

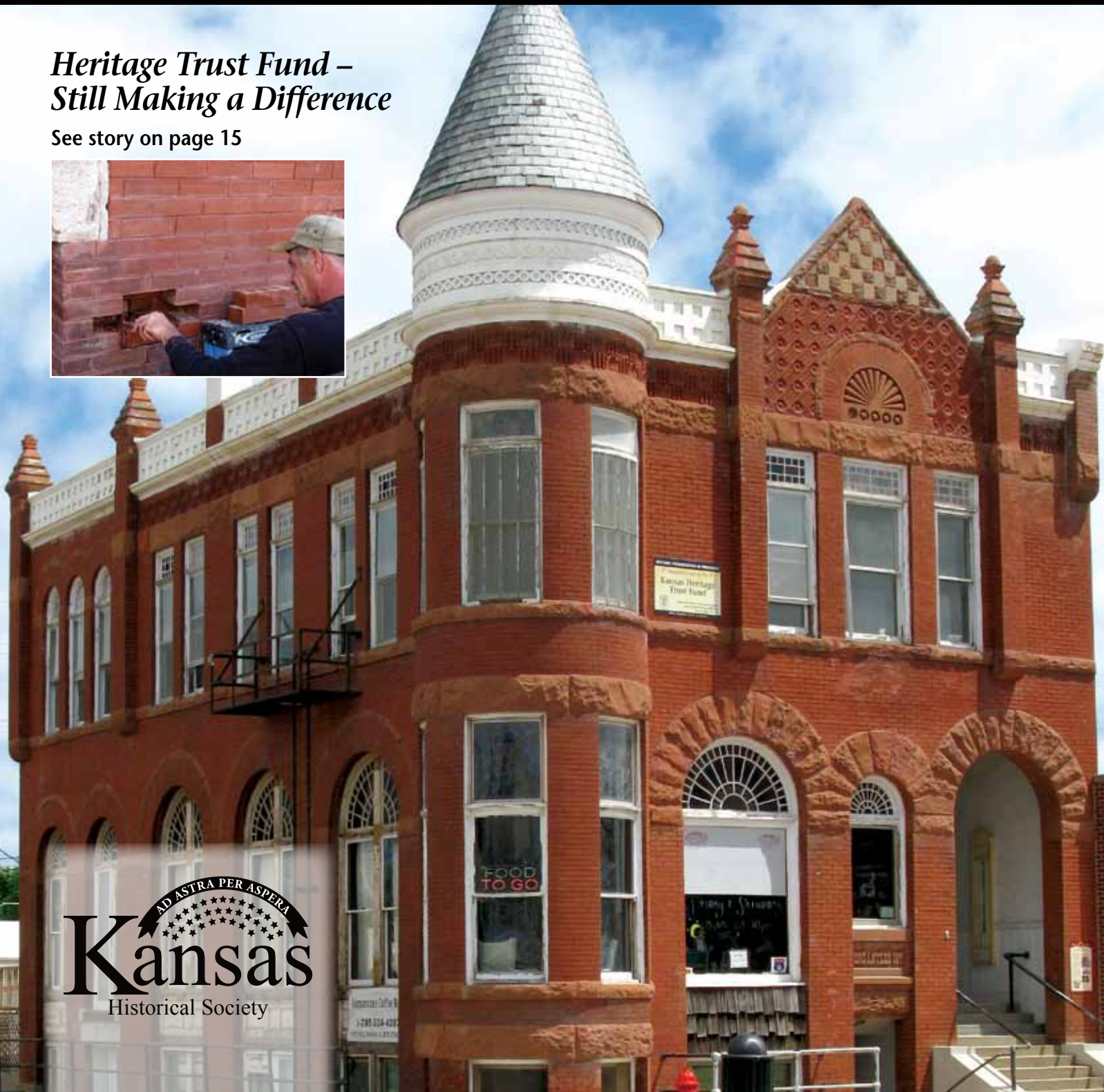
Kansas Preservation

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REAL PLACES. REAL STORIES.

Heritage Trust Fund – Still Making a Difference

See story on page 15



AD ASTRA PER ASPERA
Kansas
Historical Society



Newsletter of the Cultural
Resources Division
Kansas Historical Society

Volume 35 Number 4

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On the cover, the First National Bank in Seneca, Nemaha County. A 2012 Heritage Trust Fund grant helped to repair masonry issues and restore the rooftop finials.

Lost

The Kansas 4-H Foundation, which owns and operates the Rock Springs 4-H Center near Junction City, recently demolished the 1878 water wheel ranch house on its property. Efforts to save the building, led by Mel Borst of Manhattan and the Kansas Preservation Alliance, were unsuccessful. The Kansas State Historic Preservation Office reviewed a request for determination of eligibility in October 2013 and determined the property to be potentially eligible for listing in the National Register of Historic Places for its local significance in the areas of architecture and engineering.

Nearby Rock Springs fed a large water wheel that was built to power a grist mill operation. James H. "Buttermilk" Dickson, a dairyman, bought the ranch house in 1883 and used the grist mill to grind cow feed; he also belted a large churn to the water wheel. The property functioned as a dairy through the early 20th century. Rock Springs Ranch was established by Abilene lawyer C. E. Rugh in 1928. He sold the property to the 4-H Foundation in 1946.



Rock Springs Ranch house, Dickinson County, prior to demolition.

Remembering Richard Pankratz

With heavy hearts, the staff of the Kansas Historical Society marked the passing of former Cultural Resources Division Director Richard (Dick) Pankratz at the end of September. Born in Hillsboro, Dick received his master's degree in history from Emporia State University in 1968. He began his 43 years of public service as a school teacher in Nebraska and Kansas until he joined the Kansas Historical Society staff in 1970. He served as the agency's first full-time historic preservation staff and later directed the Cultural Resources Division. He was the long-time editor of *Kansas Preservation* and was highly respected within his family, his community, and across the state. Dick retired in December 2004. He died September 21, 2013.



National and State Register Nominations

At its regular quarterly meeting held at the Kansas Historical Society in Topeka on Saturday, November 16, 2013, the Historic Sites Board of Review voted to forward 10 nominations to the Office of the Keeper of the National Register of Historic Places in Washington, D.C., to be evaluated by its professional staff. If staff members concur with the board's findings, the properties will be included in the National Register. In other action, the board voted to forward a boundary increase for a property previously listed in the National Register and a request to remove a property from the register. The board also voted to add three properties to and remove one property from the Register of Historic Kansas Places.

by Sarah Martin

National Register Coordinator, Kansas Historical Society

University of Kansas East Historic District – Lawrence, Douglas County

The University of Kansas (KU) East Historic District includes 15 contributing resources (18 total resources) occupying 13 acres on the east slope of Mount Oread, immediately adjacent to the main academic core of the KU campus in Lawrence. The buildings and objects reflect the evolution of the residential and religious facilities designed to support the needs of the students and faculty at KU. Eight of the contributing resources were built as scholarship halls, a type of residential arrangement that was common at state universities across the country. As student enrollment increased at KU, the availability of reputable housing options in Lawrence decreased,

especially for women. Elizabeth Miller Watkins donated the funds for KU's first cooperative dormitory, or scholarship hall, in 1925. The concept caught on, and over the next 30 years, benefactors donated funds for seven more scholarship halls for men and women, all of which were constructed in the same general area of campus. In addition to the residences, the presence of Smith Hall, the Wesley Building, and Danforth Chapel reflect a strong desire to support the social and cultural needs of students. Both Smith and Wesley include classrooms and gathering areas, while Danforth contains meditative and ceremonial spaces. The district is nominated for its local significance in the areas of education and architecture.



Danforth Chapel (left) and Watkins Scholarship Hall (right) in the University of Kansas East Historic District.



Left to right, George and Virginia Trout House, Pottawatomie County; Cedar Manor Farm, Montgomery County; Clearfield School, Douglas County.

George and Virginia Trout House – 615 Elm Street, Wamego, Pottawatomie County

The George and Virginia Trout House was completed in 1896 and is nominated to the National Register for its local significance in the area of architecture. Situated on a prominent corner lot overlooking downtown Wamego, this three-story house reflects the Queen Anne style in its irregular form, asymmetrical arrangement, multiple roof planes, three-story rounded tower with a conical roof, and wood materials. It includes a combination of wood lap siding and fish scale shingles. Its porches and gables lack the delicate spindlework of earlier Queen Anne houses, and instead include classical columns grouped in threes supporting the front porch. George Trout arrived in Wamego shortly after the Civil War and opened a hardware, lumber, and implement business in partnership with L. B. Leach. He later established a bank, which became the Wamego State Bank in 1906. Trout hired Francis M. Spencer of Topeka to erect the impressive residence, which is believed to have been designed by George Farran, in close collaboration with the Trouts. The house remained in the Trout family until 1961.

Cedar Manor Farm – Lafontaine vicinity, Montgomery County

The Cedar Manor Farm traces its roots back to Lafayette and Martha Pound, who settled the property in the early 1870s. The Pounds purchased this land from the United States government, which was selling tracts of the former Osage Trust Lands during this period. State and federal census records suggest Pound established a productive, much diversified farm by 1880, but the recurring cycles of financial depression and drought may have pushed the family to leave in 1893. The property changed hands

several times and sat vacant many years until Clarence (Doc) and Bernice Raymond purchased it in 1929 and developed it into a dairy farm—known as Cedar Manor Farm—with an award-winning registered Guernsey herd. Only a portion of the original Pound residence remains, and the majority of the farmstead was developed during the 1930s, 1940s, and 1950s, reflecting the peak years of the dairy operation. Doc Raymond commented on his joy of competition in an interview with the *Coffeyville Journal*. “If I couldn’t show at fairs and livestock shows I would sell the herd,” Raymond said. “This dairying is work and the shows and fairs are the fun of the game.” He retired from the dairy business in 1969 and sold the herd. The farm remains in the Raymond family. It is nominated as part of the *Historic Agriculture-Related Resources of Kansas* multiple property nomination for its local significance in the area of agriculture.

Clearfield School, District #58 – 2162 N 600 Road, Lawrence, Douglas County

Clearfield School, built in 1900, is located northeast of Baldwin City in Palmyra Township on a half-acre site. This school building was at least the second schoolhouse to serve district 58 students. It was originally built in a location one mile east and was moved to its current location in 1908. The school closed in 1946, but it continued to serve as a meeting house for the Clearfield Grange until the 1990s. Today the Clearfield Historical Society maintains the building. This vernacular one-room schoolhouse exhibits Queen Anne and Stick stylistic references including a triangular panel in the front gable, ornamental windows with a band of several square panes encircling a larger clear pane, a shed roof supported by ornamental brackets over each entrance, and fishscale



Left to right, Jesse Ingraham House, Riley County; City Square Park Bandstand, Allen County; Simmons Funeral Home, Wyandotte County.

shingle siding in the front gable. It is nominated as part of the *Historic Public Schools of Kansas* multiple property nomination for its local significance in the areas of education and architecture.

Jesse Ingraham House – 1724 Fairchild Avenue, Manhattan, Riley County

The Jesse Ingraham House is nominated to the National Register as part of the *Late Nineteenth Century Vernacular Stone Houses in Manhattan* multiple property nomination for its local significance in the areas of community planning and development and architecture. Ingraham, a native of New York, moved to Kansas in 1856 shortly after the territory was opened for settlement. He took up residence on 160 acres along Wild Cat Creek northwest of Manhattan near Keats, where he and his family lived for 10 years before moving closer to Manhattan. Ingraham’s relocation and construction of this stone residence in 1867 coincides with the tremendous growth of Manhattan immediately after the Civil War and the initial development of Bluemont College northwest of the city. The house, an example of the gable-front-and-wing property type, was built in stages beginning in 1867 as a gable-front house with a later intersecting wing added in 1885. As early as 1871 Ingraham began transferring parts of his land to the college. What began as Ingraham’s farm eventually became a thriving 20th century neighborhood—primarily serving the college—within just a few decades. The house is a good example of a well-built vernacular stone building constructed in phases and is significant for its representation of the evolution of residential architecture in Manhattan.

City Square Park Bandstand – 100 S 9th Street (City Square Park), Humboldt, Allen County

The City Square Park Bandstand is situated at the center of a public square that occupies one city block in downtown Humboldt and is surrounded by one- and two-story commercial buildings, most dating from the late 19th and early 20th centuries. The public square originated with the platting of the town in 1857 and has functioned primarily as a community gathering space. Humboldt’s community band formed in 1866 under the leadership of former military bandmaster Richard Redfield and performed in the park as early as 1867. The current bandstand was built in 1907 by John Nessell using plans developed by Charles M. Smith. It features an octagonal form, a concrete base, and a raised platform surrounded by a wrought iron railing. The bandstand is nominated for its local significance in the areas of entertainment and recreation.

Simmons Funeral Home – 1404 S 37th Street, Kansas City, Wyandotte County

The Simmons Funeral Home in Kansas City was constructed in 1927 to serve as Dr. David E. Clopper’s 20-room hospital. Clopper was an instrumental figure in Argentina, serving as mayor, president of the Argentine State Bank, and for many years as a surgeon for the Atchison, Topeka & Santa Fe Railway. Upon his death in 1935, George Simmons and his son Gib purchased and refurbished the building for use as a mortuary. They had been in business since 1895 and would eventually expand the funeral home to adapt to business and industry changes. Five generations of the Simmons family worked in this building until the business was sold in 2007. The building was designed by Kansas City architect Fred S. Wilson in the Mission and Craftsman styles. Elements



Left to right, *Upper Wakarusa River Crossing, Douglas County; Pacha Ruts, Marshall County; Bluemont Youth Cabin, Riley County.*

of these styles exhibited on this building include the low-pitched clay tile roof, terra cotta and cast concrete ornamentation, tall casement windows, and decorative iron ornamentation. The building is nominated for its local significance in the areas of architecture and commerce.

Upper Wakarusa River Crossing – 1180 E 1400 Road, Lawrence, Douglas County

The Upper Wakarusa River Crossing on the combined route of the Oregon and California trails is nationally significant as an intact river crossing of the mid-19th century routes. This crossing also is significant for its potential to yield additional information because the intact cutdowns are a rare feature illustrating methods employed for bringing wagon trains across rivers and streams. Though the Oregon and California trails had multiple destinations, in Kansas westbound travelers generally used the same routes. As major waterways were encountered, multiple crossings were often available, depending on weather and soil conditions. This particular crossing of the Wakarusa River occurs early in the westward journey—about 35 miles from the Kansas-Missouri border in present-day Douglas County.

Pacha Ruts – address restricted, Bremen vicinity, Marshall County

The Pacha Ruts are nominated for their association with transportation and exploration/settlement along the Oregon and California trails for their association with the Pony Express. This trail remnant is located in Marshall County on the western end of an approximate 133-mile

branch known as the St. Joe Road, a connector route between St. Joseph, Missouri, and the Independence Road. Active between 1844 and circa 1860, the St. Joe Road joined the Independence Road approximately 1.5 miles northwest of this nominated site. This route was mainly utilized by emigrants from the St. Joseph and Weston, Missouri, areas. The trail remnants at this site were also used by the Pony Express riders in 1861 as they made their way to Hollenberg Station in present-day Washington County.

Bluemont Youth Cabin – Goodnow Park, Manhattan, Riley County

The Bluemont Youth Cabin was built in Manhattan's Goodnow Park in 1938 with assistance from the National Youth Administration (NYA), a depression-era federal assistance program designed to aid the nation's youth through part-time work and valuable construction training. Over 100 local youth participated in the construction of the cabin through Riley County's NYA program. Designed by Manhattan city engineer Harold Harper, the cabin was constructed of limestone quarried from Bluemont Hill. It is an excellent representative of New Deal-era rustic park architecture characterized by its local building materials and wooded, terraced setting. Once complete, the facility provided meeting space for the Boy Scouts, members of the NYA, and the children of Manhattan. It is nominated as part of the *New Deal Era Resources of Kansas* multiple property nomination for its local significance in the areas of entertainment/recreation, politics/government, and architecture.



Left to right, Gaiser Carriage Works, Sedgwick County; Wakarusa Presbyterian Church, Shawnee County; Argentine ATSF Railroad YMCA, Wyandotte County.

Register of Historic Kansas Places – Nominations

Gaiser Carriage Works – 215, 217, 219 N Saint Francis Avenue, Wichita, Sedgwick County

W. H. Gaiser moved his growing carriage business into this new two-story brick building along Wichita’s Saint Francis Avenue in 1910, and he expanded it in 1920 to accommodate the shifting focus of his business to the automobile. Gaiser came to Wichita during the booming 1880s and partnered with J. M. Washburn in the Washburn & Gaiser Carriage Works. He took over the business following Washburn’s death and specialized in custom work on any type of vehicle, first wagons and carriages and later automobiles. Having embraced the automobile as an important part of his business, he renamed it the W. H. Gaiser Automobile Works, which is still evident on a ghost sign above the storefronts. The business remained in the building until 1957. It is nominated for its local significance in the area of commerce.

Wakarusa Presbyterian Church – 10135 SW Jordan Road, Wakarusa, Shawnee County

The Wakarusa Presbyterian Church is located in the unincorporated village of Wakarusa south of Topeka in southern Shawnee County. The town of less than a few hundred residents is situated along SW Jordan Road, a north-south thoroughfare that runs parallel to the former Atchison, Topeka & Santa Fe Railway line. The small, wood-frame church is located at the south end of town within a grove of trees, just north of the Wakarusa River. It was built in 1878, several years after the town’s founding, though within just a few years of the arrival of the railroad, which initiated a period of growth and

development in and around the community. What remains of this small, unincorporated settlement was largely developed during the late 19th and early 20th centuries, coinciding with the growth of the railroad. Like other small towns in Kansas after World War II, Wakarusa’s school closed and residents moved away, but the church congregation thrived. In addition to serving as a house of worship, the building has served other functions as a community center and polling place for the last half-century. It is nominated for its local significance in the areas of exploration/settlement and social history.

Argentine ATSF Railroad YMCA – 1333 S 27th Street, Kansas City, Wyandotte County

The Argentine railroad YMCA was built in 1937 in the Neoclassical style for use as a dormitory to house railway workers. This building, which replaced an 1899 facility that had burned, served workers employed by the Atchison, Topeka & Santa Fe Railway, which was a major industry in Argentine. Beginning in the 1860s, the Young Men’s Christian Association (YMCA) began offering safe and affordable housing to young men moving to cities from rural areas. The organization partnered with railroad companies, and the country’s first railroad YMCA opened in Cleveland in 1872. At least eight railroad YMCAs operated in Kansas, and their numbers peaked nationwide in the decade before the Great Depression. The Argentine railroad YMCA remained open until the early 1980s and was the last of its kind in Kansas. The two-story building is constructed of reinforced concrete and steel with red brick masonry walls; additions were built in 1963 and 1969. It is nominated for its social history.



Left to right, Lake of the Forest, Wyandotte County; Doney-Clark House, Kingman County (prior to demolition).

Amendments – National Register of Historic Places

Lake of the Forest – Bonner Springs, Wyandotte County

Originally listed in the National Register of Historic Places in 1996, a proposed amendment seeks to expand the boundary of the Lake of the Forest National Register historic district to include the property long used as a golf course by those living within the Lake community. Located along the former Kansas City Inter-Urban Electric Line, this community developed as a recreational resort in the early 20th century. The community's nine-hole pasture golf course was developed in 1922 and 1923 during the height of golf course development in the Kansas City area on property adjacent to the Lake of the Forest community. Pasture golf courses exhibit minimal formal design and generally conform to the natural topography of the area. This course includes sand greens and the fairways generally follow the perimeter of the course, which is outlined by a dense forest. It continues to function as it did historically and is used by the current residents of the Lake community for recreational purposes.

Removals – National Register of Historic Places

Doney-Clark House – 817 W Sherman, Kingman, Kingman County

The Doney-Clark House was listed in the National Register in 1994 for its local significance in the areas of architecture and social history. The house was built circa 1885 by Mathias Doney, a Kingman brick maker and contractor. The house was an example of the gable-front-and-wing house type, which descended from the Greek Revival style and became especially popular in rural areas. At the time of nomination, the four-room cottage contained most of its original woodwork and retained the original floor plan. An ongoing audit of National Register-listed properties in Kansas by the Kansas State Historic Preservation Office discovered this property was no longer extant. The City of Kingman estimates it was demolished 10 years ago. The State Historic Preservation Office is requesting the property be removed from the National Register.



Parker House Hotel, Ottawa County.



Removals – Register of Historic Kansas Places

Parker House Hotel – 116 W 2nd Street, Minneapolis, Ottawa County

The Parker House Hotel was listed in the Register of Historic Kansas Places in 2009 for its local significance in the area of social history. Built in 1887 the two-story building was located at the east end of downtown Minneapolis. Topeka-based businessman Nathan F. Handy originally developed the property to serve several

commercial purposes. For a few years the Corn State Bank operated out of the first floor, and offices and various businesses including a grocery and millinery occupied other parts of the building. In the late 1890s the building was redeveloped into a hotel and served this function until the mid-20th century when it was converted to apartments. The rear portion of the building collapsed in the early morning of June 7, 2013, and it was subsequently demolished.

The National Register of Historic Places is the country's official list of historically significant properties. Authorized by the National Historic Preservation Act of 1966, the National Park Service's National Register of Historic Places is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources. Eligible properties must be significant for one or more of the four criteria for evaluation. Properties can be eligible if they are associated with events that have made a significant contribution to the broad patterns of our history. They can be eligible if they are associated with the lives of persons significant in our past. Distinctive construction can qualify properties for the National Register if they embody the characteristic of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity

whose components may lack individual distinction. Lastly, properties may be eligible for the National Register if they have yielded or may be likely to yield information important in prehistory or history. The National Register recognizes properties of local, statewide, and national significance.

The Register of Historic Kansas Places is the state's official list of historically significant properties. Properties included in the National Register are automatically listed in the State Register. However, not all properties listed in the State Register are included in the National Register. The same general criteria are used to assess the eligibility of a property for inclusion in the state register, but more flexibility is allowed in the interpretation of the criteria for eligibility.

National Register of Historic Places: nps.gov/nr
Kansas Historical Society (National and state registers): kshs.org/14638

Updating the *Historic Resources of the Santa Fe Trail* Multiple Property Document

by Amanda K. Loughlin
Survey Coordinator

In 2009 the National Trails System of the National Park Service partnered with the Kansas Historical Society to document historic resources along the historic Santa Fe Trail in the state. These resources included, among other things, trail segments, campsites, and crossings. The documentation and evaluation of these places helped determine potential eligibility for inclusion in the National Register of Historic Places under the *Historic Resources of the Santa Fe Trail*



Owners Steve & Glenda Schmidt, touring KSHS and NPS staff around French Frank's Trail Segment (July 2012).

multiple property documentation form (MPDF), which was originally drafted and approved in 1994 and was amended by Historical Society staff members. Thirty nominations of properties along the Santa Fe Trail in Kansas were prepared as part of this project, which was led by Amanda Loughlin, Historical Society survey coordinator. Other project team members included Tim Weston, Sarah Martin, John Barry, and Laura Groves, with Marsha King providing the initial revisions to the historic context.

Project Background and Methodology

After the U. S. Congress designated the Santa Fe Trail a National Historic Trail in 1987, the National Park Service began developing a comprehensive management and use plan. Participation was requested from American Indians, landowners, the Santa Fe Trail Association, and governmental agencies to manage, protect, and develop the trail. The plan was published in 1990 as the *Santa Fe National Historic Trail: Comprehensive Management and Use Plan*, which proposed the protection, historical interpretation, recreational use, and management of the

trail corridor and identified areas with potential for further research.

Listing Santa Fe Trail-related resources in the National Register was an anticipated response to the *Management and Use Plan*. An initial registration effort was undertaken in 1993 under the management of the New Mexico Historic Preservation Division of the Department of Cultural Affairs. The objectives were to (1) develop a Multiple Property Documentation Form (MPDF), also known as a thematic nomination, for the trail's resources and (2) prepare no fewer than 40 individual National Register nominations for

sites in all five states through which the trail passed: Missouri, Kansas, Oklahoma, Colorado, and New Mexico. The project was completed with a thematic nomination entitled *Historic Resources of the Santa Fe Trail, 1821-1880* and 20 properties listed in the National Register.

Each of the five states had difficulties with portions of the 1993 thematic nomination, finding errors and issues that were not discussed adequately in the historic context statements, problems with the organization of the associated property types, and missing sources from the bibliography. As a result, only four of the five states adopted the document, with Colorado tabling the MPDF, pending significant revisions.

In 2009 the National Trails, Intermountain Region of the National Park Service (NTIR) partnered with the Kansas Historical Society (KSHS) to begin the revisions of the 1993 *Historic Resources of the Santa Fe Trail, 1821-1880* MPDF. The NTIR organized a meeting in Dodge City with the historic preservation office representatives of the five trail states, the Advisory Council on Historic Preservation, the Santa Fe Trail Association, and other interested parties from the National Park Service, to review the known issues with the document. As a result of the meeting, an agreement was drafted between the NTIR and the KSHS that focused on (1) the revision of the 1993 MPDF per the suggestions from the meeting and (2) the preparation of an additional 30 individual Kansas National Register nominations.

The two areas of the 1993 document that were specifically recommended for revision were the historic context and the associated property types. The amended document contains revisions to the original five historic contexts and new sections on the reuse and commemoration of the Santa Fe Trail and individual state contexts. The reorganized associated property types fit into a framework suitable for the wide variety of sites associated with the Santa Fe Trail along its entire length.

In order to better develop the associated project types and to assess eligibility for 30 individual National Register nominations, KSHS staff members visited numerous Kansas sites throughout fall 2011 and spring 2012. The selection of sites to visit incorporated a list of previously prioritized sites and current recommendations from the public. Priority was given to 14 sites from the initial project that were tabled by the Kansas Historic Sites Board of Review in 1994. Many of these site nominations contained inaccuracies, poor boundary definitions, and

What is an MPDF?

A multiple property documentation form (MPDF), also known as a thematic nomination, streamlines the method of organizing information collected in historic resource surveys and research for future National Register listing and preservation planning purposes. The form facilitates the evaluation of individual properties by comparing them with resources that share similar physical characteristics and historical associations. Information common to the group of properties is presented in the historic context, while information specific to each individual building, site, district, structure, or object is placed on an individual registration form. To view the *Historic Resources of the Santa Fe Trail* MPDF, visit kshs.org/14634

other problems. Further, the board and KSHS staff members recommended that archeological examinations be conducted at several of the sites to determine whether subsurface remains were present and to modify the proposed boundaries. Field work conducted at these sites between 1995 and 2009 made some of the sites ideal for reevaluation. A number of others were determined to not contain trail-related resources.

The Santa Fe Trail Association proved to be one of the most invaluable resources of this project. The majority of sites selected to visit were based on consultation with association members, including David Clapsaddle, Britt and Linda Colle, Leo Oliva, Steve Schmidt, and Jeff Trotman. Clapsaddle, Britt Colle, Schmidt, Trotman, and Joanne VanCoevern each had direct relationships with the land owners and joined in several site visits. Several members, including Clapsaddle, the Colles, Schmidt, Trotman, VanCoevern, Roger Boyd, Shirley Coupal, Leon Ellis, and Jim Sherer gladly acted as liaisons between the KSHS and the land owners to discuss the nomination of their properties. Further, association members Clapsaddle, Coupal, Oliva, Schmidt, and Roger Slusher willingly reviewed portions of the written documents for accuracies.

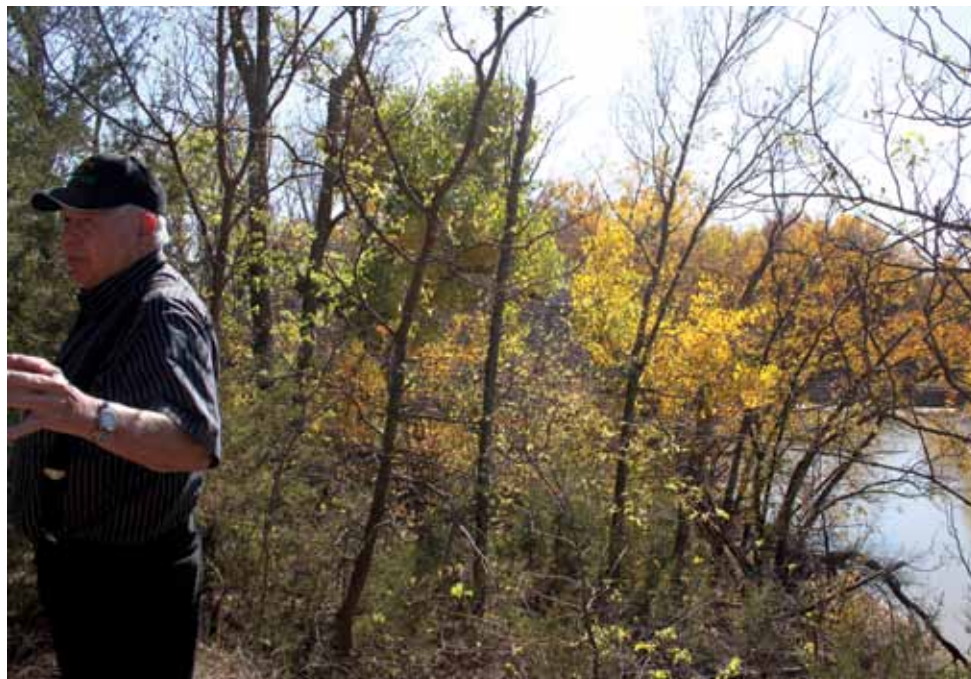
By far the most prevalent extant property type is trail segments in the form of depressions, swales, and cutdowns at water crossings. Other extant property types include camping and nooning sites; natural amenities

such as springs; natural landforms that acted as navigational aids; and Daughters of the American Revolution (DAR) markers. All sites were photographed, and GPS coordinates were taken either around the resource or directly on the trail segments. These coordinates were then mapped and overlaid onto existing topographical maps to verify that the locations of the resources correspond to the General Land Office (GLO) survey lines of the trail, where applicable. Other primary source documents such as journals and itineraries were used to help verify sites were related to the Santa Fe Trail.

All five trail states approved the revised *Historic Resources of the Santa Fe Trail*, and it was accepted by the Keeper of the National Register of Historic Places on April 3, 2013. Of the 30 sites for which nominations were prepared, the owners of 21 sites consented to the nomination of their properties to the National Register.

Historic Context

From 1821 until 1880 the Santa Fe Trail figured prominently in the history of the West. The name “Santa Fe Trail” first appeared in print in 1825, being mentioned in the Missouri Intelligencer and Boon’s Lick Advertiser. Prior to and after this date, the road was known by a variety of names on maps, in the contemporary press, and in later books and articles. These names included the “Mexican Road,” “Mexican Trail,” “Spanish Trace,” “Santa Fe Trace,” “Santa Fe Road,” “Road to Santa Fe,” “Road to Independence,” “Missouri Wagon Road,” “Road from Santa Fe, N.M to Kansas City, Mo,” and “Road from Santa Fe, N.M. to Independence, Mo.” Whatever its name, the route of this trail between the Missouri River and the Rio Grande was a highway for travel and communication between these two areas of North America. It was the first great Euro-American land trade route. From 1825 to 1827 it was the first major road network to be surveyed west of Missouri, and as such, it was a template for future road development. The Santa Fe Trail differed from the Oregon, California, Mormon, and other trails which served as



David Clapsaddle explaining the importance and history of the Dry Route Pawnee Fork Crossing (November 2011).

highways for emigrants bound for new homes in the far West. The bulk of traffic along the Santa Fe Trail, especially prior to 1848, consisted of civilian traders—Hispanic and American—with some military traffic and few emigrants.

Soon after Mexican Independence in 1821, the Santa Fe Trail evolved into an international trade route linking the United States with Santa Fe in northern Mexico. Enhancing its international aspect, the Santa Fe Trail connected the eastern U. S.—via the Boonslick Road in Missouri—with the pre-existing El Camino Real de Tierra Adentro (the “King’s Road” or “Royal Road to the Interior”), which linked Santa Fe with central Mexico. Much emphasis is placed on the importance of the Euro-American traders to the Santa Fe Trail, but historian Ross Frank notes in his book *From Settler to Citizen* that “the late colonial [1750-1820] economic development of the province may well have provided a compelling reason for the attraction of New Mexico to American merchants as the major point of overland trade connecting Mexico and the United States after 1821.” The importance of Mexican markets and merchants in the economic system that helped create and sustain the trade cannot be overlooked. The Santa Fe Trail was an important link in a large and complex commercial network that connected two continents—Europe and North America—and several countries, including the United States, Mexico, England, and France. Traders in Missouri were tied to merchants, manufacturers, and

wholesalers in St. Louis, Pittsburgh, New York City, Baltimore, and other eastern cities, who in turn were connected to merchants in Europe, especially London and Liverpool. Likewise, traders from Santa Fe were linked to Chihuahua, Durango, and other communities to the south along El Camino Real, as well as California to the west. Some of the imports arriving in Santa Fe continued south into central Mexico where many of the goods that were shipped northeast out of Santa Fe originated.

In 1848, following U. S. victory in the Mexican-American War, the United States' Territory of New Mexico was created. The focus of the trail at this time began to shift to domestic trade and communication across the expanding country. In addition, large quantities of military freight were shipped along the route to new southwestern forts. Trade remained international in the sense that in addition to products made in the eastern U. S., many of the goods that traveled to the Southwest had been imported into the eastern U. S. from European trading partners. Further, some of the goods arriving in Santa Fe continued south into Mexico, and Mexican goods continued to be shipped northeastward out of Santa Fe. Until the completion of a connecting railroad in 1880, the Santa Fe Trail remained the major commercial route linking the eastern U. S. with the American Southwest.

Throughout the course of the trade, American and Hispanic goods were sold at many different locations throughout Central and North America. For westward travelers, most products ended up in Santa Fe, while some goods traveled to Bent's (Old) Fort or Taos. Other traders sought alternate destinations for their goods south of Santa Fe, with many continuing south on El Camino Real de Tierra Adentro to Chihuahua (500 miles south of Santa Fe), Durango, Zacatecas, San Juan de Los Lagos, or Mexico City. After the Mexican-American War, the southwestern endpoints of the trail also included forts Marcy and Union in New Mexico and developing towns in southeastern Colorado and northeastern New Mexico. By the 1830s, Mexican merchants began traveling eastward to sell products in New York, Baltimore, and Philadelphia, further emphasizing their substantial part in the widespread commercial network.

The importance of the Santa Fe Trail goes beyond that of trade. It significantly aided in the development of a quarter of the newly enlarged United States territory and altered the demographics of the region. The presence of the trail across the frontier region between Missouri and Santa Fe served to stimulate Euro-American settlement in



Jeff Trotman at Sawlog Creek Crossing (July 2012). Photo by Mike Taylor, NPS.

the region it traversed, significantly altering the established demographic makeup of the region. Temporary camps, stage stations, trading ranches, and military posts that were established along the trail to serve the needs of the trade grew into or gave way to towns and cities as settlers followed traders onto the route. The influx of settlers and the wealth of the trade itself changed American citizens' perception of the area from worthless desert to fertile plains; although, in truth American Indian groups and Hispanics were established in this region centuries before the trail opened.

The Santa Fe Trail impacted the cultures and economies of three groups: the Euro-Americans; the Mexicans and Hispanic-Americans, who played active roles in the trade; and the American Indians through whose lands the trail crossed. Euro-American, American Indian, and Hispanic cultures came into contact with one another along the Santa Fe Trail, thus contributing to a mosaic of varying social and cultural aspects of the route. Many notable individuals had a connection with the Santa Fe Trail. Among the Americans were: William Becknell, Charles

Properties Nominated to the National Register as part of this project:

- Trail Park and Trail Park DAR Marker (Baldwin City vicinity, Douglas County)
- French Frank's Santa Fe Trail Segment (Lehigh vicinity, Marion County)
- Swanson's Swales (Windom vicinity, Rice County)
- Little Arkansas River Crossings (Windom vicinity, Rice County) – listing pending
- Fry's Ruts (Little River vicinity, Rice County)
- Kern's Ruts (Chase vicinity, Rice County)
- Boyd's Ranch and the Pawnee Fork Dry Route Crossing (Larned vicinity, Pawnee County)
- Coon Creek Crossing on the Wet Route (Garfield vicinity, Pawnee County)
- Fowler's Ruts (Ford vicinity, Ford County)
- Sawlog Creek Crossing (Spearville vicinity, Ford County)
- Finney County Point of Rocks (Pierceville vicinity)
- Charlie's Ruts (Deerfield vicinity, Kearny County)
- Indian Mound (Lakin vicinity, Kearny County)
- Joyce Ruts at Lower Cimarron Spring (Ulysses vicinity, Grant County)
- Klein's Ruts (Ulysses vicinity, Grant County)
- Point of Rocks-Middle Spring Santa Fe Trail Historic District (Elkhart vicinity, Morton County)
- Santa Fe Trail – Cimarron National Grassland Segments 1-5 (Morton County)

View nominations at kshs.org/14638

and William Bent, Senator Thomas Hart Benton, Christopher "Kit" Carson, Josiah Gregg, Stephen Watts Kearny, Susan Shelby Magoffin, William Mathewson, Marion Sloan Russell, George Champlin Sibley, and Jedediah Smith. Among the many Hispanics associated with the trail were: Manuel Alvarez, Antonio Jose Chávez, Felipe Chávez, Manuel Antonio Chávez, Ramon Garcia, and Miguel Otero, Sr. and Jr.

Many American Indians were also intimately—and unwillingly—tied to the trail, including: Black Kettle (Southern Cheyenne), Bull Bear (Southern Cheyenne), Chief Chacón (Jicarilla Apache), Pawnee Killer (Oglala Sioux), Roman Nose (Northern Cheyenne), Satanta (Kiowa), Tall Bull (Northern Cheyenne), and White Horse

(Northern Cheyenne). The trail crossed through lands occupied by the Osage, Kaw, Pawnee, Kiowa, Jicarilla Apache, Cheyenne, Arapaho, Comanche, and Puebloan peoples. The role usually attributed to American Indian peoples along the Santa Fe Trail has been primarily that of disruption of trail traffic rather than participation in trail trade and travel; however, some Indians served along the trail as military scouts or teamsters. Especially during the early years of the trail, places like Bent's (Old) Fort served as a collector and distributor of American Indian trade goods, as well as a purchase point for these peoples. Clearly, the trail drew American Indians into contact with other cultures. As traffic increased among the Plains, the established inhabitants sought to defend their territories and lifestyles from westward American colonization, frequently resulting in conflict. As the Santa Fe trade continued, the possibility of acquiring goods from caravans traveling over the trail, either through trade or stealing, and the payment of annuities to American Indians at points along the trail, made contact between Santa Fe travelers and American Indians inescapable. Contact only increased after eastern tribes were forced to move onto reservations in eastern Kansas and Oklahoma in the mid-1800s, some of whom moved directly on the route of the Santa Fe Trail, including during the Long Walk of the Navajo (1863-1866).

The dangers that the Santa Fe Trail posed were varied and numerous. While interactions between the differing cultural groups associated with the trail were sometimes peaceful, clashes between them provoked more fighting along the Santa Fe Trail than occurred on other western trails. During the nearly six decades that the trail was used for trade, violence erupted numerous times, with traders, travelers, and Indians sometimes killed in confrontations, attacks, and skirmishes. While many of these incidents involved various Indian groups attempting to stop travel across and encroachment on their lands, others involved American, Hispanic, or American Indian marauders intent on stealing the traders' valuable goods and livestock. The impetus for stealing these goods was as varied as the cultural groups. While acquisitiveness was a major instigator, other reasons were more subversive. For example, the Comanche—a dominant power in the region before and during the trade—systematically raided "horses, mules, and captives, draining wide sectors of those productive resources" in an oftentimes successful attempt to maintain their dominance. Other dangers on

the trail included: high temperatures, prairie fires, icy blizzards, buffalo stampedes, polluted water, lack of water, blowing dust and sand, mosquitoes, rattlesnakes, dysentery, cholera, fever, contusions, exhaustion, flies, gnats, bushwhackers, guerrillas, Jayhawkers, and ordinary highwaymen.

Conflict along the trail led to increasing American Indian distrust of Euro-Americans and to more negative attitudes toward American Indians by Euro-Americans. As a result of increased periods of conflict, the United States developed new types of military units such as the U. S. Dragoons and established satellite frontier forts. The extent of the conflict and the military significance of the trail is further emphasized by the Santa Fe Trail's contribution to the "Manifest Destiny" doctrine, which led to the Mexican-American War, to the expansion of the Union in the 1840s, to the development of a mail system that provided for government communication with civil and military officers, and to the separation and reintegration of the Union in the 1860s.

The popular perception of the Santa Fe Trail is that of a single route with only two branches (the Cimarron and Mountain routes) joining Franklin, Missouri, and Santa Fe, New Mexico. This image is misleading and is in large part the consequence of early twentieth century mapping and marking of these two branches of the trail. While the Cimarron and Mountain routes were the most heavily used, the Santa Fe Trail was a major transportation system comprised of various routes to and from Santa Fe and points in between. The utilization of specific paths depended on starting points, weather conditions, terrain, the chosen destination, the prevalence of water, and the state of man-made hazards. For example, the Wet and Dry routes through Pawnee, Hodgeman, Edwards, and Ford counties in Kansas were called such based on the amount of water encountered along this stretch of the trail; they were smaller branches of the main trail routes. At the eastern end, the trail had branches heading to different locations, such as Westport (now part of modern-day Kansas City), Independence, and various routes to Fort Leavenworth. There were a number of variations along the Cimarron Route depending upon which crossing of the Arkansas River was used. Several other major historic branches of the Santa Fe Trail resulted from locations of military posts and temporary endpoints along the railroads building westward. These secondary routes included the Aubry Cutoff and the many other military



Britt Colle at Fry's Ruts (June 2012).

roads, including: those in Colorado starting at Forts Reynolds, Fillmore, and Garland to Taos; from (New) Fort Lyon through Raton Pass to Fort Union; and from Fort Wise (Old Fort Lyon) and Granada through Trinchera Pass to Fort Union. Several military roads from Kansas forts connected with other posts on the trail, including: Fort Wallace, Kansas to Fort Lyon, Colorado; Fort Hays to Fort Dodge; Forts Riley and Harker to Fort Zarah; and several routes from Fort Leavenworth to the trail. Because of the interconnectedness of these secondary routes with the main branches of the trail, they should also be considered part of the Santa Fe Trail network.

The 1,200-mile Santa Fe Trail system, including both the Cimarron and Mountain routes, traversed 36 counties in five states: four in Missouri, 22 in Kansas, one in Oklahoma, four in Colorado, and five in New Mexico. In general, the two major branches of the trail ran together from the eastern terminus to the Arkansas River in the vicinity of modern Dodge City and Ingalls, Kansas, where those traveling the Cimarron Route crossed the river at one of several locations then continued southwestward. Those travelers following the Mountain Route continued along the Arkansas River to Bent's (Old) Fort, then crossed the river and headed to the southwest, crossing Raton Pass into New Mexico. These two branches rejoined near Fort Union, at present day Watrous (formerly La Junta), New Mexico, and continued past Pecos, through Glorieta Pass, and into Santa Fe. The main plaza in Santa Fe was the destination of many of the freight wagons along the trail.

The eastern terminus of the Santa Fe Trail moved westward with the expansion of settlement in Missouri and



Partial view of 1857 map of territory of Kansas and Indian Territory, showing the Santa Fe Trail.

Kansas. The original eastern terminus of the trail from 1821 to 1828 was Franklin, Missouri, founded in 1817 on the north bank of the Missouri River in Howard County. Materials for and participants in the Santa Fe trade came from the local area and from locations farther east, brought to Franklin on the river or along routes such as the Boonslick (Boone's Lick) Trail from St. Charles, Missouri, to Boone's Lick, Missouri. From Franklin the traders would proceed by ferry across the Missouri River to Arrow Rock, a natural bluff on the west bank of the river. The town of Franklin, platted on the river's edge without accounting for the floodplain, was abandoned in 1828 after being severely damaged by a series of floods. As a result, the town of New Franklin was built two miles northeast of Franklin, but by this time, the eastern terminus had shifted west. Steamboat navigation allowed freight to be transported to Blue Mills Landing, Missouri, or Independence Landing, Missouri, and from there, south to the town of Independence, Missouri. With the establishment of Fort Leavenworth in May 1827, military freight was also transported by river to this post. Independence, in Jackson County, Missouri, was laid out in 1827 and became the chief outfitting point for the Santa Fe trade by 1830. By 1835, steamboat navigation had reduced the length of the trail by another ten miles with freight transported to Westport Landing, Missouri and then south to the village of Westport, Missouri. Rivalry for the business of the trade continued throughout the 1830s and 1840s between Independence, Westport, and the Town of Kansas (modern Kansas City). From 1862 to 1865 Leavenworth was considered the only viable terminus because of the disruptive effects on Kansas City due to border-related troubles during the Civil War. The year 1866 saw Kansas City briefly assume the status of principal trade terminus.

However, as the Kansas Pacific (KP), also known as the Union Pacific Eastern Division and Union Pacific Kansas Division, and Atchison, Topeka & Santa Fe (AT&SF) railroads built west across Kansas, Colorado, and New Mexico, the eastern end of the trail moved west with the rails. Trail end towns became transshipment points with freight off-loaded from trains and loaded onto wagons to continue to their destinations. Among the rail end towns serving as termini of the trail were: Junction City (KP, November 1866), Fort Harker (KP, June 1867), Hays City (KP, October 1867), Sheridan (KP, June 1868), Kit Carson (March 1870), Granada (June 1873), Las Animas (December 1873), La Junta, Colorado (December 1875), Trinidad (September 1878), and Las Vegas, New Mexico (July 1879). The Atchison, Topeka & Santa Fe reached Santa Fe, New Mexico in February 1880.

The Santa Fe Trail served as route of communication and travel between distant communities. After the Mexican-American War, mail routes and stage lines joined freighting companies on the trail. The route also gave way to the railroad in its expansion westward and aided in the settlement of western lands. Portions of the trail became integrated into the network of roads and highways that developed as the territories through which it passed grew into states, and stops along the trail became towns and cities. The material culture that emerged along the trail, while contributing to regional cultures, is unique when viewed in light of the conditions and processes that produced it. The Santa Fe Trail inspired many forms of commemoration, through poems, novels, reminiscences, trail markers and monuments, scholarly investigations, creation of the Santa Fe Trail Association, and recognition of the route as a national historic trail.

Heritage Trust Fund – Still Making a Difference

There is no such thing as the money fairy when it comes to rehabilitating a historic property. It takes hard work and knowing how to access available resources. For the past 22 years in Kansas, one of the most valuable resources for the owners of historic properties has been the Heritage Trust Fund grant program.

By Katrina L. Ringler
Grants Manager

In 1990 the Kansas legislature passed a statute creating a reimbursement grant program called the Heritage Trust Fund (HTF). The program established a fund to assist with the preservation of properties listed in the National Register of Historic Places or the Register of Historic Kansas Places. The fund is supported by deposits from all 105 counties in Kansas. Counties transfer one cent from every 26 cents collected in mortgage registration fees to the state treasurer for use by the HTF program. It doesn't seem like much, but it adds up to approximately \$1 million annually. Unfortunately, that amount still falls far short of what is needed to help all of the applicants each year. For the 2014 grant round, 32 applications were received requesting more than \$2.3 million in assistance.

The Kansas Historical Society is charged with dispersing the monies held in the Heritage Trust Fund based on criteria that the legislature included in that 1990 statute. Those criteria include the level of historical significance of the property, the condition of the property, the urgency of the preservation work proposed, whether or not the property is endangered, the type of work proposed, a geographical distribution of assisted properties, the administrative ability of the applicant, the potential benefit to the community and the state, community support for the project, ineligibility of the project for other funds, and an assessment of the need of the owner for the grant assistance to do the project.

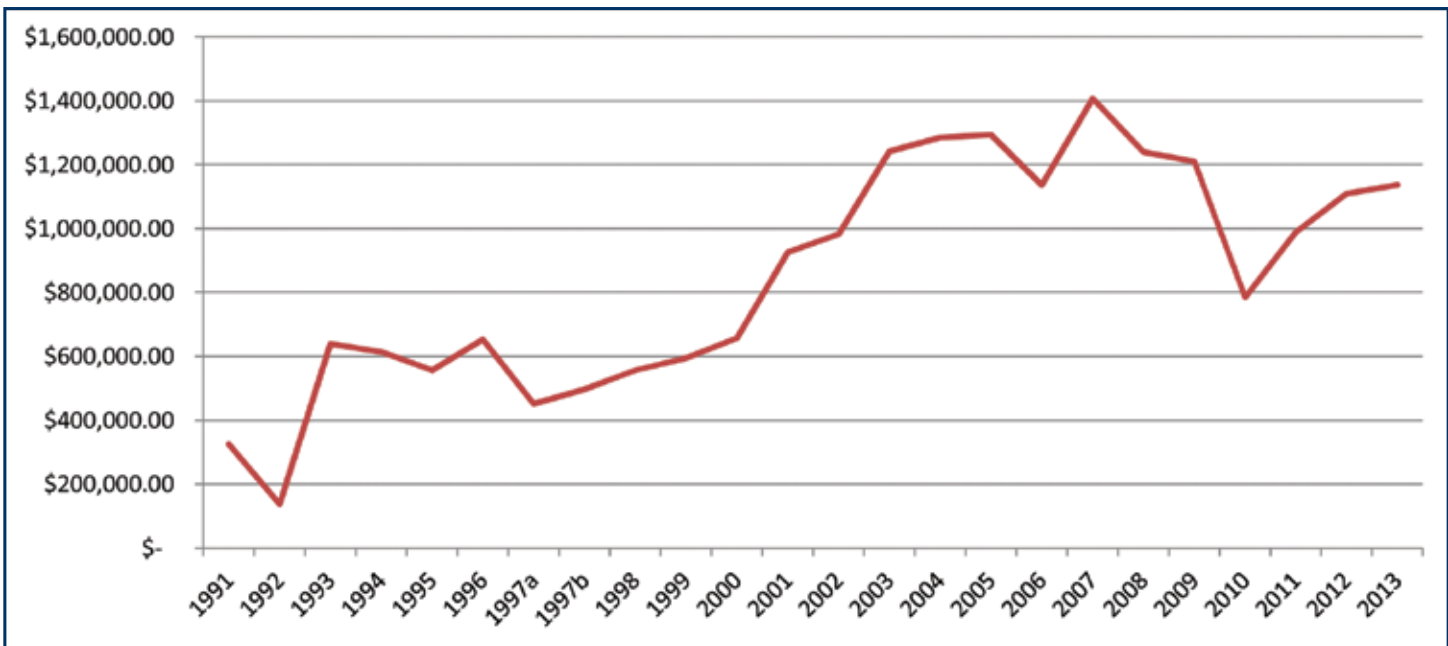
With the first grant round in 1991, the program became an important resource to owners of historic properties across the state. Between 1991 and 2013, the HTF program has awarded \$20,420,518 to 350 grant applicants in 87 counties. Grantees must match the grant funds by paying at least 20 percent of the project costs. This means that more than \$5 million has been expended by grantees since the program's



A \$45,000 HTF grant in 2012 helped repair original wood windows and doors at the Cummins Block in Lincoln.

inception. With figures based on economic development software provided by the National Park Service, this investment in Kansas' historic resources has resulted in 407 new jobs, \$1,348,000 in local and state revenue, and more than \$16.7 million in gross state product.

Awards for the 2014 grant round will be announced February 8, 2014, during the quarterly meeting of the Historic Sites Board of Review. For those who missed the grant application deadline this year, it may be helpful to start preparing early for next year's deadline. Applications for the 2015 HTF grant round will be available at kshs.org/14617 in early May. Grant workshops are being planned for May, June, and July in Wichita, Hays, and Topeka. Applications for the 2015 HTF grant round will be due November 3, 2014. Contact Historical Society staff members with questions or to request notification at cultural_resources@kshs.org or 785-272-8681, ext. 240.



HTF grant award totals by year.

HTF grant awards by county since 1991

Allen \$91,262	Finney \$261,444	Logan \$141,916	Rooks \$270,000
Anderson \$186,080	Ford \$349,800	Lyon \$318,676	Rush \$268,856
Atchison \$915,438	Franklin \$313,200	Marion \$453,977	Russell \$170,211
Barber \$38,961	Geary \$84,104	Marshall \$481,598	Saline \$0
Barton \$20,000	Gove \$180,000	McPherson \$444,449	Scott \$0
Bourbon \$15,000	Graham \$56,000	Meade \$82,184	Sedgwick \$1,175,504
Brown \$193,000	Grant \$0	Miami \$130,478	Seward \$0
Butler \$269,520	Gray \$97,885	Mitchell \$167,721	Shawnee \$962,128
Chase \$245,600	Greeley \$89,792	Montgomery \$565,144	Sheridan \$0
Chautauqua \$88,320	Greenwood \$140,000	Morris \$123,700	Sherman \$188,177
Cherokee \$0	Hamilton \$94,560	Morton \$0	Smith \$106,320
Cheyenne \$160,410	Harper \$388,127	Nemaha \$366,324	Stafford \$49,363
Clark \$0	Harvey \$252,150	Neosho \$181,200	Stanton \$0
Clay \$160,009	Haskell \$0	Ness \$75,000	Stevens \$0
Cloud \$74,106	Hodgeman \$268,976	Norton \$90,000	Sumner \$168,800
Coffey \$0	Jackson \$0	Osage \$221,730	Thomas \$0
Comanche \$180,000	Jefferson \$56,701	Osborne \$180,000	Trego \$213,153
Cowley \$166,234	Jewell \$40,000	Ottawa \$0	Wabaunsee \$180,000
Crawford \$549,225	Johnson \$60,300	Pawnee \$63,182	Wallace \$90,000
Decatur \$26,000	Kearny \$0	Phillips \$90,000	Washington \$140,916
Dickinson \$181,582	Kingman \$114,000	Pottawatomie \$184,550	Wichita \$0
Doniphan \$422,816	Kiowa \$74,975	Pratt \$52,800	Wilson \$154,000
Douglas \$540,448	Labette \$152,231	Rawlins \$104,083	Woodson \$90,000
Edwards \$0	Lane \$208,400	Reno \$688,114	Wyandotte \$480,446
Ellis \$317,960	Leavenworth \$821,121	Republic \$227,828	
Elk \$136,240	Lincoln \$221,400	Rice \$141,389	
Ellsworth \$265,649	Linn \$299,149	Riley \$277,520	

The Story Behind an 1837 Half Penny from Canada: Why Was it Lost in Bourbon County, Kansas?

By Jim D. Feagins

With all of the discussion about bitcoin—the abstract virtual currency, there is still something satisfying about an actual coin, especially one discovered in an unusual place. After carefully brushing the dirt away from the copper coin, its worn surface suggested that it had been carried about for a considerable period of time. It had English words on one face and French on the other, and it bore a very early date: 1837. This was a far earlier and more exotic coin than one would expect to find among rows of soybean stubble in a farm field in present-day Bourbon County in southeastern Kansas.



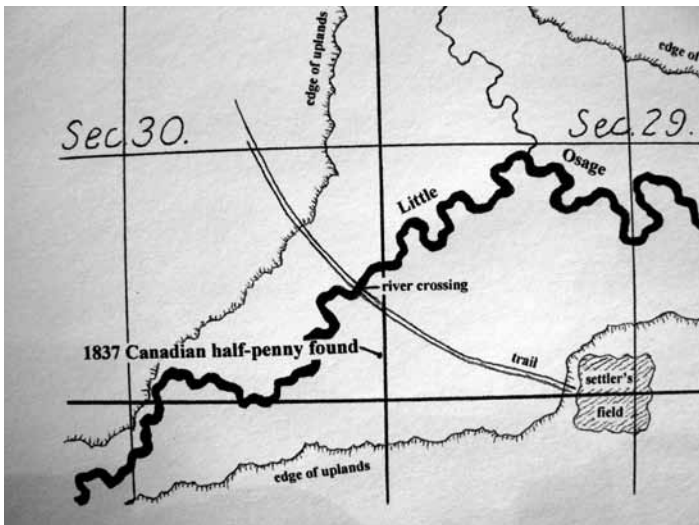
The 1837 Canadian half penny recovered in a Bourbon County farm field.

On March 21, 1987, while conducting an ongoing archeological survey of the Little Osage River valley, I found the strange coin, lying on the ground surface not far from a historic trail and river ford approximately 17 miles north-northwest of old Fort Scott. This area of the valley had been the scene of much conflict between the early settlers and the Missourians preceding and during the Civil War.

The river crossing, along with a short marked section of a trail, was noted on a Government Land Office (GLO) map from information obtained during the 1856 and 1859 surveys of the area. This trail segment is not to be confused with the military road between Fort Leavenworth and Fort Scott, which is farther east. An 1878 county atlas shows that this crossing became part of the public road system, but sometime before 1920 the ford was no longer used by the county. At this location the riverbed contains a rock bottom, formed on top of a natural limestone layer, creating an excellent place for a ford—one that was still in private use as recently as a decade ago for farm equipment access to local fields.

No one knows when this crossing was first used. As it happens, the coin was found at the western edge of a prehistoric archeological site, dating from about 600 BCE to 1100. Of course, the historic coin has no relationship to the prehistoric occupations except to hint that the natural ford might have been used as a crossing even in prehistory.

While all artifacts have a story to tell, some have more to tell than others. To be technically correct, this “coin” is actually a “currency token” that was sanctioned by the Canadian government. However, it was not minted by or for the government itself. Tokens in general may take many forms and are produced from many materials, for a variety of purposes, and by a variety of businesses or other institutions. They still are manufactured today, most commonly for advertising or to redeem certain products. On the other hand, a currency token has a more restricted definition because it is semi-official, having been licensed or sanctioned by a government to be used as currency. Tokens may physically resemble coins and serve as coins, but they are not the official coinage for a local or national government.



Redrawn map from the 1859 Government Land Office map, showing the trail segment, the Little Osage River crossing, and the artifact find location.

Recent photo of the nearby rock-bottomed Little Osage River crossing, viewed toward the west-northwest.

This particular currency token was issued during the 1830s–1840s, a period of severe shortage of small denomination coins. This shortage became especially acute in 1835, after the Canadian government decided to remove all light-weight pieces from circulation. With no official coins of their own, Canadians used coins from other countries. In an effort to impose order on the country's coinage and to discourage the use of some junk tokens then in circulation, in 1837 "... the Bank of Montreal, the Quebec Bank, the City Bank and La Banque du Peuple were given authority to issue penny and halfpenny tokens of a weight similar to that of British copper coins" (coinsandcanada.com/tokens-medals-banks.php). This series of tokens were erroneously known as "Papineaus," as many people incorrectly believed that the inhabitant (a settler), shown on one face of the token, was Louis Joseph Papineau, a leader of the abortive Rebellion of 1837 against British rule in Canada.

Using a binocular microscope in the lab, I sketched as much of the token as possible. The portions erased by wear were easy to look up, and the designs themselves proved to be a rich history lesson. On the obverse is a standing man, dressed as an early French-Canadian inhabitant, above which are the words "PROVINCE DU BAS CANADA" and below which is "UN SOU," all curving along the edge. "Bas Canada" refers to the lower French-speaking part of Canada. (The colonies of Lower and Upper Canada were unified in 1841.) On the figure's head is a toque, a type of winter cap that is knitted as a tapered bag, closed at both ends and worn with one end tucked inside the other. This clever design resembles

a loose, double-layered stocking cap that would be quite warm. He is wearing an almost knee-length hooded frock coat, fastened with buttons and a sash. Pants and moccasins complete the winter outfit. In his right hand is a whip, which is the correct size for managing a dogsled team or dog-drawn toboggan.

The reverse side contains the 1837 date and a modified Montreal coat-of-arms, which was adopted by the Montreal city councillors in 1833. The oval shield is divided into four parts with the English rose at the top, the Scottish thistle on the left, the Irish shamrock on the right, and a beaver representing the French fur trade with Native Americans at the bottom. Laurel leaves surround the shield, and around the perimeter is the Latin phrase, "CONCORDIA SALUS," which means "salvation through harmony." The ribbon attached to the coat-of-arms states, "CITY BANK." In bold letters around the top are the words, "BANK TOKEN" and around the bottom just below the date is "HALF PENNY."

During the pre-Confederation period, Great Britain did not allow Canada to mint its own coinage; thus, the copper currency tokens served an important need. This City Bank currency token is 28.4 mm in diameter, 1.9 mm thick, and its mass is 8.22 grams. Its edge is un-milled and smooth. It was manufactured by the Soho Mint, managed by Boulton, Watt & Company at Birmingham, England. This company was the manufacturer of currency tokens for all four banks then licensed by the government. Currency tokens produced by the Soho Mint for Lower Canada bear the dates of 1837, 1842, and 1844. According to Richard G. Doty in his 1994



The author's sketch of the quite worn half penny token.



Recent photo of the artifact find spot (at lower right); the river crossing is in the tree line (center) at the field edge.

American Numismatic Society article, Boulton, Watt and the Canadian Adventure, *Canada's Money*, "These dates are generally inaccurate as to the times of manufacture. [For example] ... the 1837 tokens were struck on several occasions from the winter of 1838 through the summer of 1839" In other words, none of the 1837 currency tokens actually were manufactured in 1837.

As stated earlier, the wear on the coin suggested that the token was lost some years after it was made. The late 1840s to mid-1850s might be a reasonable estimate as to when it was lost. Possibly this occurred not many years after the 1843 fort along the Marmaton River to the south—Fort Scott—was built. So what brought this currency token into the Indian frontier, then still unorganized territory belonging to the United States? Along with some other countries beside pre-confederacy Canada, the U.S. suffered a general coin shortage. In the *2013 U.S. Coin Digest*, David C. Harper states, "In 1798, because of the coinage shortage, the legal-tender status of foreign coins was restored [by the U. S.]. Several more extensions were given during the 1800s, ending with the withdrawal of legal-tender status for Spanish coins in 1857." About every schoolchild has heard of Spanish "pieces of eight." Spanish dollars were cut into eight pieces or bits; two bits were equal to what we now think of as a quarter, and eight bits were a dollar. Silver dollars coming up the Santa Fe Trail from Mexico were cut into eight pieces, a practical way to help supply the smaller denominations of coinage needed to transact business, especially along the relatively new country's frontier.

Bourbon County is certainly a long way from Lower Canada. We will never know all the hands that touched this token or all the places it traveled before being lost in what is now a farmer's field. However, considering the small currency shortage, we do have a probable reason why it came to Kansas Territory. Also, with the nearby trail and ford, we have a possible explanation of why it was lost in this general vicinity. Some weary traveler may have dropped the half penny while camping near the trail or perhaps it was lost by one of the earliest settlers to occupy the Little Osage River valley a few years before the Border Wars. The actual scenario cannot be reconstructed, but what we do know gives us an interesting factual, as well as speculative, footnote in history.

Although this is only a single artifact, it has taught us a history lesson. By researching the history represented by the coin itself and the economic conditions and coinage problems in North America during that time, we have built a case as to how it came to this location some 165 years ago. This could never have happened had the finder simply placed the object in some drawer or box and forgotten it. Over the years, without any notes as to where and when it was found and without a willingness to share its archeological and historical background with others, the interesting tale it had to tell would never have been recognized. It is always important to document archeological collections and sites. A good way is to record this information for the Kansas Historical Society archeological site files; visit kshs.org/14661.

Retracing John Brown's Steps

The Adair cabin, now the focus of John Brown Museum State Historic Site, has stood in John Brown Memorial Park in Osawatomie since 1912, but originally it was located at the western edge of town. From Friday, May 30, through Saturday, June 14, 2014, the Kansas Archeology Training Program (KATP) field school will undertake intensive archeological testing at the original cabin site.

By Virginia A. Wulfkuhle
Public Archeologist

The Reverend Samuel Adair and his wife, Florella, were peaceful abolitionists who came to Kansas and settled near Osawatomie, an abolitionist community and a center of conflict during "Bleeding Kansas." The Adair cabin might have been a station on the Underground Railroad, and Florella's half-brother, John Brown, used this cabin as his headquarters. The cabin survived the Battle of Osawatomie, where John Brown and 30 free-state defenders fought 250 proslavery militia in 1856. After Brown's departure from Kansas in December 1858, the Adairs remained in Osawatomie and became successful farmers in Miami

County. Their son Charles built a two-story frame house on the property in 1903. After about 10 years, the cabin was moved to the site of the Battle of Osawatomie, where it stands today, operated in partnership with the City of Osawatomie.

The John Brown Foundation recently acquired the Adair property and invited the Kansas Historical Society and the Kansas Anthropological Association to conduct an archeological investigation of the area. Details of the project and registration forms will be posted on the Historical Society's website (kshs.org/14622) around March 1, 2014.

Counterclockwise, starting on right, Adair frame house, built in 1903, as it looked in the 1990s; undated photograph of the cabin prior to the 1912 move; marker at the original cabin site.



Historic Sites Board of Review

The Kansas Historic Sites Board of Review is a group of 11 professionals from various fields that meets quarterly to review and recommend nominations to the National Register of Historic Places and the Register of Historic Kansas Places, and award preservation planning and rehabilitation grants. As prescribed by the Kansas Historic Preservation Act of 1977 (K.S.A. 75-2719), the board is comprised of the following members: the governor or the governor's designee, the state historic preservation officer or such officer's designee, and nine members appointed by the governor for three-year terms. At least one member must be professionally qualified in each of the following disciplines: architecture, history, prehistoric archeology, historical archeology, and architectural history.

Jennie Chinn, State Historic Preservation Officer
J. Eric Engstrom, Wichita, governor's designee
Toni (Brouhard) Stewart, Topeka
Sharron Hamilton, Salina
John W. Hoopes, Lawrence
Joseph Johnson, Wichita
Samuel Passer, Overland Park
Beka Romm, Lawrence
David H. Sachs, Manhattan
Gregory Schneider, Topeka
Margaret Wood, Topeka

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Happenings in Kansas

Online at kshs.org/events

January 17 – August 31, 2014

Speaking of Quilts exhibit • Kansas Museum of History, Topeka

January 26, February 2, 9, 16, 23

Bleeding Kansas Series 2014 • Constitution Hall State Historic Site,
Lecompton

January 29, 2014

Kansas Day • Kansas Museum of History, Kansas State Capitol,
Topeka, and other Historical Society sites

February 7, 2014

2014 Heritage Trust Fund Public Hearing • Kansas Historical
Society, Topeka

February 8, 2014

Historic Sites Board of Review • Kansas Historical Society, Topeka

February 8 – 9, 2014

KAA Certification Seminar • McPherson

February 8, March 8

Saturdays by the Grinter Stove • Grinter Place State Historic Site,
Kansas City

February 27

Following the Parker Trail • Pawnee Indian Museum State Historic
Site, Republic

March 2, April 6, May 4

Bleeding Kansas Characters • Constitution Hall State Historic Site,
Lecompton

March 14, 2014

Historic Preservation Fund grant applications due

May 2, 2014

2014 Historic Preservation Fund Public Hearing • Kansas
Historical Society, Topeka

May 3, 2014

Historic Sites Board of Review • Kansas Historical Society, Topeka

May 10, 2014

Preserve Topeka Workshop: Neighborhood Fair • location to be
announced

Join the Preserving Kansas listserv under Historic Preservation at kshs.org.