steamboat made its way up the Missouri River as far as Franklin. Life in this area of Missouri was not easy because a great depression affected the whole nation. Farmers and merchants alike were deeply in debt.

The year 1821 brought great changes. Missouri became part of the United States. Mexico achieved its freedom from Spain. William Becknell, one of these Missourians who was in debt, recognized the opportunity for trade and struck it rich selling goods to the villagers of Santa Fe. He found routes to Santa Fe that others soon followed. Because of his courage and his independent spirit, William Becknell became known as “The Father of the Santa Fe Trail,” a trail that would change the way of life not only for the citizens of Santa Fe, but also for the people of United States and for the peoples of many tribes of American Indians.
As a trail scout, honing the ability to determine your current location is vital. To help you complete your job you can use modern positioning tools as you travel the Santa Fe Trail. Use your phone or a GPS locator, and write down the trail location and the coordinates for 10 places along your travels. On the map place the number of the location.

<table>
<thead>
<tr>
<th>Location</th>
<th>Coordinates</th>
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</table>
WAGON MASTER

CHALLENGE

On this map of the Santa Fe Trail locate the following:

- The states through which the Trail passed
- Important rivers related to the Trail—Missouri, Arkansas, and Cimarron
- The mountains some of the caravans passed through
- Important towns—Santa Fe, Franklin, Independence, and Council Grove
- Important forts—Leavenworth, Larned, and Union.
To Old Franklin: Leave I-70 at exit 101, Boonville, Missouri. Drive north through the center of town, and cross the Missouri River. You are on U.S. 40. Just north of the bridge, MO 87 intersects from the west. Go west ¼ mile on MO 87 to a small park that is the site of the Old Franklin terminal for the Missouri-Kansas-Texas Railroad ("Katy"). Here you will find a marker.

Continue to New Franklin: Return to the intersection of MO 87 and U.S. 40; turn left (north toward New Franklin). Turn left on MO 5. It intersects with Broadway, turn right and proceed ½ block to the intersection of Missouri Street-East Broadway. Here you will find a plaque marking the beginning of the Santa Fe Trail.

In 1821, Missourian William Becknell must have heard rumors that Mexico had gotten its independence from Spain. He came up with a plan to get rich and get himself out of debt. He placed an ad in the Franklin newspaper, the Missouri Intelligencer and Boon’s Lick Advertiser, looking for men to join him in search of “wild horses.” It seems obvious today that Becknell didn’t really want to catch wild horses, but rather he planned to go across unknown lands to Santa Fe—a trip of 900 miles. Once there, he planned to sell highly-priced trade goods to the people.

Becknell’s plan worked out. He became the first American trader to successfully take goods to Santa Fe and return with a profit. His trip from Franklin, Missouri, opened the important international trade route. That is how Franklin became the birthplace of the Santa Fe Trail and its first jumping-off point. That is also how William Becknell became known as “The Father of the Santa Fe Trail.”

The trail was traveled for more than 60 years.

A few years after Becknell’s first trip, the town of Franklin was destroyed by a flood and the townspeople moved to higher ground. Their new town was called New Franklin. The few remains of the original town were referred to as Old Franklin. The jumping-off point of the trail continued to move further west as steamboats made their way up the Missouri River. Soon Boonville, with its steamboat landing, would become the starting place. The landing made it easier to take cargo off the steamboats coming from St. Louis, and place it in freight wagons bound for Santa Fe.
NEW BEGINNINGS

You have just visited the two locations that mark the eastern terminus of the Santa Fe Trail. After reading the plaques and the introduction to this section you are to make a mind map that will explain the importance of the two Franklins to the history of the Santa Fe Trail.

The instructions for a mind map are simple. Put the title of the map in the circle. Beginning at the top of the circle and going around clockwise, draw simple sketches outside of the circle which explain the importance of Franklin. You will want to include 8-10 sketches, so plan ahead. You are allowed to write dates but you can't write words. The pictures must tell the story. Be prepared to explain your mind map to other people and to the person who is checking your Junior Wagonmaster booklet.
Going west on I-70 from Boonville, Missouri, exit at Arrow Rock/MO 41. Turn north on MO 41 and proceed 12 miles to Arrow Rock. You will be approaching Arrow Rock from the south. Continue past Big Soldier Lake Road and turn right on the next road, which is Visitor Center Drive. Park your car in the Arrow Rock Historic Site Visitor Center parking lot and enjoy a walking tour of the town.

4th Street, Arrow Rock, Missouri 65320
660-837-3330

In 1821, William Becknell left Franklin on his first trip to Santa Fe. He crossed the Missouri River by ferry and arrived at a landing below the tall bluff overlooking the river. The traders then climbed the bluff and filled their water barrels at the spring. The next day they headed overland following the Osage Trace through the Prairie of the Arrows. Although Becknell said he was hunting wild horses, he had brought trade items to sell. These were manufactured goods such as muslin, brocadel, calico, and linen. He may have also included buttons, buckles, razors, shoes, shovels, axes, and other tools. The villagers of Santa Fe yearned for these manufactured goods and were willing to trade silver pesos for the products.

The landmark in the Missouri River that guided Becknell to this place was called "Rock of the Arrows." The Osage and other Indian tribes of the area used the fragments of the large flint rock to make their arrowheads and other tools. Eight years after Becknell's first trip to Santa Fe, a town was started on the bluff south of the Arrow Rock Ferry. The town got its name, Arrow Rock, from the landmark. Many freighters traveled through Arrow Rock on their way to Santa Fe.

As you walk down Main Street of Arrow Rock you can see its stone gutters. These were built by slaves. Prior to the Civil War many slaves lived on plantations and farms in this area. Gutters of this type were also found in the town of Old Franklin. Legend has it that when Becknell returned from this second trip to Santa Fe, he slit open the leather bags containing Mexican silver coins and let them fall into the stone gutters. This showed everyone how much money he had made on this trip. If this legend is true, it probably happened in Old Franklin because the village of Arrow Rock did not exist at that time.

There are many interesting places to visit in Arrow Rock. In fact, the entire town has been named a National Historic Landmark. One of the most familiar landmarks in Arrow Rock is the Huston Tavern which was owned by Joseph Huston. In trail days many well-known travelers stopped here.
Taverns, Trade, and the Trail

The Huston Tavern in Arrow Rock was a popular stop for traders and freighters on the trail. Step inside and learn the history of the tavern and the things it supplied for the trail travelers.

Make an ad that lets travelers know what the Tavern has to offer them.
MISSOURI'S
AMERICAN
INDIAN CULTURAL
CENTER

MIAMI, MISSOURI

From I-70 turn north at the Marshall, Missouri, exit 78B onto U.S. Highway 41, continue to the intersection of Hwy 41 and Route 122, turn west (left).
Van Meter State Park
32146 N. Hwy. 122
Miami, Missouri 65344
660-886-7537

The entire length of the Santa Fe Trail passed through the hunting grounds and homelands of many American Indians. Nine separate groups lived throughout this portion of the Trail. They are the Otoe-Missouria, Osage, Delaware, Ioway, Illini-Peoria, Kansa, Kickapoo, Sac and Fox, and Shawnee. They hunted throughout the land, planted their crops along the rivers and built their homes of native materials. Ancestors of these people had lived here for centuries before the arrival of European explorers and American traders. The first mapping of this area took place nearly 150 years before the Santa Fe Trail.

Many traders on the trail would have been from this area. By trail days not all of these tribes still lived here. The Osage was the largest group of people in this part of Missouri in trail times. In fact, portions of the Santa Fe Trail actually follow the Osage Trace. This was a hunting trail that the people used to get to the buffalo lands to the west. Conflicts between the traders on the trail and the Osage were common. These often involved the theft of horses.

In the Cultural Center the displays interpret Missouri’s Indian history. There are many stations in the museum that would interest young people. The park also has burial mounds from these ancient people.
UNDERSTANDING INDIGENOUS PEOPLES

The museum at the Cultural Center provides information about the nine American Indian tribes that once lived in this area.

These tribes lived in this region prior to the Santa Fe Trail. Many were moved to other Indian lands further west.

1 Pick two of the tribes then use the Venn diagram below to list the similarities and differences in location, culture, food, and trade.

2 Looking at the information in the Venn Diagram and in the museum give at least three specific ways that the Santa Fe Trail might have changed the life of these people.

CONSEQUENCES OF THE DEVELOPMENT OF THE SANTA FE TRAIL:

a. ________________________________

b. ________________________________

c. ________________________________
Battle of Lexington State Historic Site

LEXINGTON, MISSOURI

From I-70 go north at exit 41, take MO Highway O to Lexington. Continue north on 13th Street; the Lexington site, on Delaware, is on the left. 1101 Delaware, Lexington, Missouri 64067 (660) 259-4654

Large companies soon began supplying the goods for wagons that traveled the Santa Fe Trail. One of these trading companies was formed by the Aull Brothers. Their first large warehouse was here at Lexington. They soon had stores in many locations and became the first chain store in Missouri. (Wal-Mart is an example of a modern day chain store.) By 1847, they had even opened a store as far south as Chihuahua, Mexico.

The Lexington steamboat wharf was a center of activity as steamboats arrived carrying goods from factories on the east coast, as well as foreign items from Europe, all bound for Santa Fe. In the 1850s, Lexington was headquarters for a large freighting firm—Russell, Majors, and Waddell. The freighting business won the government contracts to provide the man-power and wagons to haul both military and commercial goods along the trail. By 1860, the company had expanded to deliver mail by horseback from St. Joseph, Missouri, to Sacramento, California. The short-lived Pony Express crossed the central part of the nation in a matter of days.

The Civil War disrupted trade along the Santa Fe Trail. At Lexington, the Confederates were after the large amounts of money in the town’s banks. A large group of Confederates led by Confederate Major General Sterling Price participated in the fight that became known as the “Battle of the Hemp Bales.”

The battle involved 18,000 Missouri State Guard troops and 3,000 Northern troops. The Southern troops found hemp bales in a nearby warehouse. They soaked the bales in water from the river and rolled them forward to fight from behind them. Bullets could not go through the wet hemp. For a time, because of the battles along the western border of Missouri, the jumping-off point of the Santa Fe Trail moved to Fort Leavenworth, Kansas.
SLAVERY AND THE SANTA FE TRAIL

During much of the Santa Fe Trail era slavery was a large part of Missouri life. As you visit the museum at the battleground look for the map showing Missouri counties and slave populations. The trail passed through many of these counties.

Rank in order the seven counties along the Missouri River with the highest percentage of slaves in the total population. Many slave owners along the Missouri River became merchants and traders on the Trail. Circle the county in which the Santa Fe Trail first began.

1. ________________________________
2. ________________________________
3. ________________________________
4. ________________________________
5. ________________________________
6. ________________________________
7. ________________________________

Many of these slaves worked on plantations in this area. Some worked in the homes of the plantation owners. What types of jobs would the slaves perform that would be related to the Santa Fe Trail? List as many as you can.

a. ________________________________
b. ________________________________
c. ________________________________
d. ________________________________
e. ________________________________
f. ________________________________
g. ________________________________
h. ________________________________
i. ________________________________
j. ________________________________
k. ________________________________
l. ________________________________

Lexington Historical Museum: see Page 29
HISTORIC FORT OSAGE
SIBLEY, MISSOURI

From I-70, take exit number 24, and travel north on Route BB/FF to Buckner, Missouri. Then proceed three miles north of Buckner on Route BB. Upon reaching Sibley, Missouri, follow the road signs to Fort Osage.

105 Osage Street
Sibley, Missouri 64088
(816) 650-3278

The building of Fort Osage began in 1808 under the direction of William Clark (of Lewis and Clark fame). Built on a bluff overlooking the Missouri River, it was the western most outpost in the Louisiana Territory. The fort was used as a trading post for the Osage Indians and housed soldiers to guard the territory. In the 1820s the fort was an important rendezvous point for the Santa Fe Trail traders. Major George C. Sibley was one of the fort’s traders and an Indian agent.

In 1825, the United States government decided to survey the Santa Fe Trail marking the “Road to Santa Fe.” Sibley was appointed as one of the commissioners for this project. The surveyors and commissioners started marking the Trail from Fort Osage. Many things went wrong with the survey, but the intention was to use compass directions and chains of specific lengths to mark the distance. They also built earth mounds along the Trail to mark the road for future travelers. The project didn’t produce the road that had originally been intended.

By 1827, Fort Osage had been closed and the new fort across the Missouri, Fort Leavenworth was opened.
FORT FACTS

1  Fort Osage was part of the “factory” system. Explain this.

2  Three cultures could be found in and around Fort Osage. Name these three cultures.

3  These three cultures can all be tied to the Santa Fe Trail. Explain the ties.

SANTA FE TRAIL ASSOCIATION
Missouri River Outfitters Chapter
The National Frontier Trails Museum is located in Independence, Missouri. It honors the heritage of the overland trails. Independence was known as an important outfitting point for both the Santa Fe Trail and Oregon-California Trails. Because of its close position to the Missouri River, the town of Independence prospered as steamboat traffic moved further up the river.

Trade goods arriving from St. Louis, Philadelphia, New York, and even Europe would be unloaded from the boats and loaded into the large Murphy freight wagons bound for Santa Fe. These wagons, made by Joseph Murphy in St. Louis, could carry a reported 7,000 pounds of freight. Because Mexico had imposed a $500 per-wagon tax upon arrival in Santa Fe, freighters avoided paying extra fees by loading up one large wagon, instead of using two or three smaller wagons to carry the same amount of cargo, and so only paid the wagon tax once.

Wealthier emigrants traveling the Oregon-California Trails often came from the East traveling by boat; they headed down the Ohio, Mississippi, and Missouri Rivers, until they arrived at Independence. They would then buy wagons, animals, and other supplies they needed for the trip. These animals had to be trained to pull wagons and Independence was the place to do that. Thousands of traders and emigrants with their mules, oxen, horses, and wagons crowded the streets of the small village. The Santa Fe traders were prominent in the town from 1830 to 1850. The Oregon-California Trails emigrants began to appear in the 1840s.
TRAILS OF OPPORTUNITY

This museum features both the Oregon-California Trails and the Santa Fe Trail. Use the map below to illustrate what you know about the three trails.

1. Draw and label both the Oregon-California Trails and the Santa Fe Trail.

2. Generally, how many miles did travelers of each trail go to arrive at their destinations?
   a. Oregon-California _________________
   b. Santa Fe _________________

3. The Trails had a common jumping-off point in Missouri. Label it on the map.

4. Describe the differences in the purpose of the three trails.

SANTA FE TRAIL ASSOCIATION
Missouri River Outfitters Chapter
The Arabia Steamboat Museum is located near downtown Kansas City, Missouri in the City Market. Get off I-70 at exit 2D. Turn a slight left onto West 6th Street. Turn left on Grand. The museum is on the left.

400 Grand Boulevard
Kansas City, Missouri 64106-1111
(816) 471-4030

The steamboat Arabia traveled the Missouri River in the 1850s. The steamboat’s speed on the Missouri River was 5 miles per hour. It carried a combination of passengers preparing for a journey west and merchandise to be delivered to merchants.

On August 30, 1856 the Arabia left St. Louis bound for pioneer settlements. The Arabia carried 200 tons of freight when it hit a snag just north of present-day Kansas City that caused the boat to sink. Its treasures lay buried for 132 years. Today visitors can see a video that tells the story of finding the old steamboat and saving the trade items that it carried. Visitors will get a good idea of the freight that traveled the Santa Fe Trail.
STEAMBOAT SALVAGE

As a visitor to this museum, you are fortunate that the Arabia was recovered. Most of the steamships that wrecked in the Missouri River (and there were many) were blown up when the water hit the hot boilers, but the Arabia was different.

1. When did the Arabia sink? ____________________________

2. Was this during Santa Fe Trail times? ____________________________

3. Why did the Arabia sink? ____________________________

4. Where did the Arabia sink? ____________________________

5. Was the Arabia carrying merchandise for the Santa Fe Trail on this particular trip? ____________________________

6. Was the merchandise similar to that which would have been transported to Santa Fe? ____________________________

7. Why is the preservation of the Arabia important to historians today? ____________________________

8. Merchants who supplied the merchandise to go down the trail hoped for a large profit. Sometimes they received very large profits, sometimes they lost everything. List at least three reasons they might lose their profits.

a. ____________________________

b. ____________________________

c. ____________________________

SANTA FE TRAIL ASSOCIATION
Missouri River Outfitters Chapter
MAHAFFIE STAGECOACH STOP & FARM

OLATHE, KANSAS

Located west of I-35 in Olathe, Kansas, take exit 218 onto Santa Fe Street, which is also labeled as Hwy 150. Turn north on Ridgeview Road. Turn west on Kansas City Road after crossing the railroad tracks. 1200 East Kansas City Road, Olathe, Kansas 66061 (913) 971-5111

The Mahaffie House and Farmstead is a registered National Historic Landmark. Mahaffie Farmstead is the only stage stop on the Santa Fe Trail that is still open to the public.

After the Santa Fe Trail had been going for several years, people began to travel the trail for reasons other than transporting freight. Some of these people traveled by stagecoach arriving in Santa Fe much quicker than going with a wagon train. The farmhouse was the first stage stop after leaving Westport, Missouri. This is where the passengers would eat their lunch.

Stagecoaches transported mail across the prairie. They could also carry six passengers inside the carriage and more on top.

Most trips were run night and day with only stops for food and changing horses.

The ride was not like it would be today in the comfort of an automobile. The roads were not paved, the coaches didn’t have shock absorbers, and the seat cushions could become very hard. Passengers often sat very close with people they didn’t know. Railroads soon replaced the need for stagecoaches, just as they replaced the Santa Fe Trail.

The Mahaffie House has many activities throughout the year that will show you what life was like in the 1860s. Among these are stagecoach rides, farming with horse and plow, oxen training, frontier cooking, and other living history experiences.
COMPARE LIFE ON THE ROAD

After visiting the museum and walking around the farm make comparisons between a modern traveler visiting sites on the Santa Fe Trail and a trader in a caravan traveling the trail in the 1850s.

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<thead>
<tr>
<th><strong>MODERN ERA</strong></th>
<th><strong>SANTA FE ERA</strong></th>
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<tbody>
<tr>
<td>Purpose</td>
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<td>Dangers</td>
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<td>Entertainment</td>
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<td>Mileage Per Day</td>
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Travel approximately one mile west of Gardner, Kansas, on U.S. 56.

Three of the overland trails that formed in Missouri and went west followed the same route for part of the way. The Santa Fe Trail was mainly used for hauling goods to Santa Fe and points further west. The traders on the Santa Fe Trail would go to Santa Fe, sell their goods, and then return to their homes. Sometimes they made two trips during a year.

The Oregon-California Trails took emigrants to Oregon or California as early as the 1840s. These people left their homes and moved west to get new lands. This trail was nearly 2000 miles in length. The families traveling these trails had sold most of their belongings back home and said goodbye to friends and relatives. They did bring some of their prized possessions and tools they needed for the new start. These folks had no intentions of going back home again.

The Oregon-California Trails and the Santa Fe Trail gathered at Independence. This entire area would have been very busy with hundreds of wagons, thousands of people and animals preparing for the long trip. All trails followed the same path for a short distance. It was at Gardner Junction that the Oregon-California Trails travelers headed northwest toward a new life and the Santa Fe Trail traders continued to the southwest with dreams of getting rich.

The Santa Fe Trail Association and National Park Service have marked this area with a kiosk containing exhibits about the trails.
GOING WEST

Read the signs in the kiosk that tell you about the Santa Fe Trail and the Oregon-California Trails and the types of people that traveled these trails.

Imagine you are a 15-year-old living near Gardner Junction in the 1850's. Each day you see the wagons, animals, and people leaving for either Oregon or Santa Fe. One day you decide to join one of the wagon trains. Which wagon train would it be? Why?
Explore More—Take a Santa Fe Trail

If you're near Old Franklin and New Franklin (page 10) visit:

BOONVILLE, MISSOURI:
STEAMBOAT LANDING

Boonville is located on I-70 at exit 101. Follow U.S. 40/business route of I-70. Turn left (north) on Main (U.S. 40/MO 5) Turn left (west) on High Street, turn right (north) on 4th Street/E. Water Street.

Boonville was the jumping-off point of the Santa Fe Trail for a short period of time after New Franklin. The town takes pride in its historic roots. Look for the kiosk (wayside exhibit) in the Cobblestone Street Park. Walk under the bridge and look at the river where the steamboat landing would have been. Remains of the cobblestone street by the steamboat landing can still be seen under the Missouri River Bridge.
If you're near Arrow Rock (page 12) visit:

Photo Filename/Date:

**Sappington Cemetery State Historic Site**

In this family cemetery are buried important people from the history of the Santa Fe Trail. Approximately 110 members of Dr. John Sappington’s family are buried here. Dr. Sappington is famous for developing quinine pills as a cure for malaria, a prominent disease on the trail.

Two governors of the state of Missouri are buried here: Meredith Miles Marmaduke and Claiborne Fox Jackson. Marmaduke was a member of the first large caravan to Santa Fe. Jackson had many stores from which he sold goods, such as cloth, pots and pans, and tools, to the traders on the Trail.

This site is just 5 miles southwest of Arrow Rock, Missouri, on Route AA.

If you're near the Battle of Lexington site (page 17) visit:

Photo Filename/Date:

**Lexington Historical Museum**

This museum, which is housed in the Cumberland Presbyterian Church building, is mainly open from June to September and charges admission.

112 S. 13th Street
Lexington, Missouri 64067
(660) 259-6313

The Lexington Historical Museum has a variety of exhibits about the 19th century. There are some exhibits featuring the Santa Fe Trail, Pony Express, and the Civil War Battle of Lexington.