United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

National Register Listed
April 6, 2014

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

1. Name of Property

historic name Lone Elm Campground Swale

other names/site number Round Grove, 14JO367, KHRI #091-0000-00006

2. Location

street & number 21151 W 167th Street ☐ not for publication

city or town Olathe ☐ vicinity

state Kansas code KS county Johnson code 091 zip code 66062

3. State/Federal Agency Certification

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

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

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

x national **___ statewide** **__local**

SEE FILE
Signature of certifying official — Date

Title — State or Federal agency/bureau or Tribal Government

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

Signature of commenting official — Date

Title — State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I, hereby, certify that this property is:

___ entered in the National Register
___ determined eligible for the National Register
___ determined not eligible for the National Register
___ removed from the National Register
___ other (explain:) _____

Signature of the Keeper — Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply)

	private
x	public - Local
	public - State
	public - Federal

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

	building(s)
	district
x	site
	structure
	object

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

Contributing	Noncontributing	
0	0	buildings
0	0	district
1	0	site
0	0	structure
1	0	object
2	**0**	**Total**

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

Historic Resources of the Santa Fe Trail

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/road-related
RECREATION AND CULTURE/marker

Current Functions
(Enter categories from instructions)

LANDSCAPE/park
RECREATION AND CULTURE/marker

7. Description

Architectural Classification
(Enter categories from instructions)

N/A

Materials
(Enter categories from instructions)

foundation: N/A
walls: N/A
roof: N/A
other: Stone (DAR marker)

Narrative Description

Summary

The Lone Elm Campground Swale is located in Lone Elm Park at the southernmost edge of Olathe, Johnson County, Kansas in the SE 1/4 of the NW 1/4 of Section 23, Township 14 South, Range 23 East.[1] This city park's single swale is situated along the combined route of the Santa Fe, Oregon, and California trails as it headed southwest out of Westport, Missouri (approximately 20 miles to the northeast) to present-day Gardner, Kansas (approximately nine miles to the southwest) where the Santa Fe Trail split-off from the Oregon and California trail. The Lone Elm Campground Swale is one of the few intact trail remains in the greater Kansas City metropolitan area, as urban and suburban development has greatly encroached upon the trail in this region. The nominated 2.5-acre discontiguous site contains two property types as defined in the revised *Historic Resources of the Santa Fe Trail* multiple property nomination: one Transportation Site (Trail Segment subtype) in the form of a swale and an example of a Monument and Memorial, the Lone Elm Daughters of the American Revolution marker.

Elaboration

General Landscape[2]

Lone Elm Park is located within the Attenuated Drift Border division of the Dissected Till Plains section of the Central Lowland province of the Interior Plains division of North America.[3] The Dissected Till Plains is a formerly glaciated northerly extension of the Osage Plains that covers all of the rest of eastern Kansas. Most of the Dissected Till Plains is taken up by a glaciated area known as the Kansas Drift Plain. The less heavily glaciated Attenuated Drift Border lies along the southern and western periphery of the Dissected Till Plains in a 25-35 mile wide strip roughly marked by the Kansas, Big Blue, and Little Blue rivers. Bedrock in the western part of the Dissected Till Plains consists of sedimentary formations of Permian age, while bedrock formations throughout the rest of the area are of Pennsylvanian age. The formations are made up of interstratified beds of limestone, shale, and sandstone, covered over by glacial deposits of varying thicknesses. Loess is also present, occurring as a thin upland mantle over most of northeastern Kansas but in thicknesses of up to a hundred feet in the bluffs along the Missouri river. The loess thins rapidly away from the river.

The topography of the region is directly related to the degree of glaciation. The heavily glaciated Kansas Drift Plain has a gently undulating erosional drift-controlled surface, while the lightly glaciated Attenuated Drift Border is more rugged, with an erosional rock-controlled surface similar in most respects to that of the Osage Plains. Unlike the latter, which was never glaciated, the Attenuated Drift Border is covered by isolated patches of glacial till and outwash along with scattered boulders, cobbles, and pebbles of ice-transported materials, including quartzites, granites, and diorites brought in from locations well to the north of the state. The resultant topography is less bold than that of the Osage Plains but decidedly rougher and of greater relief than the Kansas Drift Plain.

Judging from early historical accounts and soil survey data, the vegetation of northeast Kansas at the time of initial white settlement consisted almost entirely of prairie cut through by narrow ribbons of riverine forest. The natural vegetation of most of the area was tall grass prairie consisting of dense stands of big and little bluestem. The prairie was cut through by riverine forest vegetation consisting of broadleaf deciduous forests often containing dense undergrowth and many vines, occasionally interrupted by freshwater marshes. Hackberry, cottonwood, willow, and elm were the dominant forest species;[4] although oak, black walnut, linden, sycamore, locust, hickory, pecan, and other hardwoods could also be found along with smaller forms such as

[1] A swale is a linear depression in the ground surface, often deep enough to have sloping sides. A swale is not an individual wheel track; rather, it is a broad depression created by large numbers of animal-drawn conveyances.

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

[3] W.E. Schoewe, "The Geography of Kansas, Part II: Physical Geography," *Transactions of the Kansas Academy of Science* 52, no. 3 (1949): 280, 291.

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

Osage orange, persimmon, papaw, elderberry, serviceberry, chokecherry, and wild grape.[5] Prairie vegetation covered the uplands in all but the eastern edge of the Dissected Till Plains, where forested conditions prevailed. The natural vegetation of that area consisted of medium tall multilayered broadleaf deciduous forest, with various forms of hickory and oak being the dominant species.[6] The forest was most pervasive on the bluffs along the Missouri river. To the west, the forest/prairie transition was marked by a "mosaic" situation in which forests with islands of prairie gradually changed westward into prairie with islands of forest,[7] and finally into prairie with little or no upland forest vegetation.

Landscape of the Nominated Site

Comprising the entire NW 1/4 of Section 23, Township 14 South, Range 23 East, Lone Elm Park is located at the southern edge of the incorporated city of Olathe (Figure 1). This part of Johnson County has seen sustained impact from modern agriculture, as well as suburban development within the southwestern portion of the Kansas City metropolitan area. The topography of the quarter section is mostly flat with slight hills and draws leading toward Cedar Creek, which bisects the park from the southeast to the northwest (Figures 2 & 3). This creek is spring-fed and still contains water.

The park is owned and maintained by the City of Olathe Parks and Recreation Department. The 160-acre park is used partly as an interpretive facility for the historic Lone Elm campground (no longer extant) and as an outdoor recreational facility. The interpretive function includes hiking trails and an informational kiosk; the recreational functions include soccer, softball, and baseball.[8] The boundaries of the historic trail campground are therefore not clearly defined, so the entire park area has been recorded as archeological site 14JO367. Despite the lack of clarity regarding overall boundaries of the campground, the hiking trails and kiosk are situated within the park on both sides of Cedar Creek where the central portion of the campground is believed to have been located. The nominated property is situated in this area at an approximate elevation of 1050 feet (320 meters). In addition to the kiosk and interpretive panels, two hand dug wells with protective grates over each (dating to the post-trail period) have been preserved. Both limestone-lined wells have water close to the top of their basins. Neither the interpretive objects nor the hand-dug wells are within the nominated 2.5-acre boundary. Three wooden bridges and gravel-lined walking paths lead from the kiosk to the wells and the area of the swale.

Lone Elm Trail Swale

The single swale on the immediate south side of Cedar Creek is an example of a Transportation Site (Trail Segment subtype), as defined in the revised multiple property nomination. Beginning at the edge of a cultivated (now grass-covered) field to the south at an elevation of 1055 feet (321.6 meters), the approximately 273-foot (83.21-meter) by 40-foot (12.19-meter) swale heads downhill in a northerly direction for roughly 160 feet where it turns sharply westward to terminate at a walking trail on the south side of Cedar Creek at elevation of 1045 feet (318.5 meters) (Figure 4). Though the nominated trail segment has a well-defined beginning and end, LiDAR (Light Distance and Ranging) imagery of this site is helpful in verifying the extent of the swale (Figure 5).[9]

This swale runs almost perpendicularly to the 1856 General Land Office survey line of the “Santa Fe N.M. to Independence Mo” road delineated in this section (Figure 5), leading to and away from Cedar Creek. Knowing the location of the campground was on the north side of the creek, this segment most likely indicates the location of the path (or one of the paths) used in crossing the creek.

Lone Elm DAR Marker

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

[6] Kuchler, 599.

[7] Ibid., 588.

[8] As of autumn 2013, the outdoor recreational amenities include four softball fields in the southwest and eight regulation and two non-regulation soccer fields in the northeast portions of the park respectively.

[9] LiDAR can be an excellent tool for locating and/or defining the extent of subtle trail remnants. Such images are produced with systematic laser aerial data acquisition. The greatest advantage of LiDAR is its ability to see through vegetation and to produce shaded images that enhance subtle features on the ground.

The Lone Elm Daughters of the American Revolution (DAR) Marker is an example of a monument and memorial property type as described in the revised multiple property nomination. The red granite marker was placed at the northwest corner of Section 23 on November 9, 1906.[10] In 1997 due to the widening of Lone Elm Road, the marker was moved a few feet out of the right-of-way and was given a new concrete base.[11] The marker is still located at the southeast corner of South Lone Elm Road and West 167th Street and faces northwest from the center of a non-historic triangular wooden planter. Only the marker itself is included within this nomination. The marker is roughly rectangular in shape and is approximately 2 feet tall and half as wide. The lettering on the face reads "SANTA FE TRAIL / 1822-1872 / MARKED BY THE / DAUGHTERS OF THE / AMERICAN REVOLUTION / AND THE / STATE OF KANSAS / 1906." The marker was re-lithographed in 2010.

[10] "The Lone Elm Camp," *Olathe Register* (November 15, 1906): 1.

[11] Shirley Coupal and Patricia Dorsch Traffas, *The Century Survey of the Kansas Santa Fe Trail DAR Markers, Placed by the Kansas Society Daughters of the American Revolution in 1906* (Unpublished report of the "Historical Preservation Project of the 'At Home on the Plains Administration,' Shirley S. Coupal, State Regent, Patricia Dorsch Traffas, Honorary State Regent and Project Coordinator, 2007-2010," 2011), 14.

8. Statement of Significance

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

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

Criteria Considerations
(Mark "x" in all the boxes that apply)

Property is:

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

Areas of Significance
(Enter categories from instructions)

Commerce
Transportation
Exploration/Settlement
Social History

Period of Significance

ca. 1823 - ca. 1861
1906

Significant Dates

1823
1861
1906

Significant Person
(Complete only if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

N/A

Period of Significance (justification)

The initial period of significance begins in ca. 1823 when the earliest known group headed for Santa Fe passed through this site and ends in ca. 1861 with the beginning of the Civil War, which ended long-distance trail traffic from Independence. This site's significance is also tied to 1906 when the DAR marker was erected.

Criteria Considerations (justification)

As discussed in the revised multiple property nomination, the commemorative DAR marker is eligible because the age, intent, and symbolic value of this resource contribute to the marker's own historical significance. This significance is in large-part directly tied to the effort to memorialize the trail by those who were associated with the trail.

Narrative Statement of Significance

Summary

The Lone Elm Campground Swale is associated with three great overland trails—the Santa Fe, the Oregon, and the California trails—as these three routes shared part of the same corridor in eastern Kansas. The nominated property is nationally significant as part of the *Historic Resources of the Santa Fe Trail* revised multiple property nomination under Criterion A for its association with transportation and commerce along the Santa Fe Trail and in the area of social history for its commemoration by the DAR. Further, the swale is significant under Criterion D for its potential to yield information about commerce, migration, and wagon transportation in eastern Kansas. This swale is also nationally significant under Criteria A & D for its association with transportation and exploration/settlement along the Oregon and California trails. The site, which is now part of a public park, retains a good degree of integrity in terms of location, feeling, and association required for registration. The initial period of significance begins in ca. 1823 when the earliest known group headed for Santa Fe passed through this site and ends in ca. 1861 with the beginning of the Civil War, which ended long-distance trail traffic from Independence. This site's significance is also tied to 1906 when the DAR marker was erected. The nominated site materially reflects important historic events associated with Oregon and California trails, as well as the Santa Fe Trail historic contexts International Trade on the Mexican Road, 1821-1846; The Mexican-American War and the Santa Fe Trail, 1846-1848; Expanding National Trade on the Santa Fe Trail, 1848-1861; The Effects of the Civil War on the Santa Fe Trail, 1861-1865; The Santa Fe Trail and the Railroad, 1865-1880; and The Commemoration and Reuse of the Santa Fe Trail, 1880-1987, as well as the Santa Fe Trail in Kansas.

Elaboration

Trails Overview[12]

Soon after Mexican Independence in 1821, the Santa Fe Trail emerged as an international trade route linking the United States with Santa Fe in northern Mexico, and it crossed the entire length of the present-day state of Kansas. The majority of traffic along the trail, especially prior to 1848, consisted of civilian traders – Hispanic and American – with some military traffic and few emigrants. Following US victory in the Mexican-American War in 1848, 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 newly established forts in the southwest. Until the completion of a connecting railroad in 1880, the Santa Fe Trail was the major commercial route linking the eastern US with the American Southwest.[13]

The Oregon Trail began as a network of Indian trade and migration routes that crisscrossed the American West. British, French, and American fur trappers of the late 18th and early 19th centuries found and followed those paths as they scoured the country for beaver. By the 1820s, caravans of pack trains, carts, and wagons were beating a rough "fur trace" from the Missouri River to the annual trappers' rendezvous in the Rocky Mountains of today's Wyoming and northern Utah. Pack trails ran west from the Rockies, following the Snake and Columbia rivers to Hudson's Bay Company headquarters at Fort Vancouver in the Oregon Country.[14]

[12] The majority of the trail overview written by Lee Kreutzer, National Trails Intermountain Region, National Park Service.

[13] For the context of the Santa Fe Trail, see *Historic Resources of the Santa Fe Trail, Amended* (Topeka: Kansas Historical Society, 2012).

[14] William E. Bagley, *So Rugged and Mountainous: Blazing the Trails to Oregon and California, 1812-1848*, vol. 1, *Overland West* (Norman: University of Oklahoma Press, 2010), 77, 80; Archer Butler Hulbert, ed., *Where Rolls the Oregon: Prophet and Pessimist Look Northwest, v*ol. 3, *Overland to the Pacific* (Colorado Springs: The Steward Commission of Colorado College & the Denver Public Library, 1933), 52, 91, 105, 136, 149-154, 156-159; Bernard De Voto, *Across the Wide Missouri* (Boston: Houghton Mifflin Co., 1947), 47, 59, 69; Merrill J. Mattes, *The Great Platte River*

When the first family of covered wagon pioneers joined a fur caravan heading to the Rockies from Missouri in 1840, the Oregon Country was jointly occupied by the fledgling United States and powerful Great Britain. Over the next several years, Britain watched uneasily as a low but steady tide of American emigrants surged along the developing, 2200-mile Oregon Trail and emptied into the Pacific Northwest. As the number of American settlers grew, so did the pressure for British withdrawal. In 1846 the two nations signed a treaty giving the U.S. control of lands between California and the 49th parallel, today's border between the United States and Canada.[15] The emigration swelled in the early 1850s as homesteaders flocked to Oregon to stake their claims under the Donation Lands Act. By 1860, some 53,000 covered wagon emigrants and hundreds of thousands of livestock had followed the Oregon Trail to the Pacific Northwest.[16]

The California Trail, too, began at the Missouri River and stretched more than 2000 miles across plains and mountains, then branched out to end at various towns and camps in and beyond the Sierra Nevada. Much of that distance was part of a shared corridor with the Oregon Trail through Kansas, Nebraska, Wyoming, and eastern Idaho. Near today's Soda Springs, Idaho, the 1841 Bidwell-Bartleson Party split away from the Oregon Trail and turned south to blaze a new emigrant route across the unmapped Great Basin and along the Humboldt River to California, part of Mexico at that time. Against all odds, the entire party survived the trip, and some of the successful pioneers set to work recruiting other emigrants to California. A trickle of over-landers followed over the next several years, developing a more direct trail across Idaho and Nevada to the Humboldt River and better routes through the Sierra Nevada.[17]

As a result of the 1846-1848 Mexican-American War and annexation of Texas, the United States gained a tremendous swath of territory that stretched from the Gulf of Mexico across the Southern Plains, Southwest, and Great Basin to the Pacific coast. Emigration to California continued at a dribble despite the change of government. Few Americans were tempted to make the arduous trip until news of the gold discovery at Sutter's Mill reached the East and opened the emigration floodgates. In the spring of 1850 some 44,000 Argonauts and entrepreneurs rushed along the California Trail to seek their fortunes in the gold camps. As a result of the influx, California gained statehood the following year, and by 1860 over 200,000 emigrants had followed the long trail west to the Golden State.[18]

Starting in 1847, Oregon- and California-bound travelers shared the trail corridor with some 60,000 members of The Church of Jesus Christ of Latter-day Saints, who followed the Mormon Trail across Nebraska and Wyoming to the Great Salt Lake Valley of Utah. Total emigration along the multi-trail corridor to Oregon, California, and Utah between 1840, when the pioneer Joel Walker led his family west, and 1869, when completion of the transcontinental railroad brought the overland trails era to a close, is commonly estimated at 350,000 to 500,000 persons.[19]

Across the three decades of the emigration, the trail experience evolved. As historian John Unruh observed, "The emigrant experience was ever changing; each travel year evidenced distinctive patterns, unique dramas of triumph and tragedy, new contributions to the mosaic of western development."[20] In the

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Road: The Covered Wagon Mainline via Fort Kearny to Fort Laramie, (Lincoln: Nebraska State Historical Society, 1969), 4; Merrill J. Mattes, *Platte River Road Narratives: A Descriptive Bibliography of Travel over the Great Central Overland Route to Oregon, California, Utah, Colorado, Montana, and Other Western States and Territories, 1812-1866* (Urbana: University of Illinois Press, 1988), 1-5.

[15] Bagley, *So Rugged and Mountainous*, 290-291.

[16] John D. Unruh, *The Plains Across: The Overland Emigrants and the Trans-Mississippi West, 1840-60* (Chicago: University of Illinois Press, 1982), 60, 84-85.

[17] George Stewart, *The California Trail: An Epic with Many Heroes* (New York: McGraw-Hill, 1962), 18, 27-28**;** Doyce B. Nunis, Jr., *The Bidwell-Bartleson Party: 1841 California Emigrant Adventure: The Documents and Memoirs of the Overland Pioneers* (Santa Cruz, CA: Western Tanager Press, 1991), 39, 125, 149; Dale L. Morgan, *The Humboldt: Highroad of the West*, (Lincoln: University of Nebraska Press, 1985), 67-78.

[18] Stewart, 217; Unruh, 84-85; William E. Bagley, *With Golden Visions Bright Before Them: Trails to the Mining West, 1849-1852*, vol. 2, *Overland West* (Norman: University of Oklahoma Press, 2012), 15, 17-18, 388.

[19] Mattes, *Platte River Road Narratives*, 5.

[20] Unruh, 321-322.

1840s, emigrants were on their own once they left Missouri and entered "Indian Territory." During those years, many suffered extreme hardship and even death as they trudged across Nevada's Forty-mile Desert, struggled through the Sierra Nevada, dodged the fierce rapids of the Columbia River, or tried untested new routes across the western mountains and deserts. Military and trading posts were few along the way and usually had little food to spare; emigrants were unable to resupply if their provisions ran low. But as the emigration progressed, explorers, military expeditions, and other travelers gradually opened shorter, safer routes. Towns and road ranches sprang up along the way. Businessmen established ferries, bridges, and toll roads, hauled water into the desert to sell to thirsty travelers, and built trading posts where travelers could resupply or exchange worn out draft animals for fresh ones. Meanwhile, as the years passed, the vast buffalo herds that 1840s emigrants had encountered in eastern Nebraska retreated farther and farther west, dwindling to near-extinction; hungry campfires and livestock consumed the woodlands and grasslands along the trail; and once-friendly native peoples, alarmed by the never-ending march of emigrants and embittered by the usurping of their lands and resources, were driven to armed resistance. As a result of these changes, travelers of the 1860s experienced the overland trails much differently than those who had gone west in the 1840s.

Not just the experience but the trails themselves changed, as well. For example, Independence and Westport, Missouri, at the eastern edge of the frontier, were the original Oregon and California trailheads. There emigrants could purchase supplies, wagons, and livestock and make repairs before merging with the great freight caravans rolling west along the Santa Fe Trail into Kansas. Near the present-day town of Gardner, the Oregon-California trail corridor branched off to follow the "Independence Road" across northeastern Kansas toward Nebraska's Platte River. Through the 1840s and 1850s, new military roads were developed to connect Fort Leavenworth, Kansas, to Fort Riley in central Kansas, Fort Gibson, Oklahoma, and Fort Kearny, Nebraska, and emigrants quickly adopted these and other new trails in making their way to the Platte River. Also during those years, especially following outbreaks of cholera, emigrants began outfitting and "jumping off" onto the trails farther and farther north, gradually shifting the bulk of the emigration traffic upriver to Fort Leavenworth, St. Joseph, Nebraska City, and Omaha/Council Bluffs.

By the close of the 1850s, the Nebraska river towns had largely replaced Independence, Westport, Fort Leavenworth, and St. Joseph as outfitting and jumping-off places, and the flow of Oregon-California traffic across Kansas had nearly dried up.[21] Riding a steamboat up the Missouri River to Nebraska City and Council Bluffs saved emigrants several difficult stream crossings and many days of driving across northeastern Kansas. Starting farther north also enabled travelers to avoid the Kansas-Missouri border troubles of the mid-1850s and allowed them to take advantage of substantial trail improvements made by the Church of Jesus Christ of Latter-day Saints to help its Mormon emigrants cross Nebraska.

Farther west, significant new alternates were developed, including Sublette's, Hudspeth's, and Goodale's cutoffs across Wyoming and Idaho, the difficult Hastings Cutoff through Utah's Wasatch Mountains and over the Great Salt Lake Desert, the Raft River route to the Humboldt, and several Oregon dry-land alternatives to the dangerous Columbia River passage. New wagon roads punched through the Sierra Nevada and commercial ferries, bridges, and other improvements increasingly aided the emigration as the years passed.

The completion of the transcontinental railroad in 1869 was the greatest improvement to western emigration by far. The driving of the ceremonial golden spike that linked the Central Pacific and Union Pacific railroads at Promontory Summit, Utah, was a stake in the heart of the covered wagon era. The laborious, dangerous overland trip that once took five to six months, killed hundreds of thousands of draft animals, and tested the endurance of the most determined emigrants now could be made safely in a matter of weeks. Some emigrants who could not afford train passage continued to use the old Oregon and California trails, but long-

[21] Mattes, *The Great Platte River Road,* 104-105.

distance wagon traffic gradually dried up. The last documented westbound covered wagon on the Oregon-California Trail crossed Wyoming in 1912.[22]

The mid-19th century emigration of hundreds of thousands of people, rich and poor, free and slave, along the Oregon and California trails is unparalleled in world history. The trails they traveled opened the door for the Pony Express, the transcontinental telegraph, the transcontinental railroad, and parts of the modern interstate highway system, all of which followed the Oregon and California trails corridor. The overland emigration fulfilled the nation's "manifest destiny" to stretch from Atlantic to Pacific, spurred economic development and security, and directed the course of American history. At the same time, however, it disrupted hundreds of indigenous cultures, destroyed traditional lifeways that had developed over millennia, and contributed to extinctions and significant shifts in native plant and animal populations. Today's West is largely the product of the California and Oregon emigrations and the events that flowed from those movements. Extant trail remnants, including wagon swales and ruts, stream crossings, graves, campgrounds, and associated forts, are touchstones to that iconic place and period in the nation's history.

The national and regional significance of the Oregon and California trails has been identified through the work of many lay and professional historians and defined in numerous scholarly publications.[23] Congress designated the Oregon and California National Historic Trails in 1978 and 1992, respectively, and the National Park Service in 1998 published a combined comprehensive management and use plan/environmental impact statement for the Oregon, California, Pony Express, and Mormon Pioneer National Historic Trails.

In Kansas, approximately 358 miles of wagon route are designated as being part of the Santa Fe National Historic Trail; 165 miles are designated as part of the Oregon National Historic Trail, and 290 miles are designated as California National Historic Trail. Many more miles of historic wagon route, once traveled by emigrants to the far west, exist across Kansas, and many of these routes are currently under study for possible addition to the Santa Fe, Oregon, and California National Historic Trails.

Lone Elm vs. Elm Grove

The nominated site is associated with the Lone Elm campground, which was a major stop along the combined route of the Santa Fe, Oregon, and California trails in the Kansas City metropolitan area from circa 1823 to circa 1861. In recent decades, scholars have debated the various names that have been associated with the nominated site: Round Grove, Elm Grove, and Lone Elm. Trail researcher Craig Crease conducted an exhaustive study of these names in the early 1990s that was published first in the August 1991 edition of *Wagon Tracks*, the official publication of the Santa Fe Trail Association, and later in *Overland Journal*, the publication of the Oregon-California Trail Association. Regarding the various names, Crease wrote that "the traditional line of thought has been that Round Grove, Caravan Grove and Elm Grove, among other names, were all the same place, and the name eventually evolved into Lone Elm as the grove was cut away, leaving only one elm." He argues, however, that a "new interpretation of primary and secondary sources leads to the conclusion that there were actually two campgrounds, misperceived as one." He concludes that "the location currently known as Lone Elm…was originally called Round Grove and later came to be known as Lone Elm. … Elm Grove was a separate major campground two and one half miles northwest of Lone Elm on the same creek, Cedar Creek."[24] (Figure 6)

The Trails Network in the Kansas City Metropolitan Area

[22] Mary Hurlburt Scott, *The Oregon Trail Through Wyoming*, (Aurora, Colorado: Powder River Publishers, 1958), 87-100, 122, 135.

[23] See attached bibliography for a sample of these sources.

[24] Craig Crease, "The Lone Elm and Elm Grove Case: A Study in Mistaken Identity," *Overland Journal* 11 (Spring 1993): 25, 30. Citation covers paragraph.

Travelers bound for Santa Fe, Oregon, and California shared the same routes through the Kansas City metropolitan area until the road to Oregon and California diverged from the road to Santa Fe near present-day Gardner, Kansas. East of Gardner, travelers had a variety of routes through which to travel through the region.

Before Independence, Missouri became the eastern terminus of the Santa Fe Trail (and later, the Oregon and California trails) in 1827-1828, most travelers heading to Santa Fe from the Franklin, Missouri area passed Fort Osage. From this fort, approximately 15 miles northeast of present-day Independence, travelers had two options (Figure 7). The most popular route was to head west and southwest out of Fort Osage to what became Independence and cross the Big Blue River in present-day Swope Park (in Kansas City, Missouri) before reaching Gardner. The second option was to head south to the Blue Spring campground (present-day Blue Springs, Missouri, 17 miles south of Fort Osage); cross the Big Blue River at what is now 151st Street and State Line Road in south Kansas City, Missouri; and encamp at Lone Elm campground before continuing to Gardner and eventually Santa Fe.[25]

This latter route, which led to Lone Elm campground, was not frequented prior to 1823. This is emphasized by its conspicuous absence from Joseph Brown's 1823 survey of the western boundary of the State of Missouri.[26] However, one of the first traders along the Santa Fe Trail, Stephen Cooper, described taking this route in 1823 in his 1888 autobiography, "The party waited at the Blue Springs, in Jackson County; when I came back to them, I unceremoniously took charge of the party. We reached Little Arkansas the 31st of May."[27] This route from Blue Spring was used by traders originating from points east of Jackson County, Missouri.[28]

The route from Blue Spring to Lone Elm was an established part of the Santa Fe Trail by 1827. Between 1825 and 1827, Joseph Brown was the lead surveyor of the Sibley Survey. George Sibley, Brown, and the rest of the survey expedition were tasked with surveying the Santa Fe Trail from Fort Osage to the 100th meridian, which marked the boundary between the United States and Mexico prior to the Mexican-American War in the 1840s.[29] Brown's map and accompanying field notes from 1825 indicate the expedition team crossed the state line north of this route from Blue Spring. However, on the return east in 1827, Sibley mentioned in his notes the junction of the "Road by way of 'The Blue Spring' and that by Independence" and further described the route east from Lone Elm to the state line on July 4, 1827, "Fine Morning. Started early; chained and coursed the Road to the ford of Big Blue, which I find to be 13 m[ile]s & 22 ch[ain]s from the Round Grove. The Road passes over Some Rough ground & Some Rather bad places."[30] Two other well-known Santa Fe Trail figures, Augustus Storrs and Alphonso Wetmore, used the route from Blue Spring in 1824 and 1828 respectively.[31] One of the last parties to use the road from Blue Spring to Lone Elm campground included Ceran St. Vrain and Charles Bent in the spring of 1830.[32]

[25] Craig Crease, "Trace of the Blues: The Santa Fe Trail, the Blue River, and the True Nature of the Old Trace in Metropolitan Kansas City," *Wagon Tracks* 11 (August 1997): 9, 14. This article analyzes the early routes through the Kansas City area before Independence and Westport became established termini.

[26] Crease, "Trace of the Blues," 11-12.

[27] As quoted in Crease, "Trace of the Blues," 13. A transcription of Cooper's 1888 autobiography, from which this is quoted, is available at http://www.rootsweb.ancestry.com/~cagha/biographies/c/cooper-stephen.txt (accessed 22 October 2013.

[28] Crease, "Trace of the Blues," 9.

[29] Louise Barry, *The Beginning of the West: Annals of the Kansas Gateway to the American West, 1540-1854* (Topeka: Kansas State Historical Society, 1972), 123. Eventually, the survey expedition crossed the Arkansas River near Chouteau's Island (no longer extant) in present-day Kearny County, Kansas and headed south to Taos.

[30] As quoted in Crease, "Trace of the Blues," 12. According to Crease, "When [Sibley] referred to the road 'by way of The Blue Spring,' he described the route that crossed the state line in 1827 at the same place the Blue River crossed the state line, about present 151st St. This route, the Santa Fe Trail from Blue Spring, worked its way north and west as it evolved over the years, and by 1840 crossed the state line at about present 122nd St., where New Santa Fe would be located about a decade later."

[31] Crease, "Trace of the Blues," 13.

[32] Ibid.

Once Independence became the favored starting point of the Santa Fe Trail in the late 1820s, the route from Blue Spring was discontinued. However, this route evolved into the popularly-accepted route of the Santa Fe (and later, Oregon and California) Trail from Independence. This is evidenced by the 1839 "map of another trained and experienced surveyor, Captain Washington Hood, of the Corps of Topographical Engineers." Hood's notes from his survey of the eastern line of the Shawnee Indian lands "reveal the first documented evidence for the crossing of the state line by the Santa Fe Trail from Independence at the site of what became New Santa Fe." By the time the first caravan left for Oregon in 1840, the commonly-accepted routes through the Kansas City area were firmly established.[33]

Two years after the Kansas-Nebraska Act of 1854 opened the Kansas Territory to settlement, the General Land Office surveyed Township 14 South, Range 23 East between February and March 1856. The accompanying map and field notes confirm the road "From Santa Fe N.M. to Independence Mo" still passed through the northwest quarter of Section 23 (Figure 8).

The Civil War, and the events leading up to it, interrupted travel to and from the Kansas City area, spelling the end of long-distance traffic from Independence. By 1860, emigrants using the Oregon and California trails were departing from river towns along the Iowa-Nebraska border. Between 1861 and 1864, Santa Fe traffic avoided Kansas City altogether by using Fort Leavenworth as a starting point. In 1865, Westport—not Independence—regained its status as the eastern terminus for the Santa Fe Trail.

Lone Elm Campground

As one of the first major stops along the combined route of the Santa Fe, Oregon, and California trails, Lone Elm Campground initially provided travelers with an abundance of natural resources, including water and timber. As the travelers required firewood, the grove dwindled to eventually one tree. Thus, over time, Round Grove became known as Lone Elm.[34] In fact, one traveler, William Brady, recalled during a stop at the Lone Elm campground in 1854 that "the old tree was lying on the ground; the greater part of it had been burned up."[35] The extensive use as a campground changed the physical appearance of the area.

The earliest travelers to encamp at Lone Elm were bound for New Mexico. As previously mentioned, the Sibley Expedition team was at Lone Elm in July 1827. Noted Santa Fe Trail traveler Josiah Gregg encamped at Lone Elm in May 1831. He noted the occasion in his 1844 book *The Commerce of the Prairies*:

> It was on the 15th of May, 1831, and one of the brightest and most lovely of all the days on the calendar, that our little party set out from Independence. The general rendezvous at Council Grove was our immediate destination. … The intermediate travel was marked by very few events of any interest. As the wagons had gone before us and we were riding in a light carriage we were able to reach the Round Grove, about thirty-five miles distant, on the first day, where we joined the rear division of the caravan, comprising about thirty wagons.[36]

Gregg further notes the condition of the landscape at the time when describing a rain storm that kept the party in camp for two days, "…the rain was accompanied by a heavy north-wester and our camp was pitched in the open prairie without a stick of available timber within a mile of us…." and "The mischief of the storm did not exhaust itself, however upon our persons. The loose animals sought shelter in the groves at a considerable distance from the encampment…."[37]

[33] Ibid., 13-14. Citation covers paragraph.
[34] Crease, "The Lone Elm and Elm Grove Case," 30.
[35] Letter from William Brady, in "The Santa Fe Trail in Johnson County, Kansas" *Kansas Historical Collections* 11 (1910): 459-460.
[36] Josiah Gregg, *The Commerce of the Prairies*, ed. Milo Milton Quaife (Chicago: R.R. Donnelley & Sons Co., 1926), 26 [electronic book]; available from the HathiTrust Digital Library, <http://hdl.handle.net/2027/mdp.39015008586714> (accessed 23 October 2013).
[37] Gregg, 27-28.

After the wide publication of travel accounts along the overland trails, traffic bound for Santa Fe and Oregon picked up in the early 1840s. A group of approximately 350 Oregon-bound emigrants gathered at Independence, Missouri and set out for Lone Elm on May 14, 1844. According to historian Louise Barry, a notable member of their party was ex-fur trapper James Clyman, and his journal provides nearly all of the information known about this caravan. His account, according to Barry, notes the challenging road conditions in the vicinity of Lone Elm due to the late spring rains.[38]

The following year, in June 1845, explorer John C. Fremont set out on his third expedition with approximately 80 men. They camped at Lone Elm for three nights, where Fremont "made a speech to all hands laying down his 'martial law' regulations [and] about 10 men quit."[39] Fremont led one additional long-distance exploring expedition, after which he became one of the first two US senators from California in 1850 and a presidential candidate in 1856.

Newly married 18-year-old Susan Shelby Magoffin kept an account of her journey along the Santa Fe Trail during the summer of 1846. Her diary was later published and remains one of the seminal accounts of travel along the Santa Fe Trail. On June 11, 1846, Magoffin noted their first overnight stop along the trail at Lone Elm:

> There is no other tree or bush or shrub save one Elm tree, which stands on a small elevation near the little creek or branch. The travellers allways [sic] stop where there is water sufficient for all their animals. The grass is fine every place, it is so tall in some places as to conceal a man's waist. We crossed the branch and stretched our tent.[40]

Later that same year, on September 16, 1846, a young Cincinnati native, Lewis H. Garrard, joined a caravan to Santa Fe and noted Lone Elm as the first stop on his trip:

> This was a most desirable spot for camping, as wood, grass, and a running, limpid stream were close at hand…We encamped at the "Lone Elm" in the midst of a hard rain which poured on us the entire day; and, the wagons being full of goods and we without tents, a cheerless, shilling, soaking, wet night was the consequence. As the water penetrated, successively, my blankets, coat, and shirt, and made its way down my back, a cold shudder came over me; in the gray foggy morning a more pitiable set of hungry, shaking wretches were never seen.[41]

Fourteen-year-old John Breen recalled stopping at Lone Elm in 1846 as he was traveling with the Donner-Reed party, many of whom perished in an early blizzard in the Sierras later that year:

> We arrived at a camp called the Lone Elm, across the Missouri line. This place was thought to be the limit of civilization, at this camp we met some hunters returning with furs and they gave us some dried buffalo meat and told us that we had no idea of what we would suffer before we reached California. This prediction proved too true – At this camp was a Elm tree the only tree of any kind in sight. I shall never forget the loneliness of the scene boy though I was at the time.[42]

[38] Barry, 509-510.
[39] Ibid., 551.
[40] Susan Shelby Magoffin, *Down the Santa Fe Trail and into Mexico: The Diary of Susan Shelby Magoffin*, ed. Stella M. Drumm (Lincoln, Neb. & London: University of Nebraska Press, 1962), 4-6.
[41] Lewis H. Garrard, *Wah-To-Yah & the Taos Trail* (Palo Alto, Cali.: American West Publishing Co., 1968), 6. See also, Barry, 645.
[42] John Breen, "Pioneer Memoirs, 1877," (typed transcription), n.p., Hubert Howe Bancroft Collection, Bancroft Library, University of California, Berkeley. This quote is located on signage located at Lone Elm Park.

The following year, three military detachments departed Fort Leavenworth bound for Santa Fe in the middle of the Mexican-American War, stopping to camp at Lone Elm on July 13, 1847. Louise Barry notes that Private John W. Collins was buried at Lone Elm, but no such burial site is known today.[43]

"Forty-niner" James A. Pritchard made the journey to California during the Gold Rush and recalled the campground at Lone Elm in his notes of the trip:

> At 3 P. M. we reached the noted lone Elm, where we encamped for the night. This lone tree stands on the bank of a small stream, with no other tree or shrub in sight, all the branches have been cut from it by traders & Emegrans [sic] for the purpose of fuel. At this place we found some 40 or 50 Emegrant [sic] Wagons. Haulted [sic] for the night. Distance from Independence 34 miles.[44]

On May 18, 1849, shortly after Pritchard stopped at Lone Elm, D. Jagger stopped at Lone Elm with his wagon train. While there, he sketched the Lone Elm and commented "…the old tree will never put forth its leaves again."[45] (Figure 9)

One of the last-known travelers through the Lone Elm campground was US Attorney for New Mexico Territory, William W. H. Davis. Davis was part of a group led by Francis Boothe that was headed to Santa Fe in late 1853. His account of the trip was published in 1857 as *El Gringo* in which he notes that "the stump of the Lone Elm furnished the necessary fire-wood" when they had stopped at that point for a meal.[46]

The Lone Elm DAR Marker

In 1857, the Lone Elm area was purchased by Newton Ainsworth, and he established his farmstead near Cedar Creek.[47] (Figure 10) The abundance of water that sustained so many travelers in the preceding decades may have attracted Ainsworth to purchase this land. For a few years after Ainsworth established his farm, travelers continued to camp at Lone Elm; although, most of the trail traffic of this period was bound for places other than Oregon and California. Years later, during a speech at the dedication of the Lone Elm DAR marker, Ainsworth recalled:

> In May 1858 I saw wagon trains camped on this Lone Elm camping ground, until they covered more than this entire quarter section. In their desire not to be detained and to be on the road first in the morning, they commenced at twelve o'clock at night to hitch up and pull for the trail and the last did not pass where we are standing until 4 o'clock in the afternoon…The rush to Pike's Peak gold fields in 1858 is what made the heavy emigration and the heavy loads of freight…In 1860 I have seen the dust here over six inches deep on account of the great drouth and heavy travel. The freight trains to New

[43] Barry, 701.

[44] James A. Pritchard, *The Overland Diary of James A. Pritchard from Kentucky to California in 1849,* ed. Dale L. Morgan (Denver: The Old West Publishing Company, 1959), 56.

[45] D. Jagger as quoted in Dale L. Morgan's editorial notes in Pritchard, 144-145.

[46] Barry, 1187.

[47] Newton Ainsworth (1835-1915), a native of Montgomery County, Ohio and an early Kansas resident, took the advice of New York newspaper publisher Horace Greeley to "go west." He arrived at Lone Elm in the spring of 1857 and broke 70 acres of sod in the vicinity of the campground. In March 1858, he began construction on a log small wood-frame house. He gradually developed other buildings, and by 1874 it was one of the best stock farms in the county. William Cutler's 1883 *History of the State of Kansas* listed Ainsworth as a breeder of thoroughbred stock who owned 320 acres of land in Johnson County. See: E.F. Heisler, *Atlas Map of Johnson County, Kansas* (1874): 54 [digitized on-line], available from Kansas Memory <http://www.kansasmemory.org/item/223964> (accessed 3 October 2012); Ed Blair, *History of Johnson County Kansas* (Lawrence, KS: Standard Publishing Co., 1915), 59-60 [electronic transcription on-line], available from Kansas Collection Books <http://www.kancoll.org/books/blair> (accessed 3 October 2012); William Cutler, *History of the State of Kansas* (Chicago: Andreas Publishing Co., 1883), n.p. [electronic transcription on-line], available from Kansas Collection Books <http://www.kancoll.org/books/cutler/index.html> (accessed 3 October 2012).

> Mexico consisted of twenty-six wagons, with six yoke of oxen or ten span of mules to each wagon, twenty-six drivers and two wagon bosses.[48]

Ainsworth and George Black, another early settler, are credited with getting a marker dedicated at Lone Elm. The marker was dedicated on November 9, 1906 with an unveiling ceremony at the site and a program held at the nearby grange hall. The *Olathe Register* dedicated the entire front page of their November 15 paper to the particulars of the ceremony, which was opened by Ainsworth and included the participation of area school children and state Senator George H. Hodges of Olathe. Ainsworth, who still owned the quarter section of land in 1906, paid for the original concrete base of the marker, which contained a marble plaque inscribed "Lone Elm Camp Grounds." This base was replaced during the relocation of the marker due to the road-widening project. It was rededicated on September 8, 1997.[49]

Modern Development & Archeological Investigation

The City of Olathe acquired the former Ainsworth property in 2000 and developed plans for a park to include walking trails, interpretive signage, and athletic fields. In an effort to understand the extent of the historic resources remaining within the quarter section, the city sponsored two archeological investigations prior to beginning any park improvements. Markman and Associates, a St. Louis-based consulting firm, conducted the first, focusing on the northeast and southwest portions of the property, where soccer and softball fields had been proposed.[50] While artifacts of the general trail period were recovered, the extent of the campground could not be determined, at least in part because of extensive post-trail disturbance related to development of the Ainsworth farmstead. The second investigation was conducted under the direction of archeologist Bert Wetherill and a team of volunteers. It was designed to follow up on the earlier survey and testing project, and placed test excavations in areas near the creek in the central portion of the property. A formal report was never completed, but the general results mirrored those of the earlier investigation. Artifacts of the general period were recovered, but none could be definitively tied to the trail campground.[51] These investigations ensured that proposed park developments (including interpretive facilities) did not impact any intact remains of the Lone Elm campground.

Further Archeological Potential

Archeological prospection, geophysical survey, and metal detector survey of similar trail properties have been shown to reveal associated artifact assemblages, sometimes buried and sometimes not, that can inform on the use of the trail during its period of significance. Though the survey and testing projects in the vicinity of the Lone Elm Campground Swale were generally inconclusive, there is every reason to believe that the presence of such an assemblage is possible. This property and its immediate landscape have the potential to yield important information to understanding the use and nature of this section of the trail, including patterns of use and change over time, evolving emigrant patterns, and cultural interactions. Study of both remnant trail swales and adjacent archeological features can provide valuable insight into the evolving patterns of historic development in this region. This site likely contains data which may be vital to any wider study of 19th-century

[48] Blair, 58-59; also transcribed in "The Lone Elm Camp," *Olathe Register* (November 15, 1906): 1.

[49] "The Lone Elm Camp," 1; Shirley Coupal and Patricia Dorsch Traffas, *The Century Survey of the Kansas Santa Fe Trail DAR Markers*, *Placed by the Kansas Society Daughters of the American Revolution in 1906* (Unpublished report of the "Historical Preservation Project of the 'At Home on the Plains Administration,' Shirley S. Coupal, State Regent, Patricia Dorsch Traffas, Honorary State Regent and Project Coordinator, 2007-2010," 2011), 14. See also: Mrs. T. A. [Almira] Cordry, *The Story of the Marking of the Santa Fe Trail by the Daughters of the American Revolution in Kansas and the State of Kansas* (Topeka: Crane and Company, 1915), 103-105.

[50] Matthew C. O-Neil, Charles W. Markman, Cynthia M. Fadem, and William Garbo Sr., *Olathe Community Park, Johnson County Kansas; A Phase II Archeological Survey and Cultural Resources Assessment, With Supplementary Reports,* Unpublished Report Prepared for the City of Olathe (2001) Copies available from the Kansas Historic Preservation Office (B1947)

[51] Mary Conrad, "Bert Wetherill on Lone Elm Fieldwork: May 2004 KCAS Meeting," *To the Point: Newsletter of the Kansas City Archeological Society* 17 (2004); Mary Conrad, "Processing of Santa Fe Trail Artifacts," *To the Point: Newsletter of the Kansas City Archeological Society* 23 (September 2010): 2.

settlement, exploration, and transportation. Further investigation could address key questions regarding transportation variability and change. Excavation could also provide additional social data including better estimates of the frequency of use during various phases of history; the role played various ethnic and social groups, and the nature of trail users, material culture, and the production, distribution, and consumption of commodities.[52]

The Lone Elm Campground Swale is a remnant of a stream-crossing section of the trail, and was situated within a well-known landmark. When the emigrants passed through and/or camped in the area, they were in their first few miles of travel, and were approaching the dividing point of the trails near present-day Gardner. Today, only a single well-defined swale remains as an intact resource at the location of the Lone Elm Campground. Despite recent disturbance, this property has the potential to yield additional information. Its location is well known, yet it has not been mapped or defined with precision. For example, the location and depth of the surviving swale relative to the surrounding landscape could yield significant information regarding the nature of preservation relative to variables such as slope and underlying geologic structure. While it is generally accepted that ruts are deeper and more visible in areas where slopes are steep (as is the case here), careful mapping could provide supporting data. Despite its high visibility among Santa Fe, Oregon, and California trails sites, systematic archeological survey within the campground area is restricted to that conducted prior to park development. Only small-scale surveys have been conducted in the wider surrounding area, most focusing on suburban residential and commercial development projects. More intensive archeological investigations specifically focused on the swale (including metal detector investigations and remote sending) might produce period trail period artifacts and cultural features. Their distribution, if plotted precisely, could yield additional significant information regarding issues (in addition to those mentioned above) such as campground use, discard patterns, and wagon repair activities.

[52] "Historic Resources of the Santa Fe Trail," F116. Citation covers paragraph.

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Previous documentation on file (NPS):

____preliminary determination of individual listing (36 CFR 67 has been Requested)
____previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
____recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record # _____

Primary location of additional data:

__x__State Historic Preservation Office
____Other State agency
____Federal agency
____Local government
____University
____Other
Name of repository: **Kansas Historical Society**

Historic Resources Survey Number (if assigned): _N/A_

10. Geographical Data

Acreage of Property 2.5
(Do not include previously listed resource acreage)

Latitude/Longitude Coordinates **(See attached boundary map for additional coordinate.)**
Datum = WGS84

A	38.821512	-94.828279		C	38.820630	-94.827105	
	Latitude	Longitude			Latitude	Longitude	
B	38.821530	-94.827128		D	38.820612	-94.828256	
	Latitude	Longitude			Latitude	Longitude	

Verbal Boundary Description (describe the boundaries of the property)
The nominated discontiguous site is situated within a 160-acre park in the NW ¼ of Section 23, Township 14 South, Range 23 East, Johnson County, Kansas (legal description given as South Community Park Lot 1). The nominated property includes a rectangular site located east of center of the quarter section on the south side of Cedar Creek and the Lone Elm DAR marker at the northwesternmost corner of the Section.

Boundary Justification (explain why the boundaries were selected)
The boundary reflects the perimeter of the intact Oregon-California and Santa Fe Trail swale within presumed area of the Lone Elm Campground.

11. Form Prepared By

name/title KSHS staff
organization Kansas Historical Society date Autumn 2013
street & number 6425 SW 6th Avenue telephone (785) 272-8681
city or town Topeka state KS zip code 66615-1099
e-mail cultural_resources@kshs.org

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

  A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**

- **Additional items:** (Check with the SHPO or FPO for any additional items)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Oregon-California and Santa Fe Trail Swale at Lone Elm
City or Vicinity: Olathe
County/State: Johnson County, KS
Photographer: Rick Anderson

Description of Photograph(s) and number:

001 of 008 S to N view at upper end of swale looking towards Cedar Creek; 08-27-2010.
002 of 008 SE to NW view at center of swale looking towards Cedar Creek; 03-22-2011.
003 of 008 N to S view near west edge at center of swale; 03-22-2011.
004 of 008 SE to NW view near east edge at center of swale looking towards Cedar Creek; 03-22-2011.
005 of 008 NW to SE view at lower end and center of swale; 03-22-2011.
006 of 008 S to N view at center looking towards beginning of swale; 03-22-2011.
007 of 008 View looking W towards N facing kiosk of trails interpretive markers; 08-27-2010.
008 of 008 1906 DAR marker at entrance to Lone Elm Park, Olathe KS; 03-22-2011.

Property Owner:

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

name City of Olathe; (Brad Clay, Acting Director; Olathe Parks and Recreation Department)

street & number PO Box 768; 100 East Santa Fe Street telephone (913) 971-8600

city or town Olathe state KS zip code 66061

Contact Information:

Brad Clay, Acting Director
Olathe Parks and Recreation Department
Olathe KS 66061
(913) 971-6263

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

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Figure 1. Aerial image of area immediately surrounding Lone Elm Park (in box).

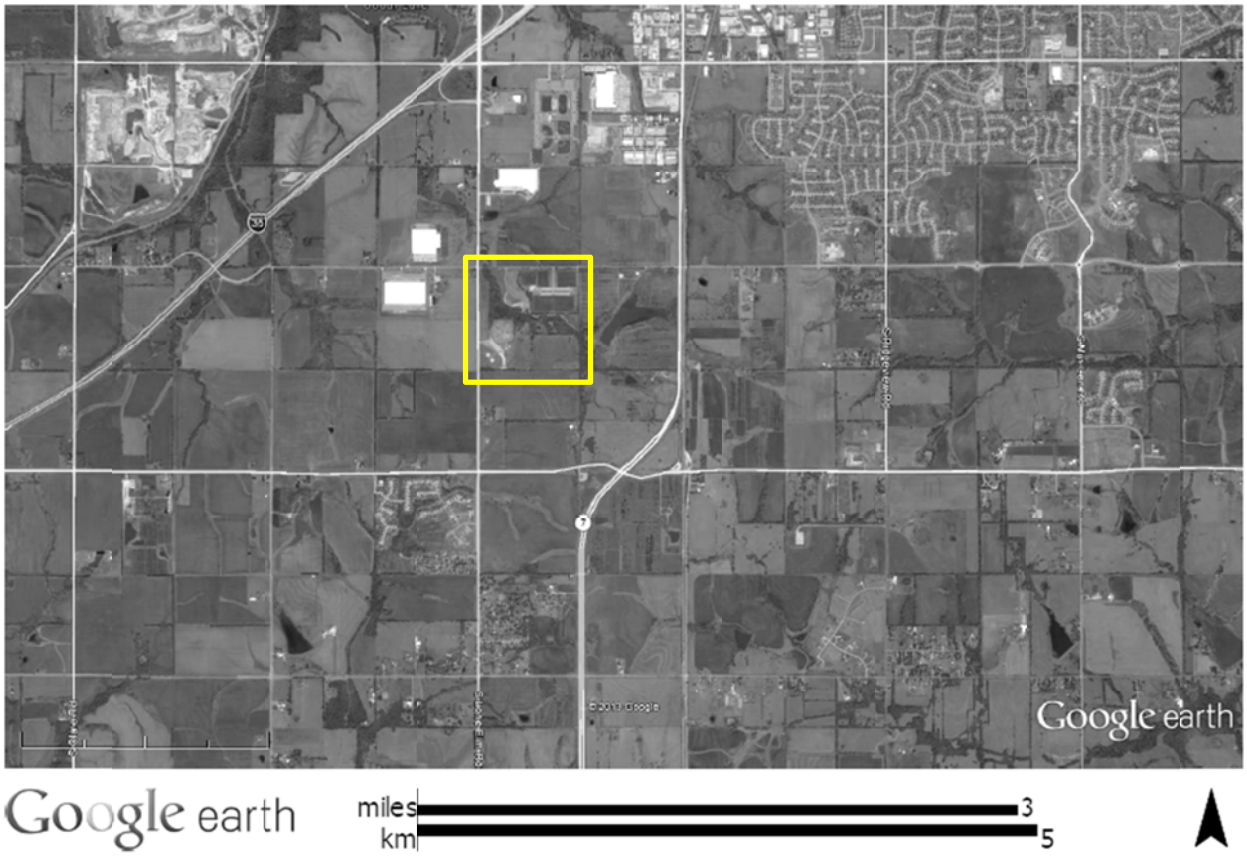


Figure 2. Location of the Lone Elm Campground Swale
Lone Elm Park (USGS Ocheltree 7.5' Quad Map)

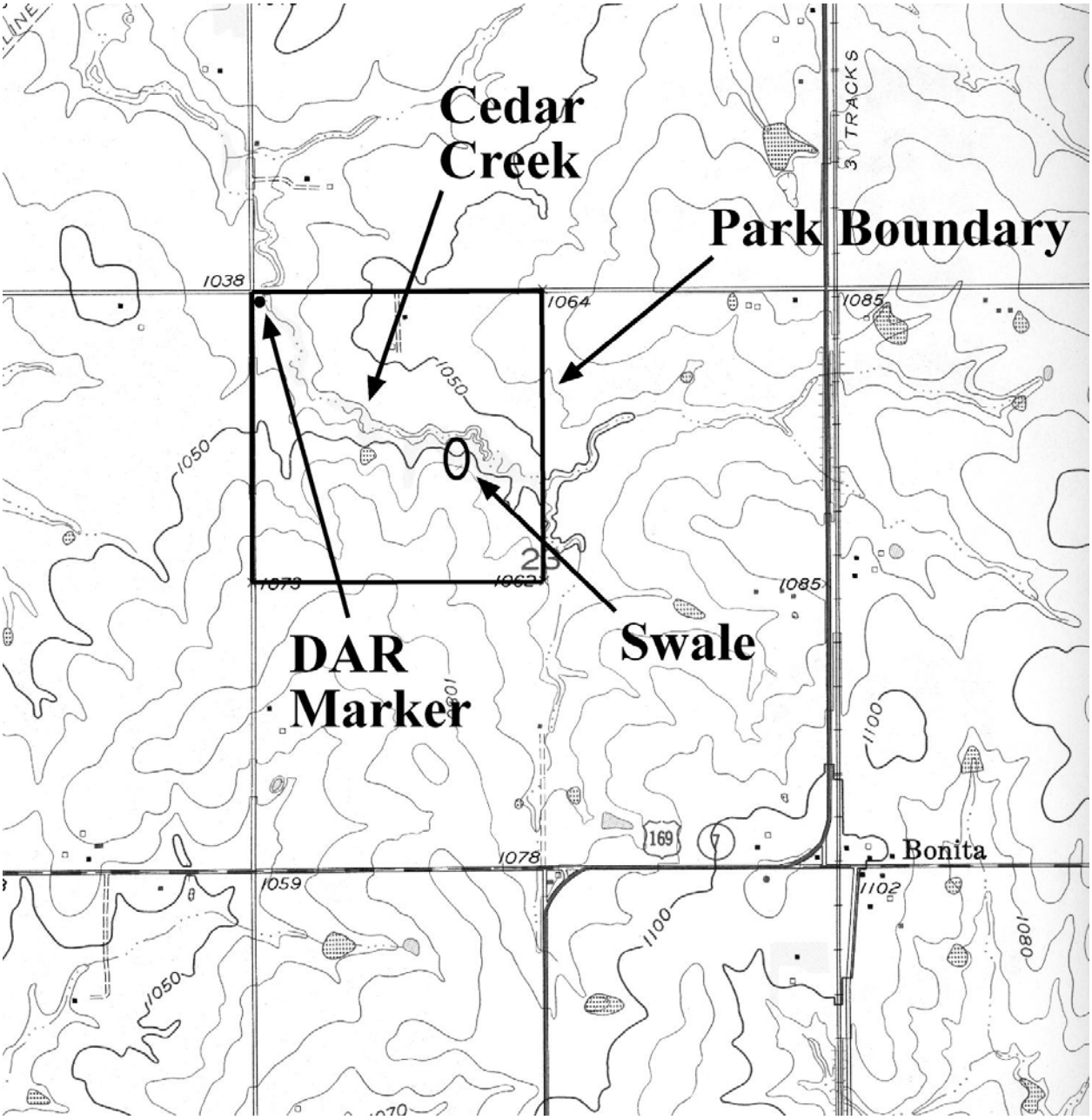


Figure 3. Aerial view of Lone Elm Park, showing swale and modern park features (2012 Bing.com Imagery); north is up; no scale.

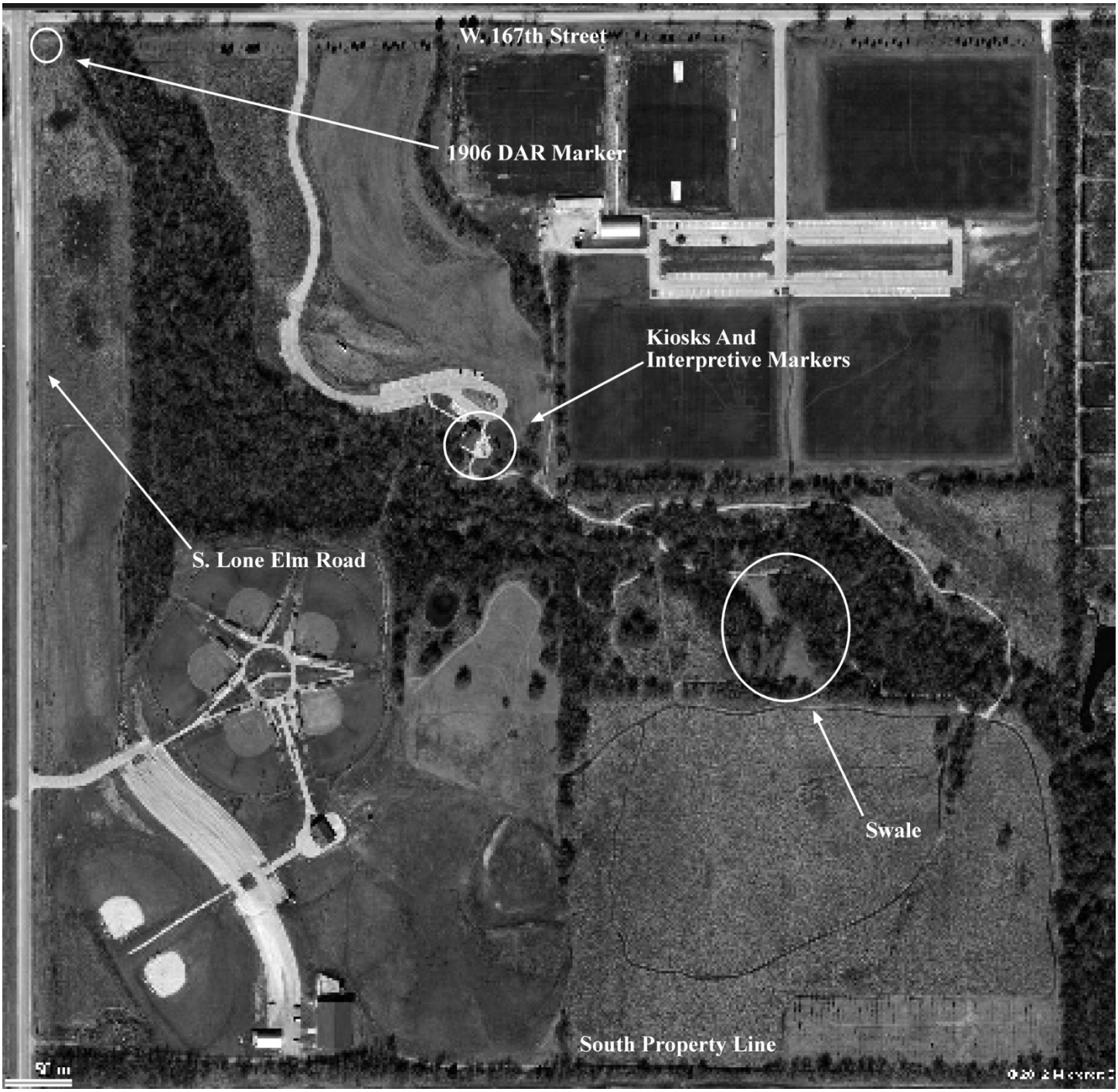


Figure 4. GPS Coordinates of the Lone Elm Campground Swale (NAD83)

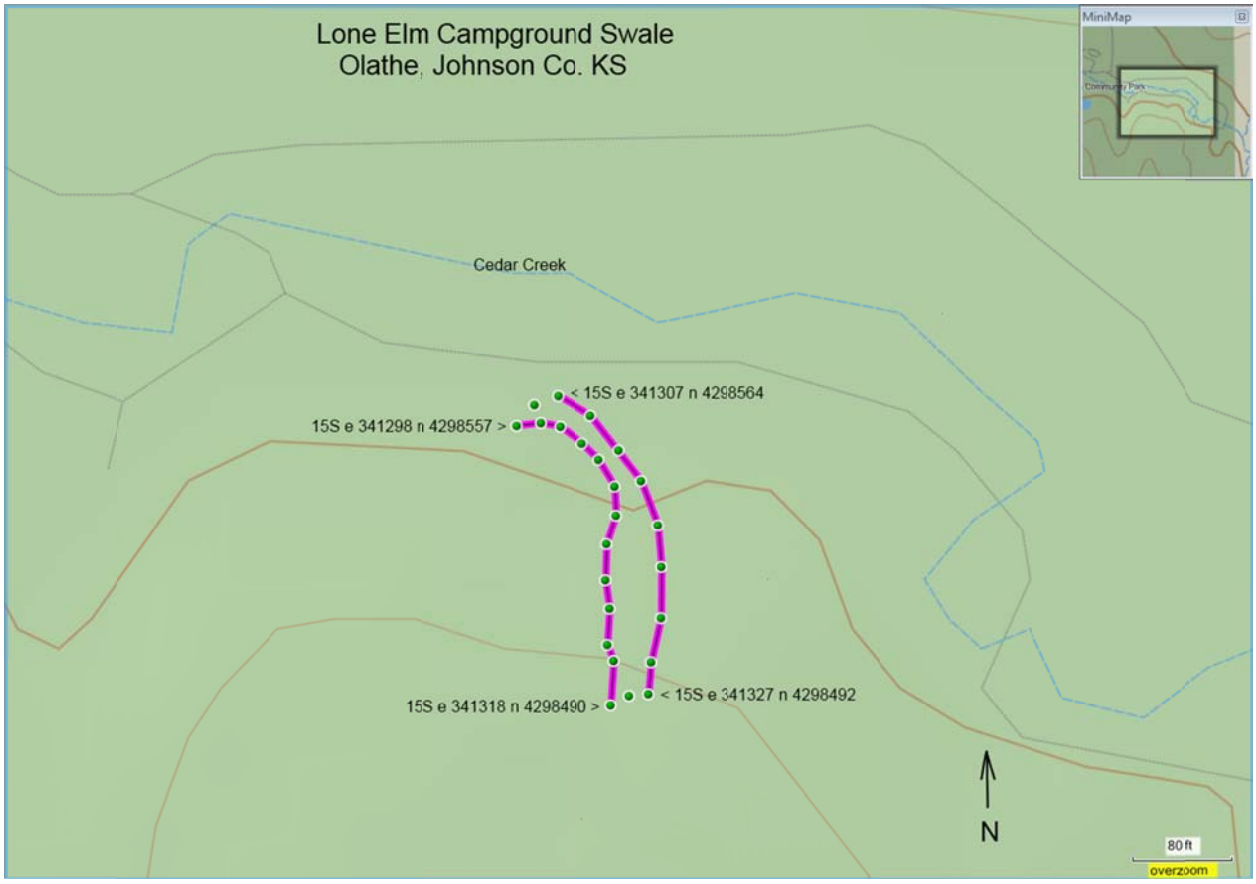


Figure 5. 2006 LiDAR imagery showing the Lone Elm Campground Swale and adjacent area around Cedar Creek.
The 1856 GLO survey line is visible to the SE of the nominated site. North is up; no scale.

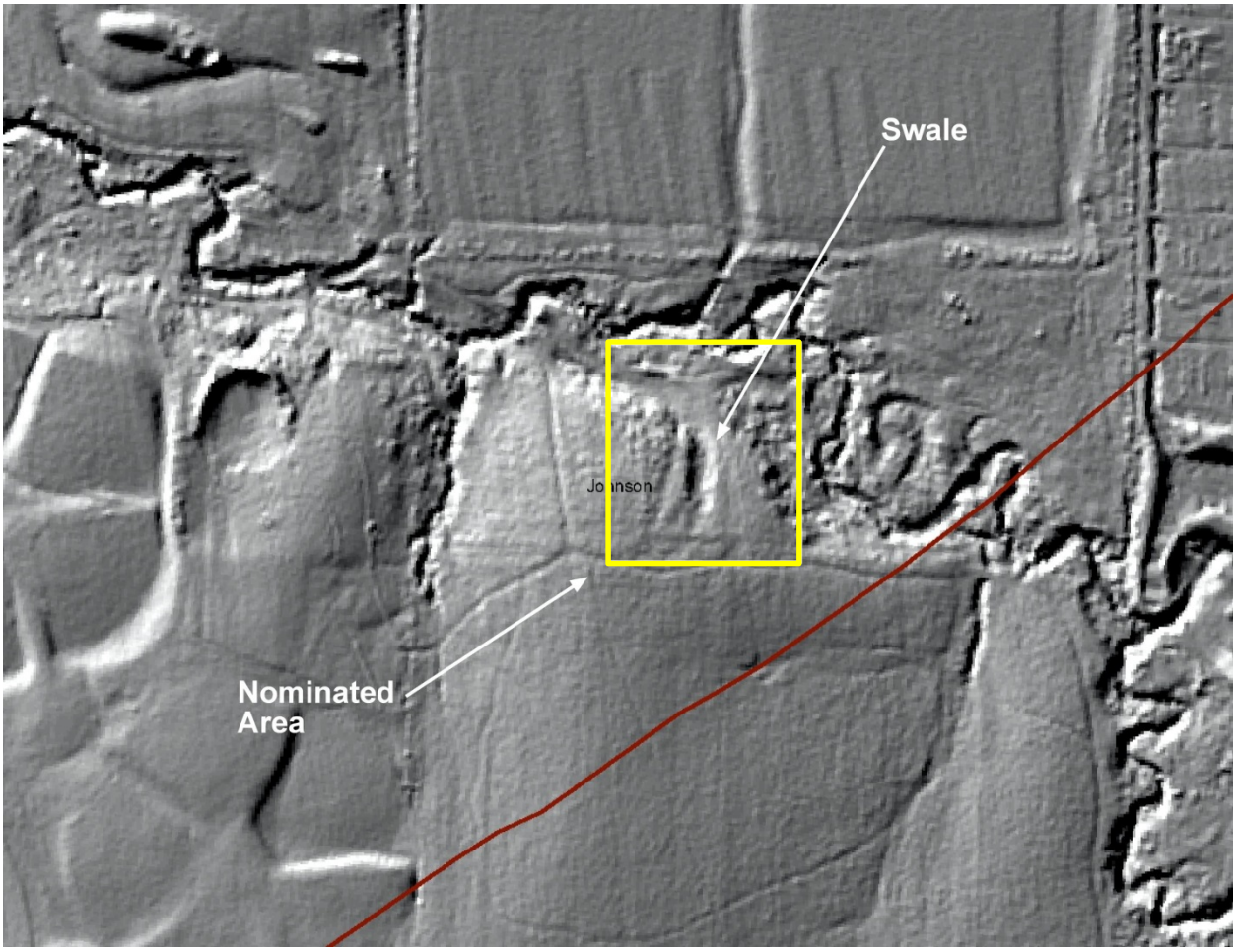


Figure 6. The Oregon-California and Santa Fe Trails in Johnson County [Kansas].
Craig Crease, "The Lone Elm and Elm Grove Case," 25.

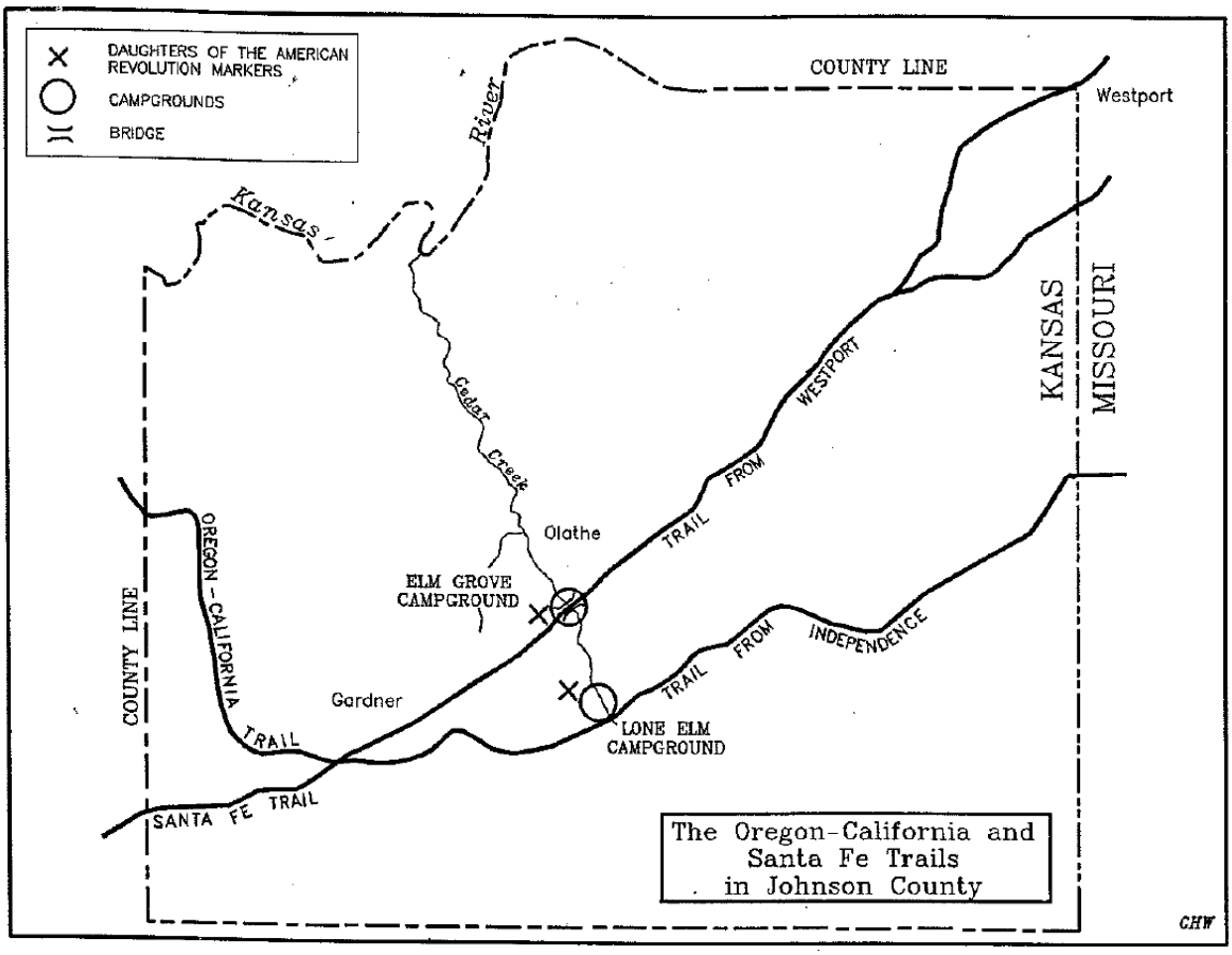


Figure 7. The Santa Fe Trail through the Kansas City metropolitan area 1821-1827, as delineated by Craig Crease. Source: Hal Jackson, "The Santa Fe Trail in the Kansas City Area: Evolution of the Landscape," *Wagon Tracks* 15 (February 2001): 8. Arrow indicates approximate location of Lone Elm Park. (Note: Round Grove Campground is incorrectly labeled on this map.)

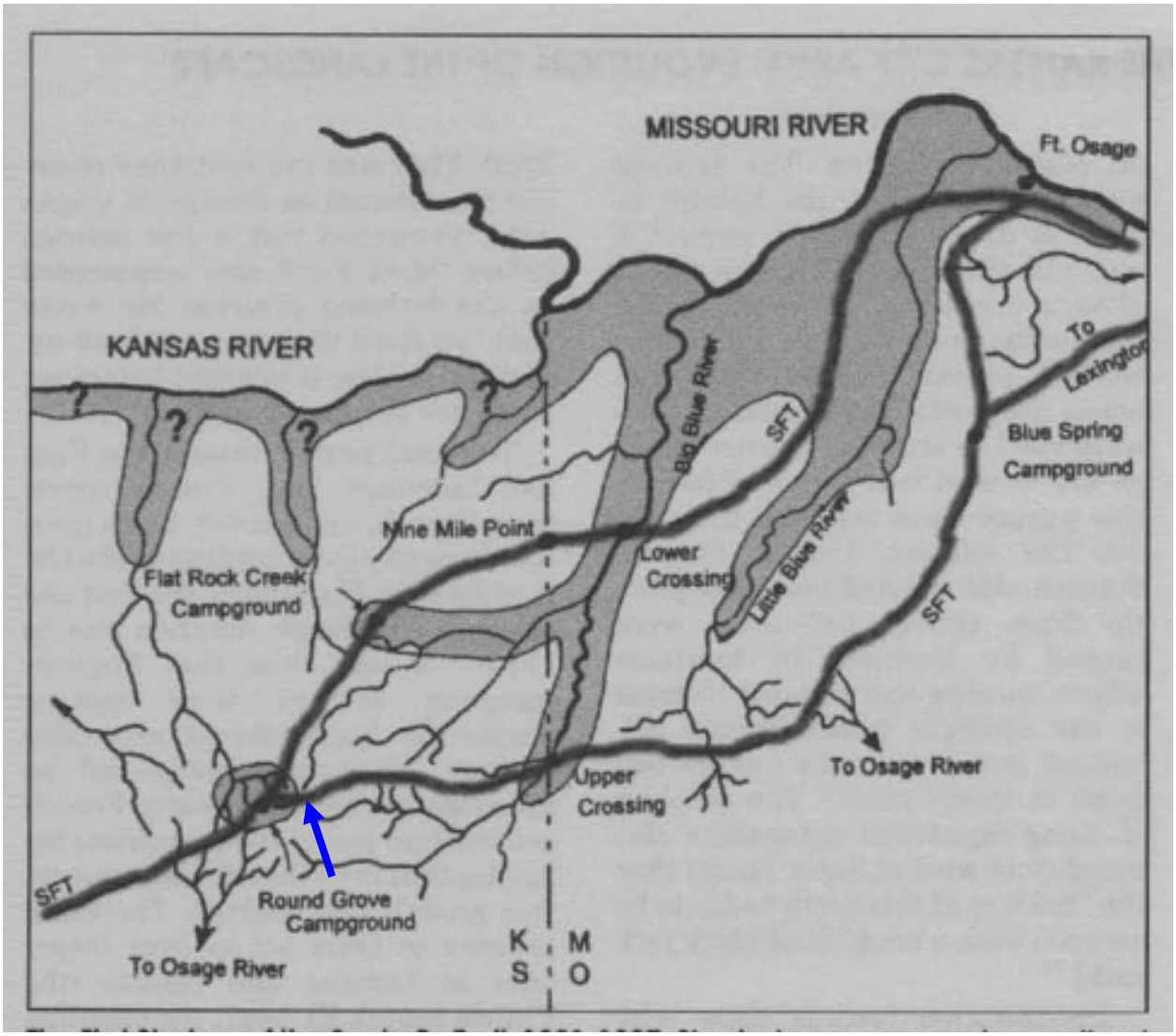


Figure 8. Partial View of 1856 General Land Office Survey Map of Township 14 South, Range 23 East. The location of Lone Elm Park is denoted by the box.

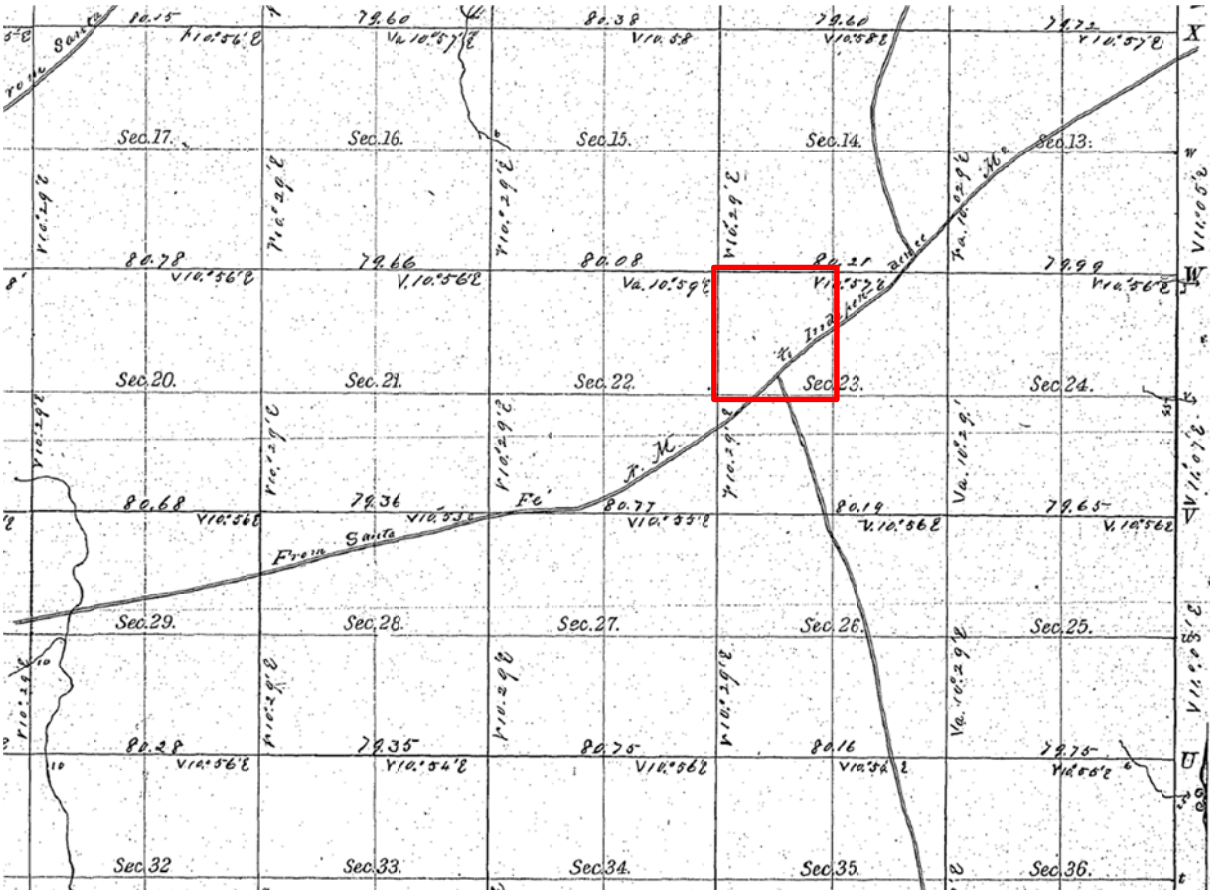


Figure 9. "The Lone Elm" sketched by D. Jagger, May 18, 1849. Jagger's sketch is reproduced on signage located near the nominated swale in Lone Elm Park. Photo below taken by Rick Anderson, August 2010.

Figure 10. Newton Ainsworth's Farm
Source: E.F. Heisler, *Atlas Map of Johnson County, Kansas* (1874): 34, 37.

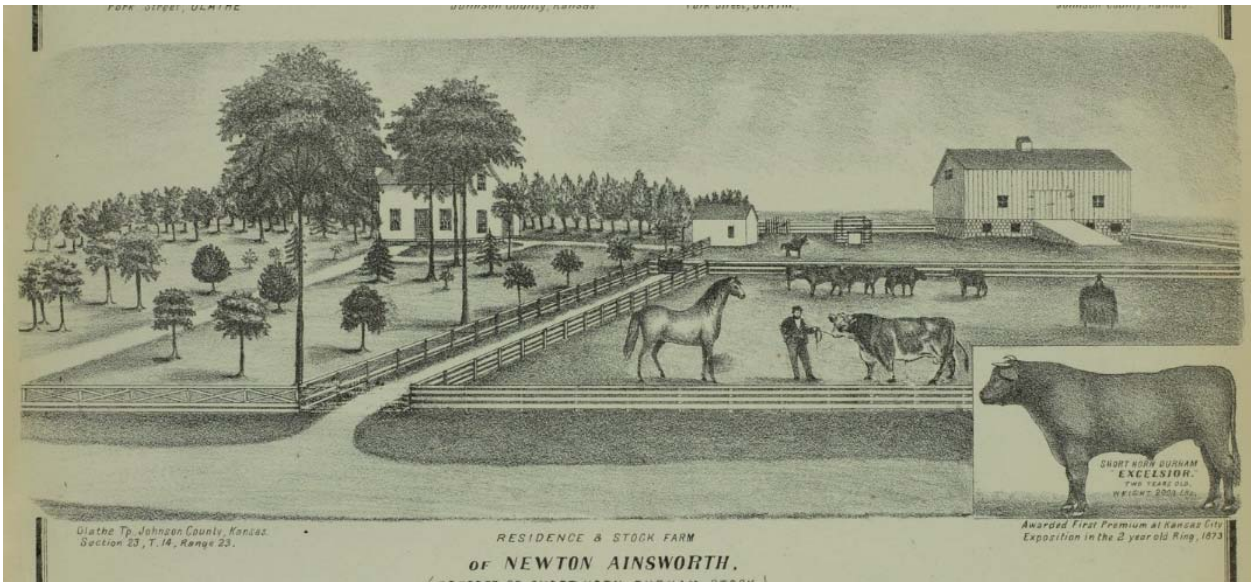
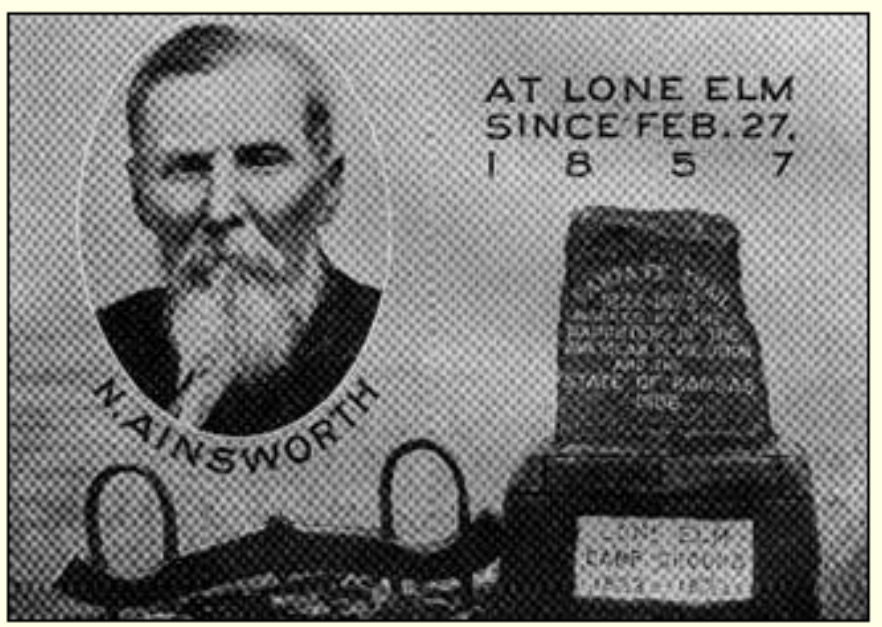
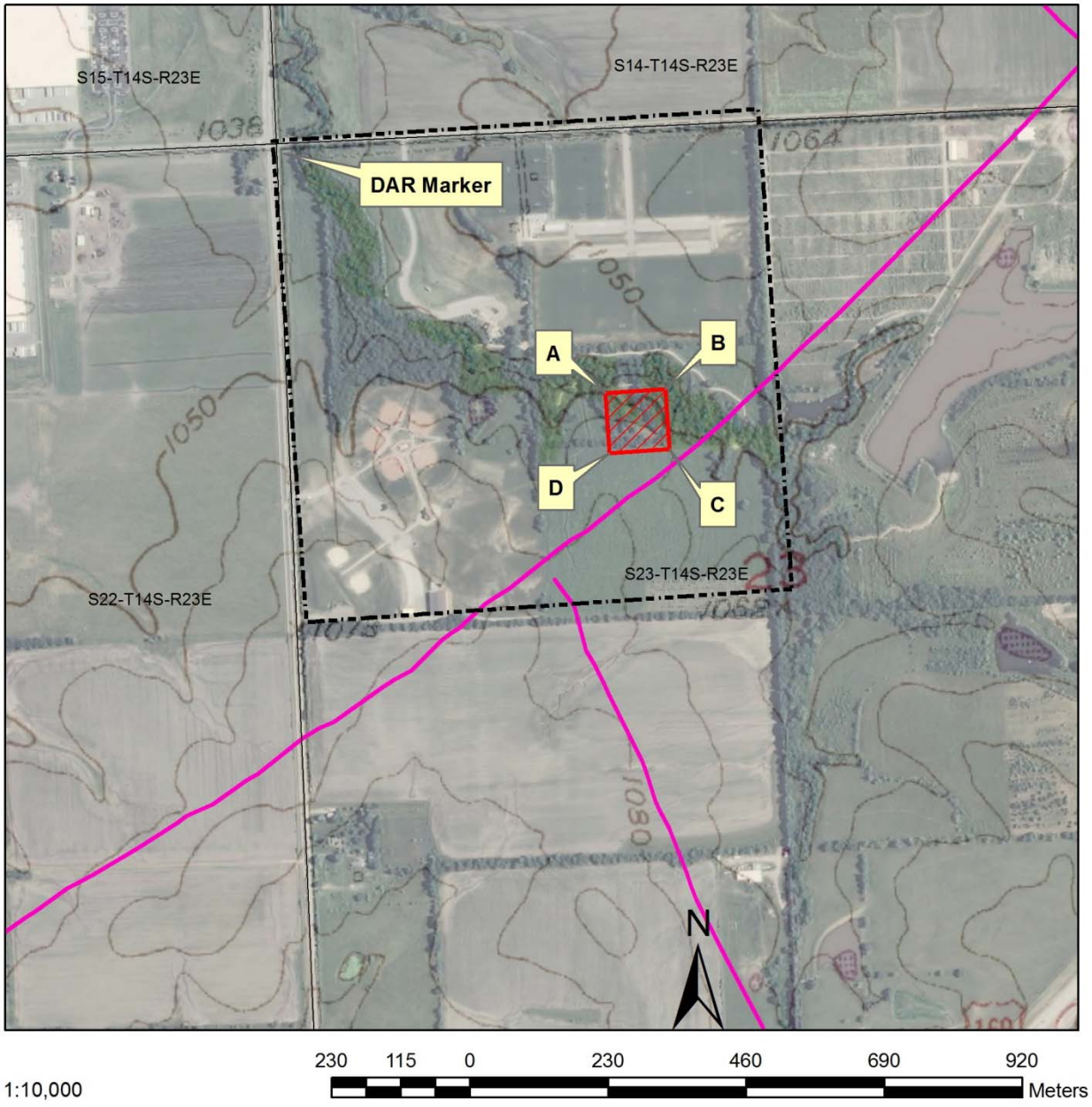


Figure 11. Lone Elm DAR Marker as installed.
Source: Blair, 63.



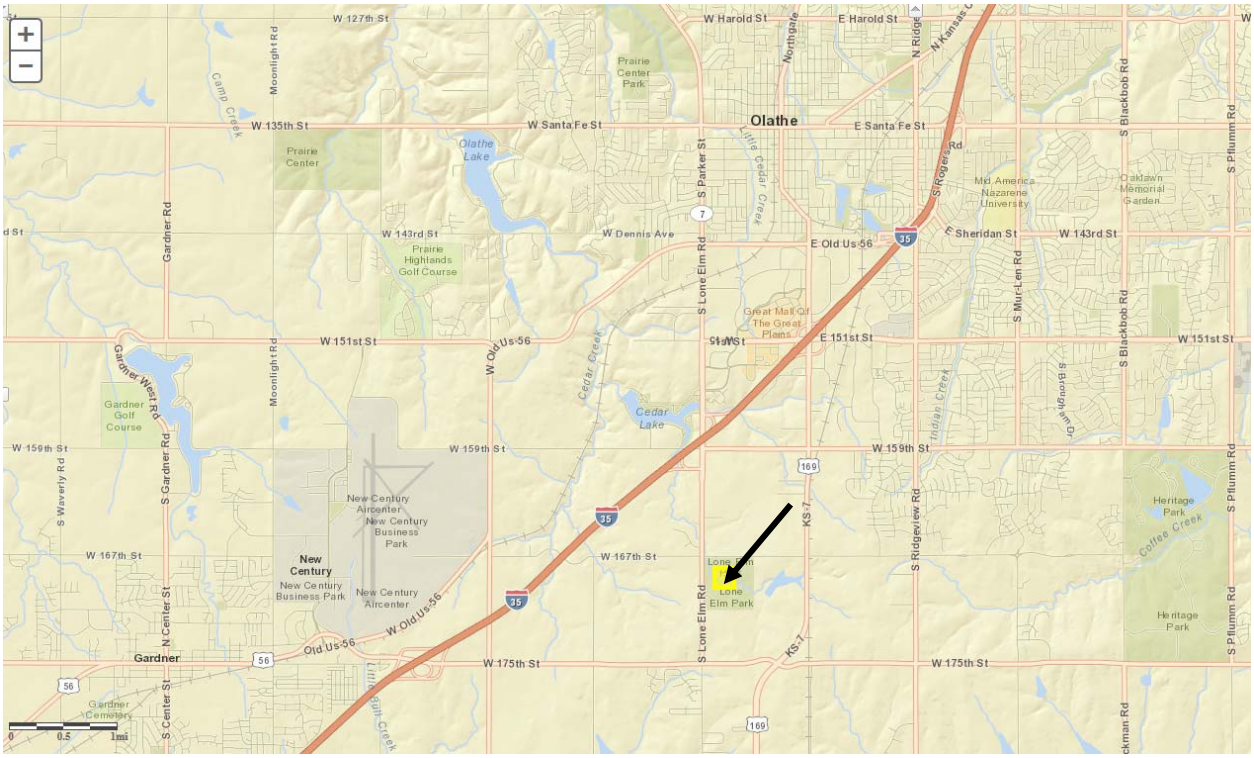
Boundary Map.



Lone Elm Campground Swale
Olathe, Johnson County, Kansas

Nominated Discontiguous Site includes the swale and the Lone Elm DAR Marker
Swale Boundary Coordinates (in hatched area)
A: 38.821512, -94.828279 / **B:** 38.821530, -94.827128
C: 38.820630, -94.827105 / **D:** 38.820612, -94.828256
Lone Elm DAR Marker Coordinate
38.825321, -94.834217

Map Datum = WGS84
Total acres = 2.5

1856 GLO Survey lines are shown through section; Lone Elm Park boundary denoted by dotted line.

Contextual Map.
General location of swale denoted by arrow.
North is up.