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File:  
NPS Inactive  
Proposed Areas

IN  
STORAGE

Shawnee -  
Chisholm -  
Western

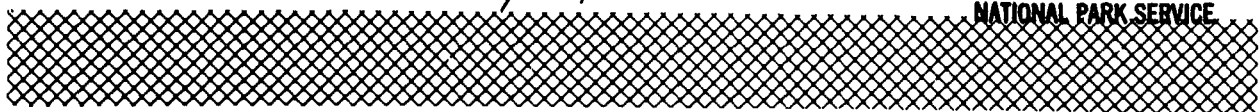
# A NATIONAL SCENIC TRAIL STUDY

ON MICROFILM

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5/26/2005

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

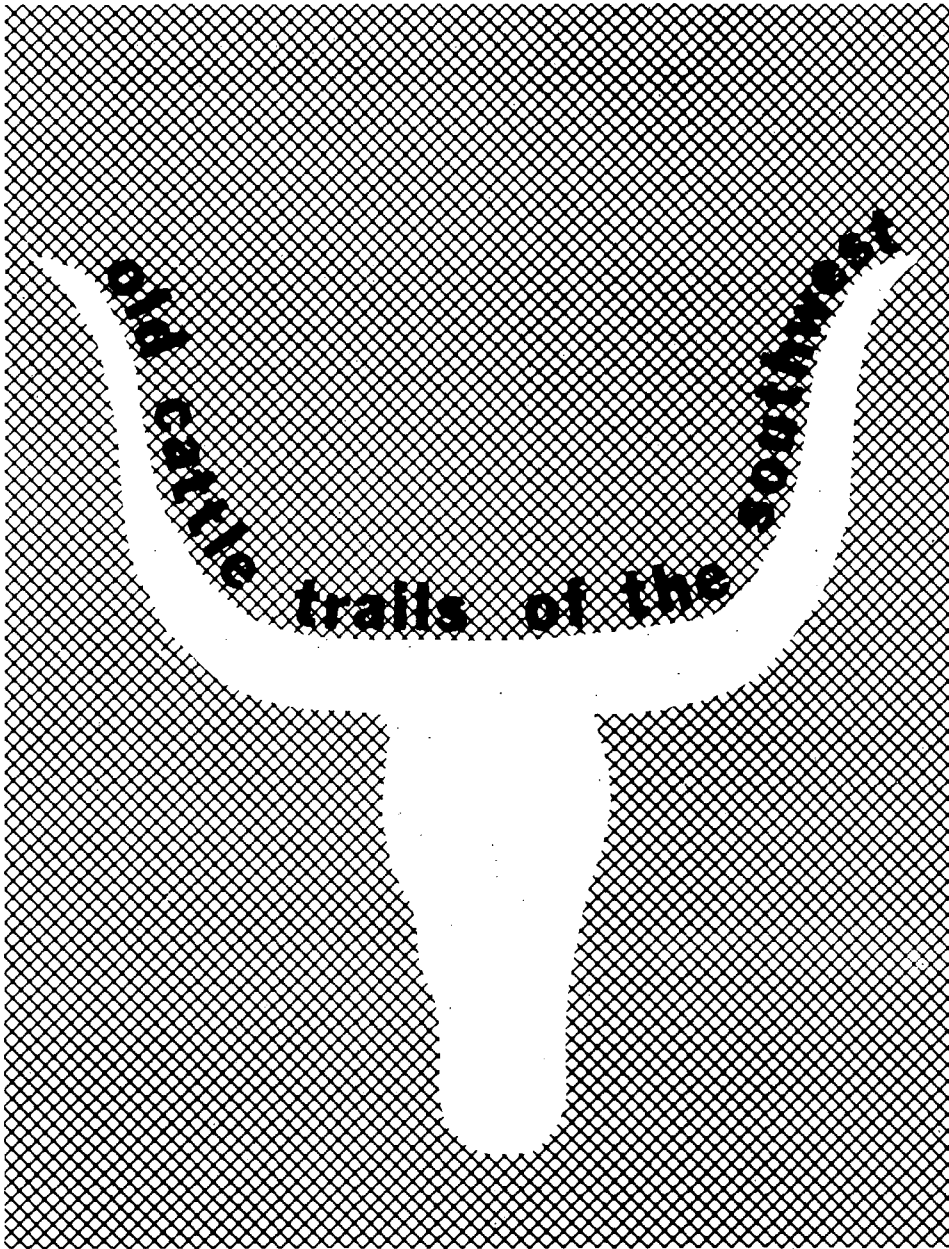


**DEPARTMENT OF THE INTERIOR**

**Rogers C. B. Morton, Secretary**

**Bureau of Outdoor Recreation**

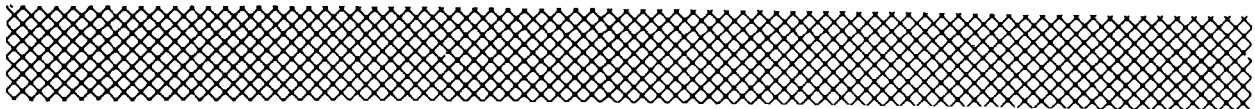
**James G. Watt, Director**



Western - Chisholm - Shawnee

# A NATIONAL SCENIC TRAIL STUDY

UNITED STATES DEPARTMENT OF THE INTERIOR  
BUREAU OF OUTDOOR RECREATION  
SOUTH CENTRAL REGIONAL OFFICE  
ALBUQUERQUE, NEW MEXICO  
APR 1975



# TABLE OF CONTENTS

	<u>Page</u>
Table of Contents . . . . .	i
List of Figures . . . . .	ii
List of Tables. . . . .	ii
Introduction. . . . .	1
Study Authority. . . . .	1
Selection of Study Trails. . . . .	3
Definition of Terms. . . . .	3
Summary of Findings and Recommendations.....	4
Recommendations . . . . .	5
An Alternative for Action . . . . .	7
Conceptual Plans for the Trails. . . . .	7
Options for Concept Implementation . . . . .	14
Historical Perspective. . . . .	20
Shawnee Trail. . . . .	20
Chisholm Trail . . . . .	21
Western Trail. . . . .	23
Conclusion . . . . .	23
Resource Evaluation . . . . .	25
Shawnee Trail. . . . .	25
Chisholm Trail . . . . .	28
Western Trail. . . . .	31
Acknowledgements . . . . .	34
References. . . . .	35
Appendices A-E . . . . .	38
A - Commemorative Shawnee Trail Historical Sites . . . . .	38
B - Commemorative Chisholm Trail Historical Sites. . . . .	39
C - Commemorative Western Trail Historical Sites . . . . .	43
D - National Scenic Trails Criteria. . . . .	45
E - Comments of Federal and State Agencies . . . . .	46

# LIST OF FIGURES

	<u>Page</u>
Figure 1 - Old Cattle Trails of the Southwest. . . . .	2
Figure 2 - Recommended Action. . . . .	6
Figure 3 - Shawnee Trail Concept . . . . .	8
Figure 4 - Chisholm Trail Concept. . . . .	10
Figure 5 - Western Trail Concept . . . . .	12
Figure 6 - The Shawnee Trail . . . . .	27
Figure 7 - The Chisholm Trail. . . . .	29
Figure 8 - The Western Trail . . . . .	32

# LIST OF TABLES

	<u>Page</u>
Table 1 - Commemorative Shawnee Trail Concept. . . . .	9
Table 2 - Commemorative Chisholm Trail Concept . . . . .	11
Table 3 - Commemorative Western Trail Concept. . . . .	13

# INTRODUCTION

## STUDY AUTHORITY

The National Trails System Act of October 2, 1968, (Public Law 90-543) established the following policy for a national system of trails:

In order to provide for the ever-increasing outdoor recreation needs of an expanding population and in order to promote public access to, travel within, and enjoyment and appreciation of the open air, outdoor areas of the Nation, trails should be established (i) primarily, near the urban areas of the Nation, and (ii) secondarily, within established scenic areas more remotely located. The purpose of this Act is to provide the means for attaining these objectives by instituting a national system of recreation and scenic trails, by designation the Appalachian Trail and the Pacific Crest Trail as the initial components of that system, and by prescribing the methods by which, and standards according to which, additional components may be added to the system.<sup>1</sup>

The National Trails System Act created three types of trails: national recreation trails, national scenic trails and connecting or side trails. National Recreation trails provide for a variety of outdoor recreation uses in or near urban areas. They may be designated by the Secretary of the Interior or by the Secretary of Agriculture where lands administered by him are involved. National scenic trails are long distance trails that provide for maximum outdoor recreation potential and for the conservation and enjoyment of nationally significant scenic, historic, natural, or cultural qualities of the area. They may be designated only by the Congress. Connecting or side trails provide access to or connect national recreation or scenic trails and may become part of the trail to which they are joined.

In addition to the two initial components of the National Trails System, 14 other routes were identified in the Act for future study and possible inclusion as national scenic trails. One of the study routes, as identified in Section 5(c) (3) of the Act, is the

Old Cattle Trails of the Southwest from the vicinity of San Antonio, Texas, approximately eight hundred miles through Oklahoma via Baxter Springs and Chetopa, Kansas, to Fort Scott, Kansas, including the Chisholm Trail, from the vicinity of San Antonio or Cuero, Texas, approximately eight hundred miles north through Oklahoma to Abilene, Kansas.<sup>2</sup>

The study, initiated in August 1973, is legislatively required to determine the feasibility and desirability of designating one or more of the Old Cattle Trails of the Southwest as an extended hiking, bicycling, or equestrian National Scenic Trail.

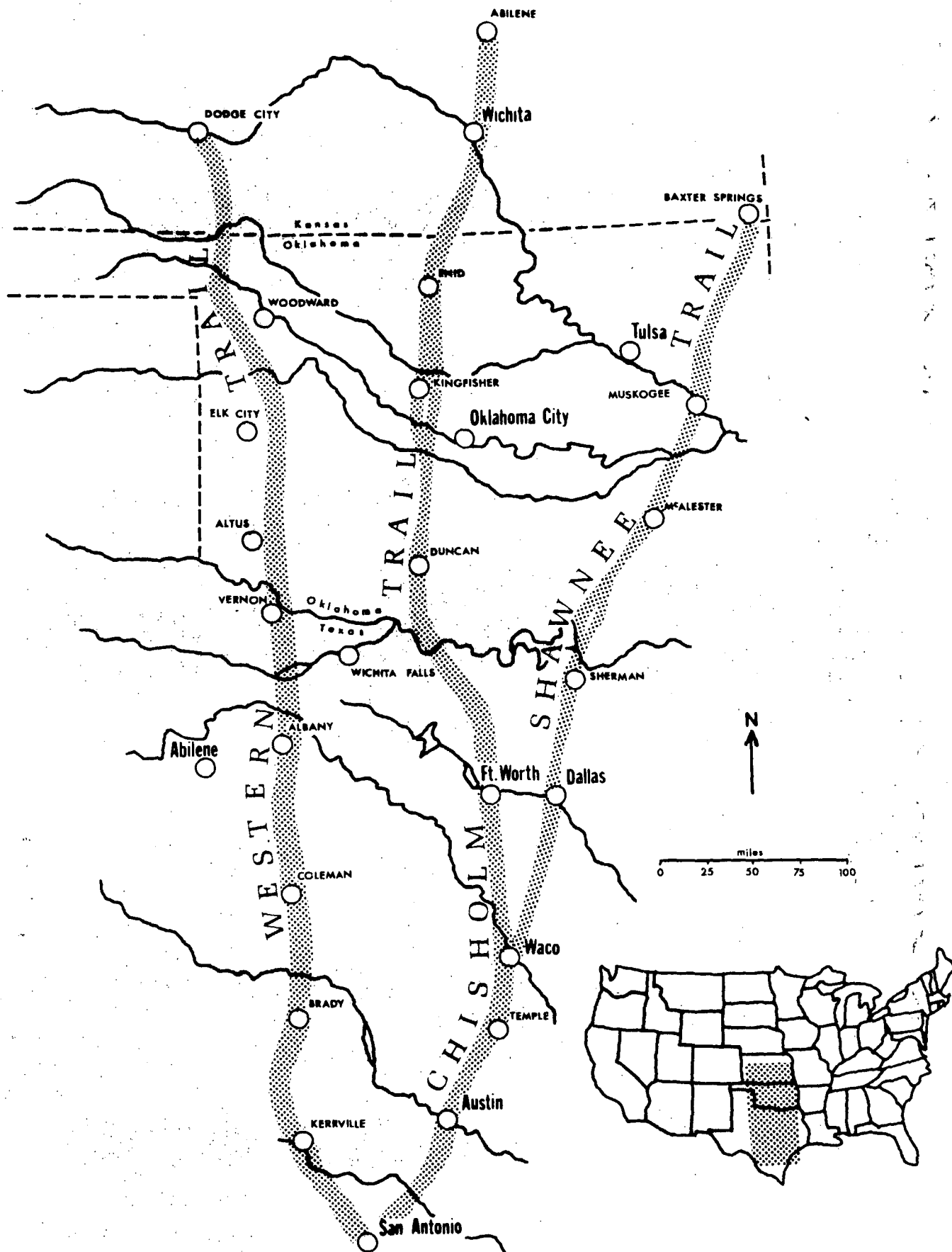


Figure 1  
 OLD CATTLE TRAILS OF THE SOUTHWEST  
 Western — Chisholm — Shawnee

## SELECTION OF STUDY TRAILS

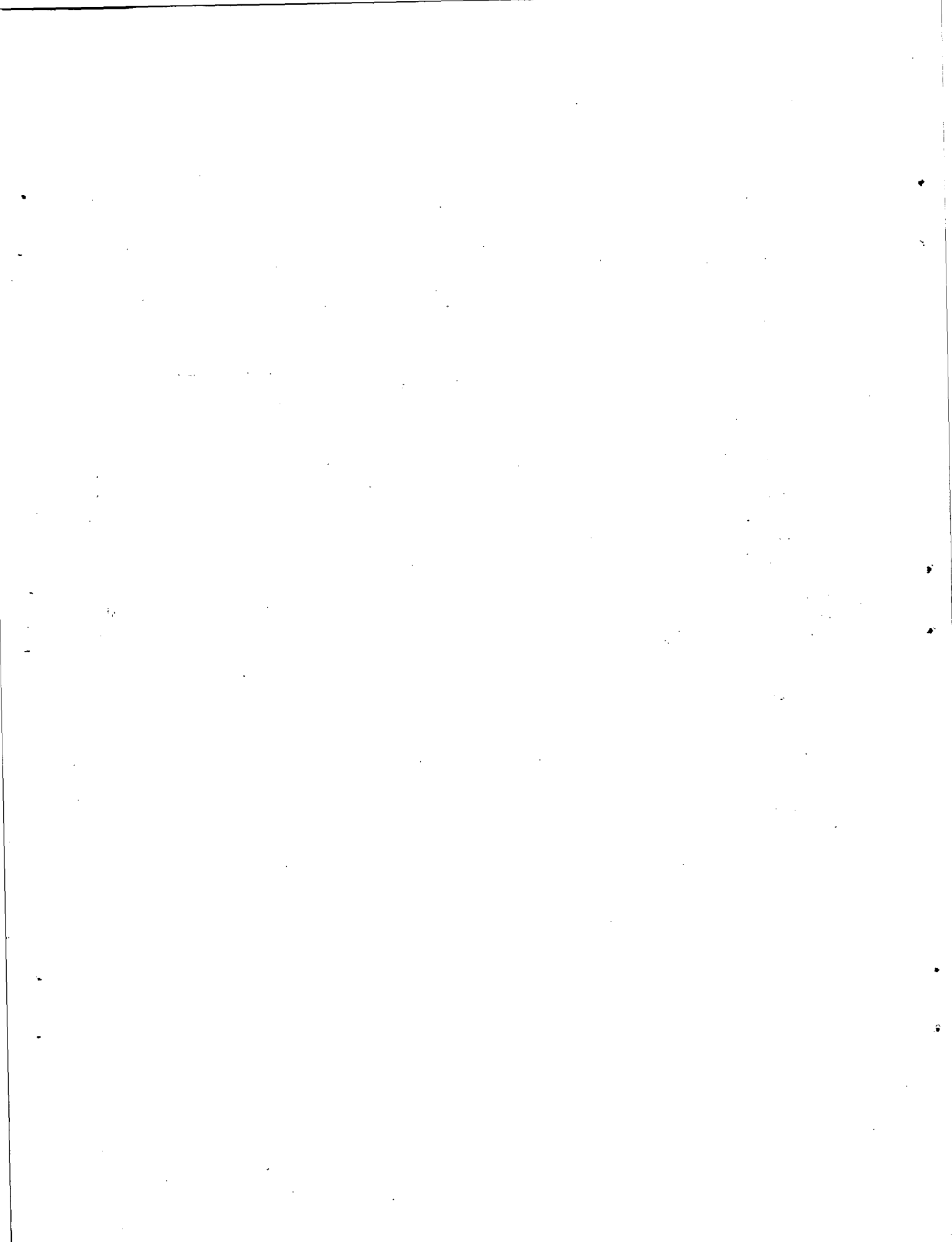
Dozens of routes were utilized to drive cattle to market during the mid and late 1800's. While all of these routes were of local or regional significance, only a few were of national significance. Therefore, the initial step was to select the most nationally significant trails for detailed study. Factors weighed in selection included: (1) the number of years a trail was used; (2) the number of cattle driven over a trail; (3) the impact a cattle trail had on the economy of the region and nation; (4) the nature of current local and State support for any given trail; (5) the number of historic sites and trail segments having potential for interpretation and/or recreation; (6) the degree of scenic attraction along a route; (7) the amount and quality of existing and planned recreational opportunities along a route; and (8) the patterns of land use and land ownership along a trail route.

Three cattle trails were selected for detailed study. The 460-mile study route of the Shawnee Trail extended from Belton, Texas, through Waco, Dallas, and Sherman, Texas; through Atoka, McAlester, Eufaula, Muskogee, Pryor, and Miami, Oklahoma; to Baxter Springs, Kansas. The 648-mile study route of the Chisholm Trail extended from San Antonio, Texas, through Austin, Belton, and Ft. Worth, Texas; through Duncan, Tuttle, El Reno, Yukon, Kingfisher, and Enid, Oklahoma; and through Caldwell and Wichita, Kansas, to Abilene, Kansas. The 652-mile study route of the Western Trail extended from San Antonio, Texas, through Kerrville, Brady, Coleman, Albany, Seymour, and Vernon, Texas; through or near the Wichita Mountains, Butler, Rhea, and May, Oklahoma; and near Ashland, Kansas, to Dodge City, Kansas. Figure 1 indicates the general location of the three study trail routes.

## DEFINITION OF TERMS

Throughout this report the terms "study corridors", "study routes", "historic trails", and "Old Cattle Trails" are synonymous with the Shawnee, Chisholm, and Western Trails as defined in the above paragraph. The terms "short trails" or "short foot trails" include those trails designed for hiking, bicycling, or equestrian use.

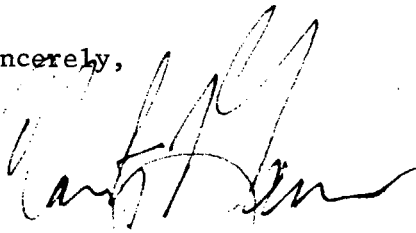




3. Interpretation should take place on an individual basis by public and private sectors at only those locations or areas that have tangible association with the cattle trail system (as noted in your report, the cattle trails are already commemorated at many of these points). Coordination should be implemented by the Texas Historical Commission and equivalent organizations in Oklahoma and Kansas.
4. Coordination with the public and private sectors, particularly with local government officials, landowners, and landowner associations along the trail routes, would be beneficial to determine public support for such a project.
5. Regional information concerning the current and future demand and resource requirements for trails facilities in the urban and rural areas along the trail routes is now available in draft copies of the Texas Outdoor Recreation Plan. Analysis and reference to this information should be addressed in the final version of the study report.

I certainly appreciate the opportunity that you have given this Department to review this report and hope that our review will be of help to you in your planning efforts.

Sincerely,



CLAYTON T. GARRISON  
Executive Director

CTG:HJB:pjw

cc: Office of the Governor

TEXAS  
PARKS AND WILDLIFE DEPARTMENT



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San Antonio

September 26, 1974

The Honorable Rogers C. B. Morton  
Secretary of the Interior  
United States Department of the Interior  
Office of the Secretary  
Washington, D. C. 20240

Dear Secretary Morton:

Governor Briscoe has requested that I review the Department of Interior's report on the "Old Cattle Trails of the Southwest" study. This Department was consulted frequently by the Bureau of Outdoor Recreation, South Central Region, during the process of developing this report and we reviewed the preliminary document. Our basic comments are as follows:

1. In general, we agree that the study segments of the Shawnee, Chisholm, and Western Trails do not qualify as National Scenic Trails and, therefore, should not be included in the National Trails System as National Scenic Trails. The basic reasons for this position are that: a) from a historical standpoint, it would be impossible to determine with any precision the routes of these trails because of the absence of historical data; and, b) from a resource point of view, the topography and vegetative character for much of the distance would not be conducive for most normal trail type activities.
2. With respect to the proposed "Tri-State Old Cattle Trails Advisory Committee," we believe that it would be more beneficial for each state to take unilateral action in trail development. We are currently conducting a statewide trails study which will probably recommend the establishment of a Texas Trails Council. The "Texas Trails Council" is projected to fulfill many of the responsibilities which the Cattle Trails Study proposes for an "Interstate Old Cattle Trails Council," and will also have a statewide impact on the development of trails in Texas. Similar action by other states would set up a mechanism that would encourage all types of trails, including historic trails such as the "Old Cattle Trails." The Bureau of Outdoor Recreation could coordinate these actions where the Trail Councils of two or more states become involved in an interstate project.

Oklahoma Tourism  
and Recreation Department

500 WILL ROGERS BUILDING  
OKLAHOMA CITY 73105

August 2, 1974

Rolland B Handley, Regional Director  
South Central Regional Office  
Bureau of Outdoor Recreation  
Patio Plaza, 5000 Marble, NE  
Albuquerque, New Mexico 87110

Dear Mr Handley,

This letter is to inform you that we of Oklahoma's Office of Outdoor Recreation appreciate the work which your office has done with regard to examining the recreation potential of the Southwest's Old Cattle Trails and that we concur with the recommendations as presented in your preliminary draft study.

It has been our position that those segments of the Cattle Trails which cross Oklahoma are deserving of serious consideration as potential locations for a variety of trail experiences as well as for the implementation of historical interpretive programs. However, as your study points out, these trail corridors do not possess those scenic, natural, or cultural qualities deemed necessary for inclusion within the National Trails System. I believe that the formulation of the suggested Tri-State Cattle Trails Advisory Council, in conjunction with existing efforts by various Federal, State, and local concerns, will provide the impetus and leadership necessary for far-sighted development of these historic trails.

Sincerely,



Kirk E. Breed, Director  
Office of Outdoor Recreation and Planning  
Division of State Parks

KEB:kd

STATE OF KANSAS



OFFICE OF THE GOVERNOR  
State Capitol  
Topeka

ROBERT B. DOCKING  
Governor

October 1, 1974

The Honorable Rogers C. B. Morton  
Secretary of the Interior  
United States Department of the Interior  
Washington, D.C. 20240

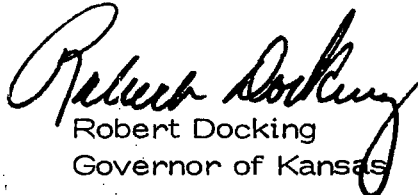
Dear Secretary Morton:

Thank you for your letter of September 12 enclosing a copy of the Department of Interior's proposed report on the Old Cattle Trails of the Southwest study for my review and comment.

I would agree that, although the Shawnee, Chisholm and Western cattle trails are not spectacularly scenic throughout, they do have a great deal of historical importance. I hope this facet can be further developed by all of us.

With every good wish.

Yours sincerely,

  
Robert Docking  
Governor of Kansas

RD:sb



OFFICE OF THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

SEP 30 1974

ASSISTANT SECRETARY

Honorable Rogers C. B. Morton  
Secretary of the Interior  
Washington, D.C. 20240

Dear Mr. Secretary:

Thank you for the opportunity to review the Department of the Interior's proposed reports on the Old Cattle Trails of the Southwest and the Mormon Battalion Trail, conducted pursuant to the National Trails System Act. We have no substantive comment to make on either report.

Although you are not recommending designation of any of these trails under the National Trails System Act, the research and evaluation in these reports have a great deal of intrinsic interest and should prove helpful to a variety of State and local transportation, recreation, and historic preservation agencies. We are forwarding the reports to the Federal Highway Administration for information.

Sincerely,

A handwritten signature in cursive script that reads "Ben Davis".

Benjamin O. Davis, Jr.  
Assistant Secretary for  
Environment, Safety, and  
Consumer Affairs



DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

REGIONAL OFFICE  
1100 COMMERCE STREET  
DALLAS, TEXAS 75202

October 18, 1974

REGION VI

IN REPLY REFER TO:

6S

Honorable Rogers C. B. Morton  
Secretary of The Interior  
Washington, D. C. 20410

Dear Mr. Secretary:


As requested in your September 12 letter to Secretary Lynn, I have had appropriate members of my staff review your proposed report on the Old Cattle Trails of the Southwest Study conducted pursuant to the National Trail System Act, P.L. 90-543. On the basis of these reviews, I have no comments or suggestions to offer on the proposed report.

The study appears to have been a thorough one, and there is no information available to me which would suggest any conflict or disagreement with the conclusions drawn or with the actions recommended.

I appreciate the opportunity to comment on the proposed report.

Sincerely,

FOR

  
Richard L. Morgan  
Regional Administrator

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THE SECRETARY OF HOUSING AND URBAN DEVELOPMENT  
WASHINGTON, D. C. 20410

October 8, 1974

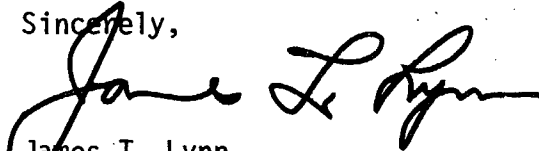
Honorable Rogers C. B. Morton  
Secretary of the Interior  
Washington, D.C. 20410

Dear Mr. Secretary:

The following is in reply to your letter of September 12, 1974, regarding your proposed report on the Old Cattle Trails of the Southwest study conducted pursuant to the National Trails System Act, P.L. 90-543.

I have referred the proposed report to Mr. Richard L. Morgan, Administrator of our Texas Regional Office for review and comment. His address is: Federal Office Building, 1100 Commerce Street, Dallas, Texas 75202. You will be advised directly by Mr. Morgan of any concerns or suggestions regarding the Old Cattle Trails of the Southwest.

Sincerely,

  
James T. Lynn





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
WASHINGTON, D.C. 20460

8 OCT 1974

OFFICE OF THE  
ADMINISTRATOR

Honorable Rogers C.B. Morton  
Secretary, U.S. Department  
of the Interior  
Washington, D.C. 20240

Dear Secretary Morton:

Administrator Train has referred your letter of September 12, 1974, and the enclosed "National Scenic Trail Study" for the "Old Cattle Trails of the Southwest" to me for review.

At this time, based on our review of the material provided, we foresee no serious adverse impacts which might arise from this project. The formation of a Tri-State Old Cattle Trails Council seems to be a worthwhile venture. We would recommend, however, that the Bureau of Outdoor Recreation, in addition to providing the group with technical assistance regarding historic and cultural values, assist them in proper planning to insure that environmental and esthetic values along the trails be preserved.

Thank you for the opportunity to review this material. Please contact us if we can be of further assistance.

Sincerely yours,

A handwritten signature in cursive script that reads "Sheldon Meyers".

Sheldon Meyers  
Director  
Office of Federal Activities



**ASSISTANT SECRETARY OF DEFENSE  
WASHINGTON, D.C. 20301**

**INSTALLATIONS AND LOGISTICS**

**8 OCT 1974**

Honorable Rogers C. B. Morton  
Secretary of the Interior  
Washington, D. C. 20240

Dear Mr. Secretary:

This is to acknowledge receipt of your letter of September 12, 1974, to Secretary Schlesinger regarding the "Old Cattle Trails of the Southwest Study" and to advise that we have no comment on the proposed report thereon to the President and the Congress.

We do appreciate your courtesy in making this study available for our review.

Sincerely,

A handwritten signature in cursive script, appearing to read "James H. Dole", is written over a circular stamp. The stamp contains the text "RECEIVED" and "OCT 10 1974".

**Acting Assistant Secretary of Defense  
(Installations and Logistics)**



DEPARTMENT OF AGRICULTURE  
OFFICE OF THE SECRETARY  
WASHINGTON, D. C. 20250

October 23, 1974

Honorable Rogers C. B. Morton  
Secretary of the Interior  
Washington, D. C. 20240

Re: D3819-Old Cattle Trails

Dear Mr. Secretary:

Your study and its recommendations have been reviewed. We concur with the recommendation that these trails do not meet the criteria established for National Scenic Trails.

In addition, we further recommend that these trails should not be included in the National Trails System. We believe the alternative action outlined on page 7 of the report could be implemented without National Trails System status.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert W. Long".

**Robert W. Long**  
Assistant Secretary for Conservation,  
Research and Education

**APPENDIX E**

**COMMENTS OF FEDERAL AND STATE  
AGENCIES**

## APPENDIX D

# NATIONAL SCENIC TRAILS CRITERIA\*

1. National scenic trails, for their length or the greater portion thereof, should incorporate a maximum of significant characteristics, tangible and intangible, so that these, when viewed collectively, will make the trail worthy of national scenic designation. National significance implies that these characteristics, i.e., the scenic, historical, natural, or cultural qualities of the areas through which the trail passes, are superior when compared to those of other trails--not including national scenic trails--situated throughout the country. National scenic trails should, with optimum development, be capable of promoting interest and drawing power that could extend to any section of the conterminous United States.
2. The routes of national scenic trails should be located as to provide for maximum outdoor recreation potential and for the conservation and enjoyment of the nationally significant scenic, historic, natural, or cultural qualities of the areas through which such trails may pass. They should avoid motor roads, mining areas, power transmission lines, existing commercial and industrial developments, range fences and impoundments, private operations, and other activities that would be incompatible with the protection of the trails in their natural condition and their use for outdoor recreation.
3. National scenic trails of major historic significance should adhere as accurately as possible to their main historic route or routes.
4. National scenic trails should be provided with adequate public access through establishment of connecting trails or by use of trail systems other than the National Trail System. Access should be provided at reasonable intervals and should take into consideration the allowance for trips of shorter duration.
5. National scenic trails shall be primarily land based.
6. National scenic trails shall be extended trails, usually several hundred miles or longer in length.
7. National scenic trails should be continuous for the duration of their length.

---

\* From P.L. 90-543, National Trails System Act, October 2, 1968, and Supplemental Criteria as established by the Secretaries of the Interior and Agriculture, October, 1969.

RELATED TO THE CATTLE DRIVING PERIOD

Comfort, Texas:

Historical Museum

Historical marker indicating location of the Steiler Ranch  
House.

Bandera, Texas:

Frontier Times Museum

Authentic western town

Coleman, Texas:

County Museum

Abilene, Texas:

Western-type amusement park

Albany, Texas:

Ledbetter Picket House Museum, a restored and furnished  
frontier ranch house.

Albany News, one of most valuable files on frontier history.

Elk City, Oklahoma:

Old Town Museum

Woodward, Oklahoma:

Pioneer Museum

# APPENDIX C

## COMMEMORATIVE WESTERN TRAIL HISTORICAL SITES

### DIRECTLY RELATED TO THE WESTERN TRAIL

#### San Antonio, Texas:

(See commemorative Chisholm Trail Sites, Appendix B)

#### Boerne, Texas:

Old Kendall Inn, a stagecoach inn built in 1859 and later used as a gathering place for cattle drovers.

#### Brady, Texas:

Ruins of Camp San Saba, a Texas Ranger Station which gave protection to Western Trail herds.

#### Ballinger, Texas:

Cowboy and horse statue, honoring cowboys and their role in settling the west.

#### Abilene, Texas:

Western Trail historical marker.

#### Ft. Griffin, Texas:

Ft. Griffin, a military post that offered some protection along the trail.

#### Altus, Oklahoma:

Western Trails Museum

#### Dodge City Kansas:

Boot Hill

Gunfighters Wax Museum

Austin, Texas:

Pioneer Cabin in Zilker Park.

Neil-Cochran House

Round Rock, Texas:

Stagecoach Inn.

Kenney's Fort.

Round Rock Cemetery, grave site of notorious outlaw Sam Bass.

El Milagro Museum.

The Inn of Brushy Creek, built and known in 1850 as the Cole House.

Salado, Texas:

Stagecoach Inn.

Old Sommers Mill

Gatesville, Texas:

A restored 1855 log jail.

Decatur, Texas:

Marker identifying the James Brother's campsite.



Bison, Oklahoma:

Chisholm Trail Historical Marker.

Enid, Oklahoma:

Government Springs in Enid Municipal Park.

Wellington, Kansas:

Chisholm Trail Museum.

Wichita, Kansas:

Historic Wichita Cowtown.

Abilene, Kansas:

Old Abilene Town.

RELATED TO THE CATTLE DRIVING PERIOD

San Antonio, Texas:

Steves Homestead, example of Victorian Mansion which was a fashionable German residence in the 1870's.

Witt Memorial Museum, includes early Texas houses and a furnished log cabin.

New Braunfels, Texas:

Sophienburg Museum.

San Marcos, Texas:

Historical markers two miles north of San Marcos honoring early Hays County settlers who furnished beef for the Confederate Army.

General Edward Burleson Home.

Kyle, Texas:

Blanco Chapel.

Major Ezekiel Nance Home.

Cleburne, Texas:

Laylands' Museum

Rio Vista, Texas:

Historical marker depicting trail camp and guide point. Historical marker honoring Jesse Chisholm.

Decatur, Texas:

Chisholm Trail Historical Marker.

Chisholm Trail cattle crossing marker.

Ringsgold, Texas:

Marker commemorating two feeder branches of the Chisholm Trail and other trails.

Nocona, Texas:

Marker on Red River indicating location of Red River Station, a major crossing and supply point on the Trail.

Saint Jo, Texas:

Stonewall Saloon Museum.

Waurika, Oklahoma:

Chisholm Trail Museum.

Chisholm Trail Historical Marker.

Tuttle, Oklahoma:

Chisholm Trail Historical Marker.

Yukon, Oklahoma:

Chisholm Trail Historical Marker.

Oklahoma City, Oklahoma:

National Cowboy Hall of Fame.

**APPENDIX B**  
**COMMEMORATIVE CHISHOLM TRAIL HISTORICAL SITES**

DIRECTLY RELATED TO CHISHOLM TRAIL

San Antonio, Texas:

Buckhorn Hall of Horns, contains hundreds of horns from the Longhorn and other wild game.

Alamo Museum, contains a number of artifacts related to the cattle trail era.

San Marcos, Texas:

Chisholm Trail Historical Marker on the courthouse lawn.

Austin, Texas:

Barker Texas History Collection.

Texas Memorial Museum.

Texas Cowboy Statue on the Capitol grounds.

Salado, Texas:

Central Texas Area Museum.

Belton, Texas:

Fort Griffin Historical Marker southwest of Belton.

Gatesville, Texas:

Traces of Fort Gates, provided protection and supplies to drovers.

Buckhorn Museum.

Lake Whitney, Texas:

Fort Graham Historical Marker.

**APPENDIX A**  
**COMMEMORATIVE SHAWNEE TRAIL HISTORICAL SITES**

DIRECTLY RELATED TO THE SHAWNEE TRAIL

Belton, Texas:

Little River Fort Historical Marker.

Waco, Texas:

Texas history collection, Baylor University.

Dennison, Texas:

Joseph G. McCoy Historical Marker.

Brown, Oklahoma:

Fort Washita remains.

Muskogee, Oklahoma:

Ft. Gibson remains.

Vinita, Oklahoma:

Eastern Trails Museum.

RELATED TO THE CATTLE DRIVING PERIOD

Waco, Texas:

Waco Indian Village Historical Marker.

Homer Garrison Memorial Texas Ranger Museum (Fort Fisher)

40. Kansas Park and Resources Authority, Planning Division, An Outdoor Recreation Plan for Central Kansas, Topeka, Kansas, July 1972, p. 26.
41. Oklahoma State Highway Commission, Map of a Portion of Oklahoma Showing the Location of the Chisholm Trail, 1933.
42. Kansas State Historical Society, "Route of the Chisholm Cattle Trail in Kansas," The Kansas Historical Quarterly, Summer 1967, Frontispiece.
43. Oklahoma State Highway Commission, Map of a Portion of Oklahoma Showing the Location of the Old Texas Cattle Trail, 1933.

21. Jimmy M. Skaggs, op. cit., p. 14.
22. Hill, The End of the Cattle Trail, p. 21; Webb, The Great Plains, p. 222.
23. Gard, The Chisholm Trail, pp. 82-83; Census Office, Report on the Production of Agriculture, June 1, 1880, p. 975.
24. John W. Moore, The West (Wichita Falls, Texas: Wichita Falls Printing Company, 1935), p. 10.
25. McCoy, The Cattle Trade, p. 417.
26. Ibid., pp. 205-207.
27. McCoy, The Cattle Trade, pp. 47, 63.
28. McCoy, The Cattle Trade, pp. 229-231.
29. McCoy, The Cattle Trade, pp. 229-231; Census Office, Report on the Production of Agriculture, June 1, 1880, p. 975.
30. McCoy, The Cattle Trade, pp. 418-420; Gard, The Chisholm Trail, pp. 221-222.
31. Brown and Schmitt, Trail Driving Days, p. 72.
32. Rister, Sheridan, pp. 173-181, 193-196.
33. Walter Prescott Webb (ed). The Handbook of Texas (2 vols.; Austin: The Texas State Historical Association, 1952), II, p. 886.
34. Love, "History of the Cattle Industry of the Southwest," The Southwest Historical Quarterly, XIX, p. 388.
35. Col. Jack Potter, Cattle Trails of the Old West, Laura Francis Riley, ed., Texas State Library, Austin, Texas, p. 17.
36. Potter, loc. cit.
37. J. Frank Dobie, op. cit., p. XVII.
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## Federal Agencies:

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Kansas State Historical Society  
Kansas State Park and Resources Authority  
Oklahoma Historical Society  
Oklahoma Tourism and Recreation Department  
Texas State Historical Survey Committee  
Texas Parks and Wildlife Department  
Grand River Dam Authority, Vinita, Oklahoma

## Local Agencies:

Association of Central Oklahoma Governments, Oklahoma City, Oklahoma  
Association of South Central Oklahoma Governments, Duncan, Oklahoma  
Northern Oklahoma Development Association, Enid, Oklahoma  
Northeast Counties of Oklahoma Economic Development District,  
Vinita, Oklahoma  
North Central Texas Council of Governments, Arlington, Texas  
Central Texas Council of Governments, Belton, Texas  
Heart of Texas Council of Governments, Waco, Texas  
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Texas  
Mr. Eugene Draper, Student, L. B. J. School of Public Affairs, Austin,  
Texas  
Barker Texas History Collection, University of Texas, Austin, Texas  
Dr. James W. Kitchen, Professor, Texas Tech University, Lubbock,  
Texas



the wooded edges of stream valleys and reservoirs, and the sparsely vegetated "badlands" offer natural landscape qualities along the northern Texas, Oklahoma, and Kansas segments of the Western Trail.

Cultural Resources. Unique cultural resources along the Western Trail are scarce. In fact, the only cultural attribute recognized by this study effort is the German influence along the southern segment of the trail.

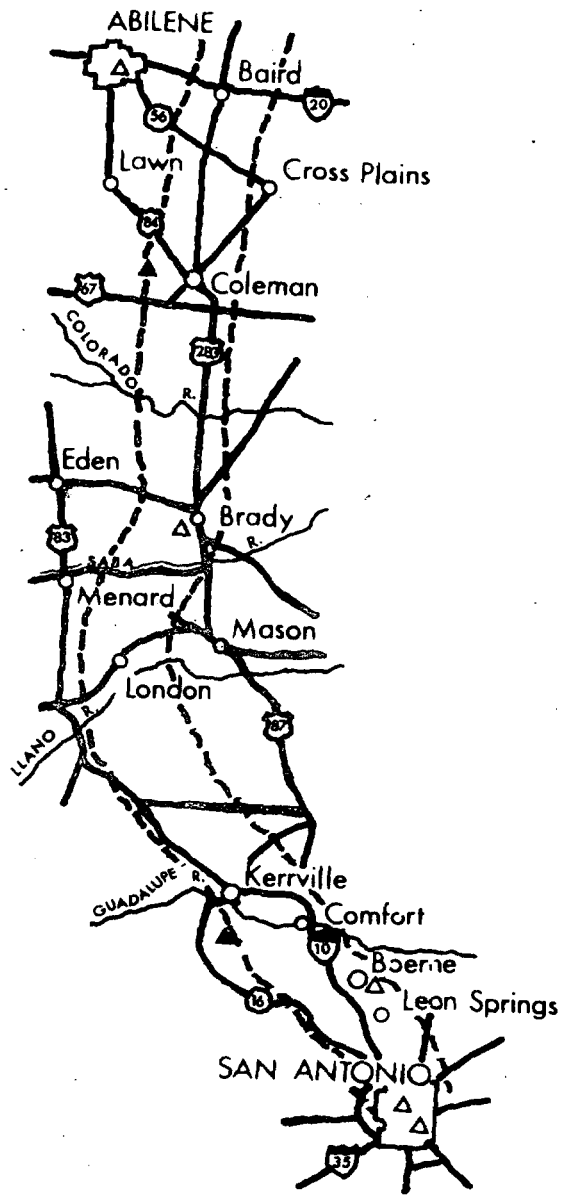
Outdoor Recreation Resources. Existing outdoor recreation areas along the Western Trail Study corridor consist of eight reservoirs, three State parks, and a few local parks and dude ranches. Figure 8 indicates the locations of major recreation areas and reservoirs.

The most significant resources include the developed facilities associated with Lakes Hubbard Creek and Kemp in Texas and Altus and Foss Lakes in Oklahoma. Potential for additional recreation areas along the Western Trail is greatest through the Texas "Hill Country" where large undeveloped and unspoiled ranch lands are characteristic. Potential in northern Texas, Oklahoma, and Kansas is extremely minimal.

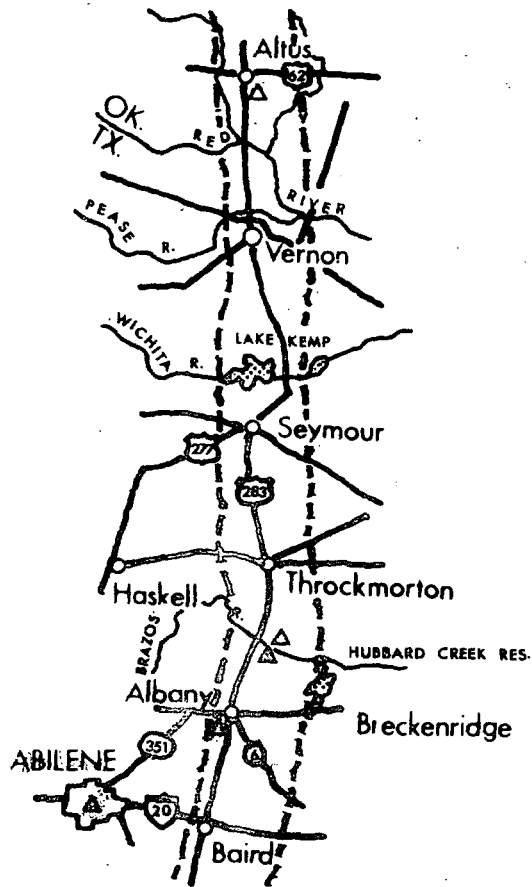
Incompatible Development. In contrast to the other two study routes, most of the Western Trail corridor is relatively undeveloped. There are, however, large ranches and farms, highways, and small towns coinciding directly with the study corridor that would be incompatible with an established National Scenic Trail.

Public Access. The transportation system is not as well developed along the Western Trail as it is along the other two study corridors. Although the sparse population has demanded fewer highways, there are many farm and ranch roads intersecting the corridor. Figure 8 illustrates the location of several major highways in and adjacent to the study corridor.

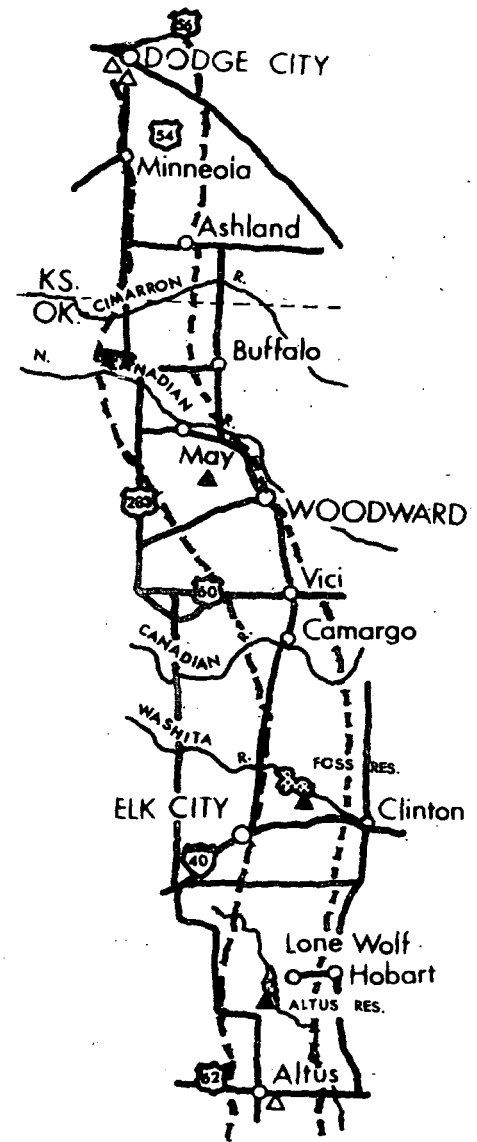
Historical Accuracy. In 1933, the Oklahoma State Highway Commission conducted a study and historically verified the location of the Western Trail through Western Oklahoma.<sup>43</sup> Since such a comprehensive effort has not been done for the Kansas and Texas segments of the Western Trail, the exact location of its entire length is questionable. With the absence of adequate trail remnants, it is unlikely that exact trail location will be historically verified.



San Antonio, Texas, to Baird, Texas



Baird, Texas, to Altus, Oklahoma



Altus, Oklahoma, to Dodge City, Kansas

Figure 8  
THE WESTERN TRAIL



- ▲ RECREATION AREAS
- △ HISTORIC SITES



remnants along the Texas portion of the trail, it may not be possible to historically verify the exact location of much of that trail segment.

## WESTERN TRAIL

Physical Resources. The southern and northern segments of the Western Trail are considerably different in physical appearance. From San Antonio to the Colorado River in Texas, the trail traversed the Texas "Hill Country." This plateau region was long ago cut by the erosional forces of many streams and rivers. Grazing dominates the oak, juniper, and mesquite laden hills, with crop land, towns, and highways confined generally to the well-watered valley bottoms. Rural land holdings are generally larger and urban areas are generally smaller than along the other two study corridors.

North of the Colorado River, the arid landscape becomes gently rolling to flat, with a few minor stretches of "badlands," sand dunes, and mountains. For the most part, this northern part of the trail all the way to Dodge City, Kansas, is sparsely populated and extensively farmed and grazed. A wide variety of grasses and other herbaceous species are prominent, with junipers and oaks common in a few woodlots and along the narrow intermittent stream valleys and the wide floodplains of six major rivers. Badlands interrupting the agricultural checkerboard are characterized by sparse vegetation, exposed red soils, deep erosional cuts, and numerous check dams and ponds. The most spectacular topographic relief associated with all three trails is a part of the Wichita Mountains in Oklahoma; composed of granite, the rugged outcroppings rise 1,000 feet above the surrounding farmlands.

Historical Resources. Although the Western Trail corridor is less populated and less developed than the Shawnee and Chisholm Trails, few remnants of the old cattle trail can be found. In some areas, highways and towns have obliterated hopes of preserving the route and its camps, watering holes, and river crossings. In other areas, farming, ranching, or the natural growth of grasses and trees have covered trail signs. Thus, commemoration of the trail can only be found in four museums, three historical markers, a restored cemetery, a preserved stagecoach inn, and the ruins of a Texas Ranger station and a military fort. The locations of these sites are identified in Figure 8 and Appendix C. Other historical sites not directly related to the cattle drives, but related to that historical period, are also listed in Appendix C.

Natural Resources. Natural conditions are less modified along the Western Trail than along the other two study routes. From San Antonio, Texas, to the Colorado River, natural qualities remain largely unaltered. North of the Colorado River, natural grasslands and woodlands have been replaced by cotton and grain crops. Only the grass-covered sand dunes,

Natural Resources. Almost all of the natural qualities along the Chisholm Trail have been superseded by human activity and development. Small patches of native hay meadows near farmsteads and narrow wooded areas along stream valleys are all that remain of natural qualities along the study corridor. Indicative of this is the Kansas segment of the Chisholm Trail where approximately 43 percent of the land is classified as cropland and 44 percent is pasture range;<sup>40</sup> much of the remainder is devoted to highways, farmsteads, and urban development. An exception is found in central Texas where the Chisholm Trail swings through the northern part of the Texas "Hill Country," an area that has retained much of its natural character.

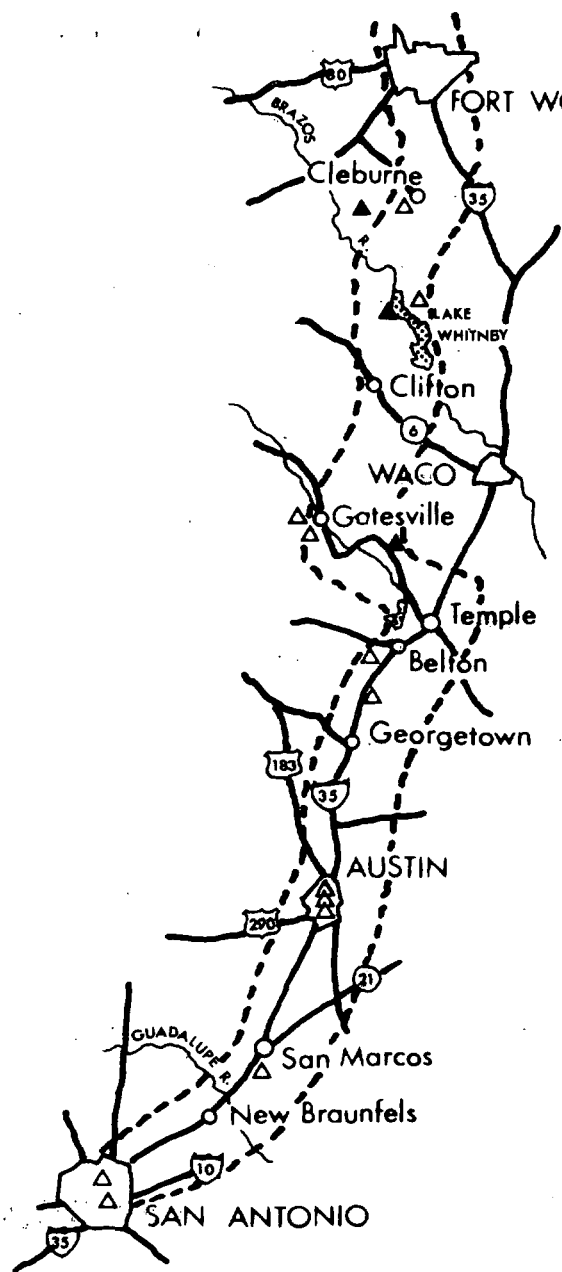
Cultural Resources. Along the Chisholm Trail route from San Antonio, Texas, to Abilene, Kansas, are two areas of unique cultural heritage. A few communities north of San Antonio were considerably influenced by German immigrants during the late 1800's. Similarly, the area around Newton, Kansas, was settled by Russian Mennonites; several buildings in Newton stand as monuments to the cultural heritage of the area.

Outdoor Recreation Resources. The predominant flat to rolling farm land has limited the outdoor recreation potential along the Chisholm Trail. Thirteen reservoirs, three State parks, and numerous municipal recreation areas have been developed; all the reservoirs and State parks are located along the Texas segment of the Trail. Figure 7 indicates the locations of major recreation areas and reservoirs. The potential for recreation areas outside urban areas appears to be limited to those stretches of the trail that coincide with floodplains and the Texas "Hill Country."

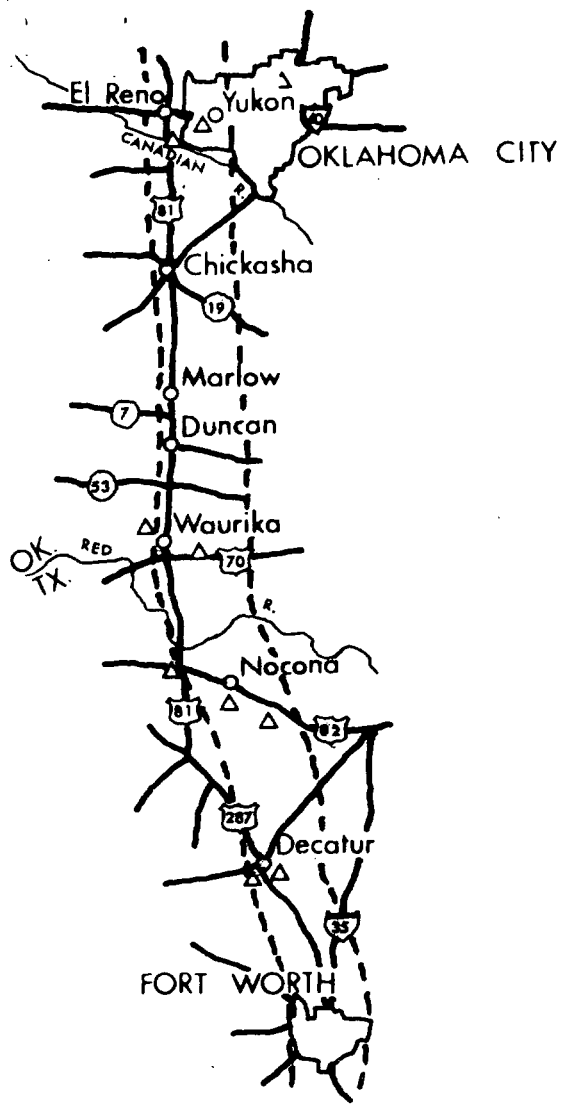
Incompatible Development. Between San Antonio and Ft. Worth, Texas, and near Oklahoma City, Oklahoma, and Wichita, Kansas, development is extensive and intense. Highways, power lines, and commercial, residential, industrial, and agricultural land uses are prominent. Elsewhere along the Chisholm Trail, small towns, farms, and ranches featuring a grid pattern of cropland, fences, and farm roads are characteristic.

Public Access. Existing primary and secondary roads coincide with and intersect the Chisholm Trail study corridor along its entire length. Figure 7 illustrates the location of several major highways in and adjacent to the corridor.

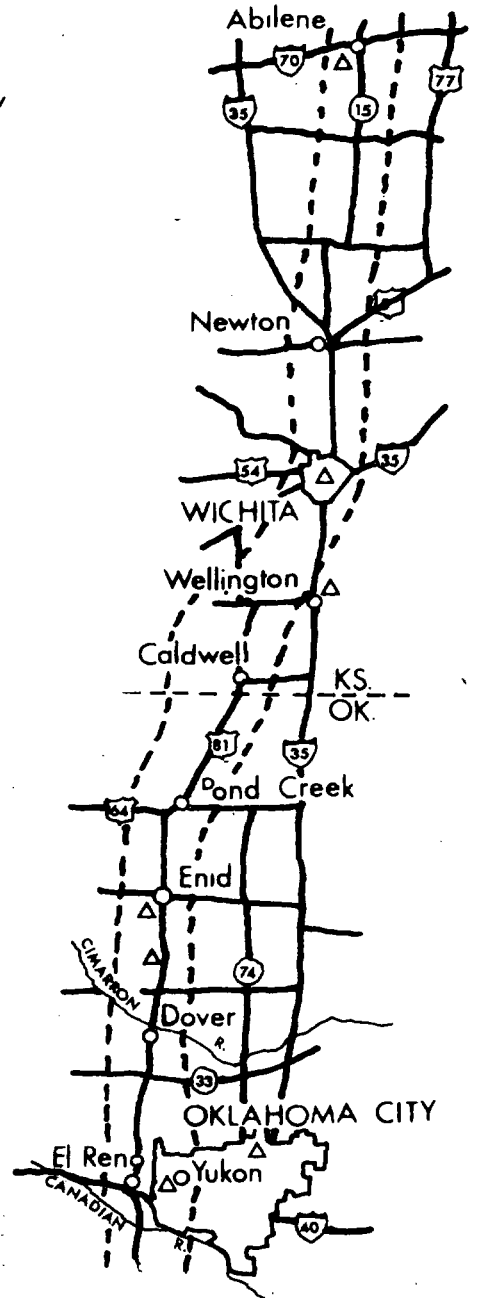
Historical Accuracy. A research effort by the Oklahoma State Highway Commission in 1933 mapped the Chisholm Trail through Oklahoma.<sup>41</sup> A recent coordination effort by the Kansas State Historical Society identified the location of the entire Chisholm Trail in Kansas.<sup>42</sup> Similar efforts in Texas have not yet been accomplished; with only a few known



San Antonio, Texas, to Fort Worth, Texas

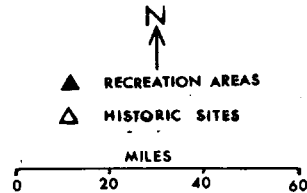


Fort Worth, Texas, to Yukon, Oklahoma



Yukon, Oklahoma, to Abilene, Kansas

Figure 7  
**THE CHISHOLM TRAIL**



countryside is open agricultural land or woodlands interspersed with recreational home developments and a few small farm communities, the potential for establishing a continuous trail within the Shawnee Trail Study corridor is minimal.

Incompatible Development. Most of the land within the study corridor is in relatively small (640 acres or less) agricultural holdings or is urbanized. Nearly the entire length of the trail coincides with U. S. Highways 69 and 75 and the Missouri Kansas Texas Railroad. Adjacent to the several reservoirs, where the greatest potential exists for trail development, residential subdivisions have been sporadically developed and provide incompatible obstacles to scenic trail enjoyment.

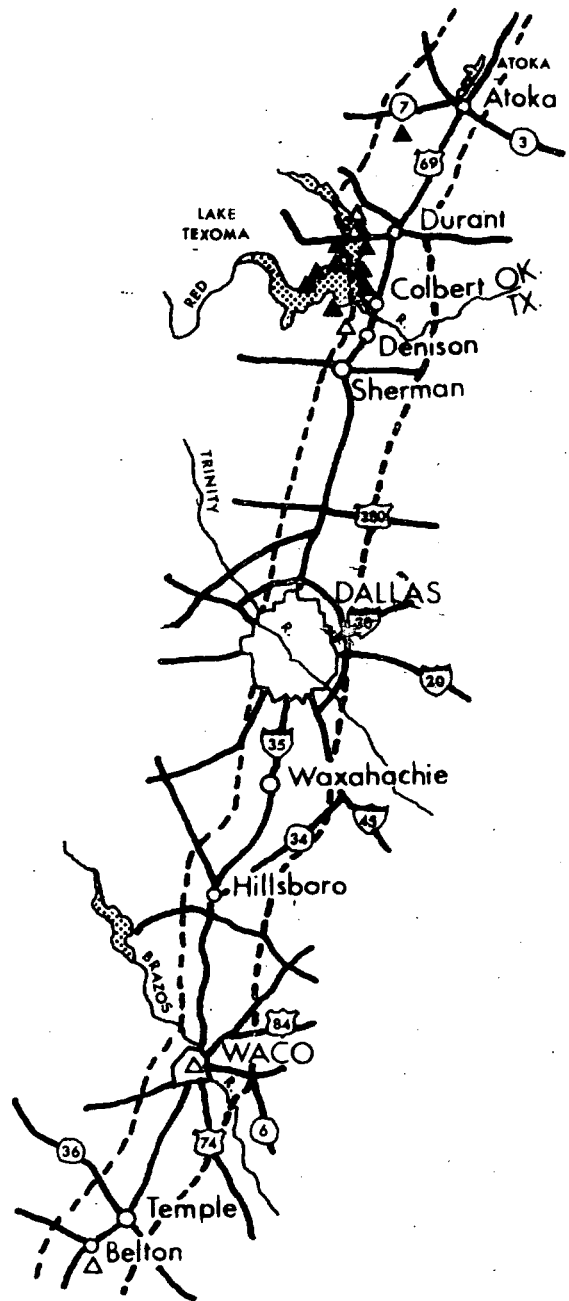
Public Access. Numerous existing primary and secondary roads coincide with and intersect the Shawnee Trail study corridor along its entire length. Figure 6 illustrates the location of several major highways in and adjacent to the corridor.

Historical Accuracy. The location of the entire Shawnee Trail has not and probably cannot be accurately determined. Although research has identified specific river crossings, military posts, camp and watering sites, and supply stores, such as Colberts Store, Boggy Depot, and Forts Washita and Gibson, documentation of the interconnecting routes is uncertain.

#### CHISHOLM TRAIL

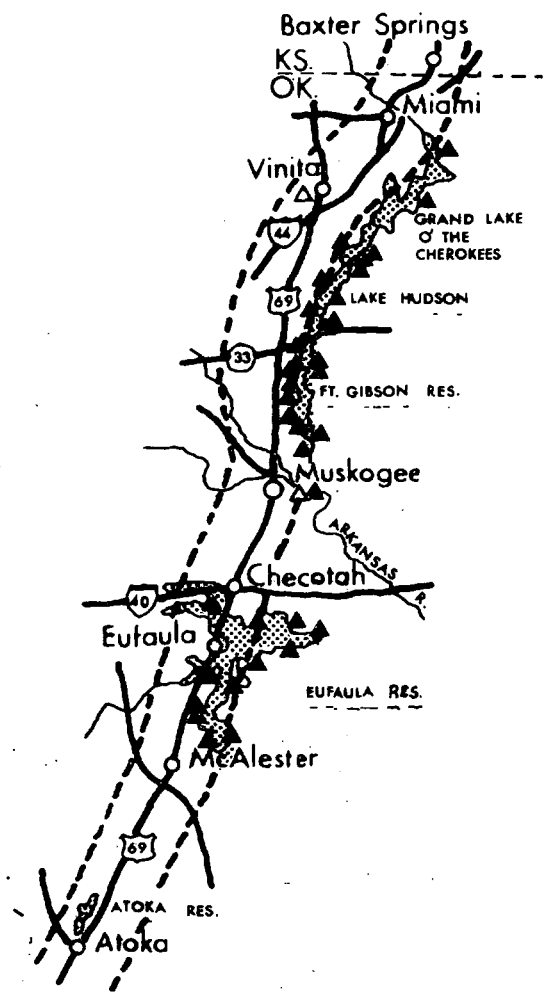
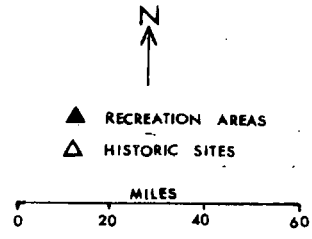
Physical Resources. From San Antonio to Cleburne, Texas, the route is characterized by small agricultural land holdings; Interstate Highway 35; numerous small towns; and the scenic Texas "Hill Country" to the west. North of Cleburne, the route traverses an almost featureless plain. The land is generally flat to gently rolling with few rivers and wooded areas. The route is paralleled for almost its entire length by U. S. Highway 81. Many small farming communities have sprung up along this portion of the Chisholm Trail between such cities as Fort Worth, Oklahoma City, and Wichita. Rural land holdings are large and dedicated primarily to wheat and cattle production.

Historical Resources. Physical evidence that longhorn cattle were once driven from San Antonio, Texas, to Abilene, Kansas, has almost entirely disappeared. Today, trail commemoration along the study route exists in ten museums, fifteen historical markers, the remains of one military fort, and two restored cowtowns. The locations of these sites are identified in Figure 7 and Appendix B. Other historical sites not directly related to the cattle drives, but related to that historical period, are also listed in Appendix B.



Belton, Texas, to Atoka, Oklahoma

Figure 6  
THE SHAWNEE TRAIL



Atoka, Oklahoma, to Baxter Springs, Kansas

Not within the study corridor but often within view of the trail are two areas of superior scenic quality. To the west in Texas and Oklahoma are the "Cross Timbers," an undulating physiographic region of savannah grasses and oak. To the east of the Trail in Oklahoma and separated from the Trail by huge reservoirs are the densely wooded and relatively undeveloped Ozark Mountains.

Historical Resources. One hundred years of man's activities and developments have virtually erased all traces of the old cattle drives up the Shawnee Trail. For the most part, modern trails--U. S. Highways 69 and 75 and the Missouri Kansas Texas Railroad--have replaced the old trail. Through northern Texas, eastern Oklahoma, and southeastern Kansas, the trail is physically commemorated by two reconstructed or preserved military forts, two historical markers, and one museum. The locations of these sites are identified on Figure 6 and Appendix A. Other historical sites not directly related to the cattle drives, but related to that historical period, are also listed in Appendix A.

Natural Resources. Natural conditions along the Shawnee Trail are most prominent in Oklahoma. Grass and wooded areas adjacent to Lake Texoma, Atoka Reservoir, Eufaula Reservoir, Ft. Gibson Reservoir, Lake Hudson, and Grand Lake O' the Cherokees are the only prominent natural areas coinciding with the Oklahoma segment of the Shawnee Trail. However, subdivisions for permanent, summer, and vacation homes are steadily reducing such acreage. Along the Texas portion of the Shawnee Trail, a few brushy areas, native hay meadows, and the Hagerman Wildlife Refuge offer limited areas with natural vegetation.

Cultural Resources. Noteworthy cultural qualities along the Shawnee Trail are found in eastern Oklahoma. Today, the Trail passes through three Indian Nations: Chickasaw, Choctaw, and Cherokee. Although there are numerous sites throughout eastern Oklahoma administered to preserve and interpret Indian culture and heritage, few are located directly along the Shawnee Trail. One place of interest, however, is the Five Civilized Tribes Museum in Muskogee.

Outdoor Recreation Resources. Existing outdoor recreation resources are more plentiful along the Shawnee Trail than along the Chisholm and Western Trails. Three State parks and numerous Federal, State, and local recreation areas offer recreational opportunities along the Shawnee Trail. Lake Texoma along the Oklahoma-Texas State line and Eufaula Reservoir, Ft. Gibson Reservoir, Lake Hudson, and Grand Lake O' the Cherokees in Oklahoma are by far the most significant recreational resources. Figure 6 indicates the locations of major recreation areas and reservoirs. Since much of the



# RESOURCE EVALUATION

The following narrative fulfills two functions: First and foremost, to evaluate the study trail characteristics in reference to the National Scenic Trail criteria set forth in the National Trails System Act of 1968 and supplemental criteria approved by the Secretaries of the Interior and Agriculture in 1969 (see Appendix D for National Scenic Trail criteria); and secondly, to identify the natural and man-made resources along the study trails in such a way as to elicit a "mental picture" of the trails.

Eight characteristics--physical resources, historic resources, natural qualities, cultural resources, outdoor recreation resources, incompatible development, public access, and historic accuracy--were considered along each of the three Old Cattle Trails. Based on this investigation and subsequent evaluation, none qualifies for inclusion in the National Trails System as a National Scenic Trail.

Briefly, superior trail-related physical and cultural resources are limited and the historical and natural integrity and appearances have been almost completely altered by man's activities. Furthermore, the exact historic location of the major trail segments has not and probably cannot be accurately determined; even if this were not so, incompatible land uses and development would prohibit location of a National Scenic Trail consistent with historic data. Thus, in essence, it is highly unlikely that the physical, historical, cultural, and natural characteristics associated with the Shawnee, Chisholm, or Western Trails would be capable of promoting substantial nationwide interest and drawing power.

## SHAWNEE TRAIL

Physical Resources. Longhorns driven up the Shawnee Trail traversed relatively level treeless prairies in Texas, Oklahoma, and Kansas. Wooded areas of mixed deciduous and coniferous trees that perhaps once hindered the northward migrations of the tough and ornery beef are few, existing today mainly in proximity to streams and reservoirs. The trail is generally rural, agricultural, and sparsely populated. Most of the study route coincides with major interstate highways and railroads linking dozens of small farm communities and major cities. Rural land has been divided into generally small parcels, averaging less than 640 acres, and used primarily to grow grain crops and raise cattle.

The Chisholm and Western Trails experienced more cattle over a shorter period of time than the Shawnee. In numbers alone, no other trail can compare to the 4,000,000 cattle driven up the Chisholm and the 5,000,000 cattle associated with the Western.

These cattle brought fame and fortune to Texas. Selling for just a few dollars a head on the Texas plains, the Longhorns brought in as much as \$160 per head in California (1849), \$80 in New York (1854), and \$30 to \$50 in the north, directly following the Civil War.<sup>38</sup>

In the 1870's, Texas beef even reached Europe in such quantities that those countries were pressured into barring imported beef through tariffs or quarantines.<sup>39</sup> Thus, the great cattle drives of the nineteenth century stimulated settlement of the West and made a significant and lasting impression on the economy of this nation.

## WESTERN TRAIL

The railroads continued at a rapid pace toward Texas ranch country, reaching Denison near the Red River in 1873,<sup>30</sup> Wichita, Kansas, in 1874, and Hayes City, Kansas, a short time later.<sup>31</sup> Closely behind the westward-advancing railroads came the farmers. Cattlemen, eyeing the approaching grangers with understandable anxiety, pushed their herds as far toward the west as they safely could. Following the complete subjugation of the Plains Indians in 1875,<sup>32</sup> stockmen finally moved west of the ninety-eighth meridian.

Texas ranchers, hard pressed by the rapid western movement of the farmers, quickly filled the void created by the Indian exodus. Confident that he could blaze a new trail, Hige Nail, trail boss for the Adams Brothers Cattle Company of Uvalde, early in 1876 headed a herd of cattle northward across the unmarked plains far beyond outlying homesteads.<sup>33</sup> His route, across a relatively level prairie, covered by luxuriant grasses and supplied by ample water, became the last major cattle trail in American History--the Great Western.<sup>34</sup> This trail was also known as the Dodge City Trail and the Fort Griffin Trail.

Due to the Panic of 1873, construction of the Santa Fe Railroad's main transcontinental line stopped for three years at Dodge City, Kansas. As a result, that city became the largest cattle shipping and delivering point in the world<sup>35</sup> and became known as the "Queen of the Cowboys." By the spring of 1876, most of the Texas drovers headed for Dodge City over the new Western Trail,<sup>36</sup> a route that was from twenty to thirty days shorter than the Chisholm Trail.

## CONCLUSION

Estimates vary as to the number of Longhorns driven out of Texas during the cattle drive era. Most estimates, however, range around ten million between 1866 and 1890.<sup>37</sup> Dozens of routes leading out of Texas to virtually every point on the compass were utilized by profit-seeking cattle drovers. The Louisiana, Goodnight-Loving, Potter Bacon, Ellsworth, National, and Jim Stimson Trails were all prominent during some phase of the great cattle drives. But in sheer cattle numbers and national economic significance there were no equals to the Shawnee, Chisholm, and Western.

Used longer than any other trail, the Shawnee was trampled by approximately 1,000,000 Longhorns. Providing the most direct route to northern markets, the Shawnee was the most utilized cattle trail prior to the Civil War and brought economic prominence to St. Louis, Kansas City, Westpoint, and Independence, Missouri.

Drovers then gathered herds at many ranches and towns and blazed trails to Abilene. Feeder trails appeared mainly in southern Texas and came together to form the main trail, all of which varied from time-to-time, depending on local conditions. The trails named after a Cherokee Indian trader, were widely referred to as the Chisholm Trail. Other names occasionally used included the Kansas Trail, Abilene Trail, McCoy's Trail, the Great Cattle Trail, the Texas Cattle Trail, the Great Texas Cattle Trail, the Wichita Trail, and the Eastern Trail.

By the end of the 1867 season, 35,000 head had reached Abilene.<sup>22</sup> The next year, primarily because of the low prices averaging twenty dollars a head, only 75,000 Longhorns were driven up the Chisholm Trail. This is not as great an increase as was expected. Prices improved, however, and by 1871 some 1,465,000 Texas cattle had gone through the pens at Abilene.<sup>23</sup>

The new railhead was the "King of the Cowtowns" for five rowdy years. The drovers, ready after a long, hard sojourn on the trail for rest and relaxation, quickly disposed of the bulk of their earnings for "Red Eye" whiskey, gambling, and "dance-hall" women.<sup>24</sup> Trail bosses, interested in immediate profits, found little difficulty in selling their herds, although an estimated two-thirds of the cattle were reportedly unfit for human consumption.<sup>25</sup>

The Texans had to procure food and lodging and this was usually obtained at premium prices. The farmers in the vicinity were making unbelievable profits on their produce.<sup>26</sup>

But after the summer of 1871, the more respectable element in Abilene tired of the cattle, the drovers, and the general wickedness, and organized to cleanse the city of sin and degradation.<sup>27</sup> The drovers took the hint, and the effect upon Abilene's economy was disastrous. By the spring of 1873, four-fifths of the business establishments were vacant, and by mid-summer, petitions begging the cattlemen to return were circulated among the townspeople. But since rail transportation had moved farther south and west, Texans shunned Abilene for new and more favorably located railheads.<sup>28</sup>

In the spring of 1872, the Atchison, Topeka, and the Santa Fe Railroad completed its line to a point sixty-five miles southwest of Abilene. Before the end of that year, the new railhead at Newton received some 350,000 head of cattle.<sup>29</sup> The following year, the Hannibal and St. Joseph Railroad extended its line southwest, providing cattlemen additional facilities at Ellsworth. During 1873, a total of 405,000 Texas Longhorns reached Ellsworth and Newton. However, because of the Panic of 1873, prices were as low as thirteen dollars a head and only about one-fourth of the livestock were sold.

Indicative of the Shawnee's significance was a report of June 1854 which indicated that approximately 10,000 cattle were being driven between Ft. Washita and Boggy Depot at that time on the way to Missouri and Illinois. Another report, printed in the Texas Star Gazette of August 1854, indicated that 50,000 head had crossed the Red River at Preston that summer.<sup>13</sup> Still other reports indicated that 52,000 cattle reached the stockyards of Kansas City, Missouri, in 1859, with another 39,000 head driven to the St. Joseph (Burlington) railhead at St. Joseph, Missouri, the following year.<sup>14</sup>

The frustrating search for a reliable and profitable market by Texas cattlemen came to a virtual standstill in 1861. With the beginning of the Civil War, the Longhorns once again were left to fend for themselves and freely roam the Texas plains. Sporadic attempts were made to get beef to the Confederate troops in the South over what was known as the Louisiana Trail. Attempts to trail cattle north to Union troops in Kansas and Missouri also proved unsuccessful.<sup>15</sup>

Following the Civil War, Texas was essentially a bankrupt state. Money was scarce, and in many instances, cattle became the medium of exchange. Although Texas had enough cattle to supply every man, woman, and child in the State with ten head each, the economic outlook was poor.<sup>16</sup> The problem was to locate a suitable market.

High prices in the north, construction of railroads across the Great Plains, and the demand for cattle to stock new ranches on the northern prairies encouraged the great cattle drives after the Civil War.<sup>17</sup> In fact, Northerners. . . were willing to pay fifty dollars for a Longhorn steer, and the Army, faced with the problem of feeding Indians as well as troops, guaranteed eighteen to thirty dollars per head upon delivery at the northern railheads."<sup>18</sup> Consequently, more than a quarter of a million head of cattle were driven to Sedalia, Missouri, by way of the Shawnee Trail in 1866.<sup>19</sup>

Though prices for cattle were high in Sedalia, the Shawnee Trail proved to be an unsatisfactory route. In essence, "The way to the railhead was across an unfavorable geographic region, heavily forested in places, that was infested with bandits who often stampeded the passing herds or extracted an exorbitant toll. Anti-southern feeling, mob violence, and lawlessness along the trail were not to the liking of the Texans. Very few drovers made money that year at Sedalia."<sup>20</sup> Thus, another route was needed.

#### CHISHOLM TRAIL

Due to the undesirable character of the Shawnee Trail, Joseph G. McCoy, an Illinois cattle buyer, conceived the idea of a central market place where the buyers and sellers could meet away from the heavily populated area. McCoy was able to convince the officials of the Hannibal and St. Joseph Railroad to extend that line onto the prairies beyond the settlements of eastern Kansas. By August 1867, stockyards were completed at a small community called Abilene.<sup>21</sup>

## HISTORICAL PERSPECTIVE

A study of the Old Cattle Trails of the Southwest is really a study of the Texas Longhorn and the struggle for economic survival during the nineteenth century. It is a story of tough and ornery Spanish cattle; of Texas cowboys; of long, dusty trail drives; of westward expanding railroads; of Indian hostilities; of economic disaster and prosperity; and of cowtown rivalries.

The origin of the Texas Longhorns can be traced back to Spain. A year after his discovery of America, Columbus turned loose some Spanish cattle on the island of Santa Domingo.<sup>7</sup> It was not until nearly two hundred years later that Spanish cattle in significant numbers were driven into southern Texas, forming the nucleus for a cattle grazing industry that prospered in association with Spanish missions and ranches.<sup>8</sup> As demand for hides declined and Indian hostilities increased, the Texas Longhorns multiplied at a rapid rate and roamed freely south of the Nueces River.

Wild cattle soon trampled the plains and thickets of Texas from the Red River on the north to the Rio Grande on the south and from Louisiana on the east to the upper most breaks of the Brazos on the west. Describing the situation in southern Texas in the middle of the nineteenth century, Major William H. Emory of the Boundary Survey claimed "The number of horses and cattle that ranged here under Spanish rule are incredible. To this day remnants of this immense stock are running wild on the prairies between the two rivers (Rio Grande and Nueces Rivers.)"<sup>9</sup>

### SHAWNEE TRAIL

After the Mexican War, (1846 to 1848) Texas cattlemen began searching in earnest for a place to market their vast herds of cattle. Though several attempts were made to market cattle in Mexico and New Orleans and other southern cities, most Longhorns found their way to the more profitable northern markets. The route they often traveled was initially developed during the early 1800's by the powerful Osage Indians of Oklahoma. Known then as the Osage Trace, the well-worn trail stretched from the Red River, through eastern Oklahoma and eastern Kansas, to St. Louis. Shortly after Stephen F. Austin established a colony in Texas, the Osage Trace became the principal highway linking mid-western America with Texas.<sup>10</sup>

As settlers poured into Texas, the route became known as the Texas Road.<sup>11</sup> At the same time, those settlers in search of much needed market places began utilizing the route to market cotton, wool, mustangs, hides and cattle. Stimulated by the steady streams of immigrants to Oregon and the California gold fields, Texas cattle began streaming up the Texas Road, which eventually became known to the drovers as the Shawnee Trail. Other names attributed to this historic trail included the Kansas Trail, the Trail, and the East Shawnee Trail.<sup>12</sup> Whatever the name, the trail was recognized as an important cattle route by 1854.

preservation and interpretation. The data, however, is not currently in a form that is readily accessible for site identification.

7. Establish Sky Trails by the Private Sector: Recreational flying in the Southwest has increased in popularity over the years. In at least one State, California, "sky trails" have been established. These trails offer a link between recreational flying and a unique view of a scenic or historical land route. Such a concept is also possible in conjunction with the Shawnee, Chisholm, and Western Trails. Along the Old Cattle Trails are dozens of public and private airfields offering all the necessary aircraft services. To accommodate the flying recreationist, the State of Oklahoma provides landing strips within several of their State parks along the Shawnee and Western study corridors.

Under the auspices of the Council, responsibility of designating and publicizing sky trails in conjunction with the three study routes would lie with interested private aircraft owners and pilots associations or local, State, and national flying clubs. Such trails would provide a unique appreciation of the historical cattle drives and their relationship to natural features and existing land uses.

8. Increase Implementation of Private Historical Interpretation and Signing Efforts. Several private efforts have been made to commemorate the Old Cattle Trails within Texas, Oklahoma, and Kansas. For example, old cattle towns have been reconstructed in Wichita, Abilene, and Dodge City, Kansas; private museums display old cattle trail artifacts; and local trail riding clubs and civic organizations have established historical markers along the routes. Since the exact location of the cattle trails has not been determined along all trail segments and remnants are virtually non-existent, such efforts along the entire length of the three study trails are sporadic and minimal. A more intensive effort to provide historical interpretation along the Shawnee, Chisholm, and Western Trails by private or quasi-public organizations would enhance the public awareness of the location and history of the cattle trails. Coordination among those organizations would be needed if their respective programs were to compliment the efforts of the Council. The Texas Historical Commission, Kansas State Historical Society, and the Oklahoma Historical Society should be utilized to advise the Council on implementation of the historical interpretation along the trail routes.

In 1965 the Kansas Highway Commission and four other State agencies outlined 28 road and highway routes of scenic and historic interest. Scenic Routes Nos. 11, 19, and 20 are the only routes coinciding with the study corridors. Route No. 11 follows the Chisholm in Abilene, while Routes Nos. 19 and 20 approximately parallel the Western Trail between Ashland and Dodge City.

Thus, almost 300 miles of the three study corridors coincide with existing scenic and historic highway routes in Texas, Oklahoma, and Kansas--130 miles along the Shawnee, 90 along the Chisholm, and 75 along the Western. Expansion of such highway trails to acquaint the traveler with the geography and history of the Shawnee, Chisholm, and Western Trails could be more fully accomplished by the Council in concert with the respective State highway departments.

Since commemoration of the historic importance of the Old Cattle Trails would be the objective of establishing historic highway routes along the Shawnee, Chisholm, and Western Trails, necessary efforts by the State highway departments would only entail the selection and signing of appropriate highways. Such actions would complement the existing scenic and recreation programs, while requiring only minimal implementation and maintenance expenditures.

6. Increased Implementation of Historical Interpretation Programs Through State and Local Efforts. State and local commemorative programs associated with the Shawnee, Chisholm, and Western Trails include the reconstruction and preservation of military forts, the erection of historical markers, and the collection and display of trail-associated artifacts. Further actions to commemorate the trails are being considered by all three States.

In its Annual Preservation Program for 1973, the Oklahoma Historical Society identified seven sites directly along and associated with the Old Cattle Trails. Three sites (Fort Gibson, Fred Trading Post, and Texas Cattle Trail Crossing of the Canadian River) are listed as sites where long-range acquisition is planned, and four sites (Fort Reno, Pat Hennessey Indian Engagement and Grave, Soldier Spring, and Fort Supply) are listed as sites where preservation is planned through agreement with other agencies.

The State of Kansas, in An Outdoor Recreation Plan for Central Kansas, identifies only one potential interpretive action to be taken by the Kansas State Historical Society--a State historical interpretive center for the Chisholm and Smoky Hill Trails. The center would be located in Abilene.

The Texas Outdoor Recreation Plan identifies future demand and resources for trail facilities in the urban and rural areas of the trail route in Texas. This plan should be consulted in determining local action on any trail segment in Texas.

Meanwhile, according to the Texas State Historical Survey Committee, several sites along the three trails have been identified for future



State priorities will be established by the on-going statewide trails study. It is reasonable to believe that emphasis will be placed on developing trails within the State parks system. Strong beliefs in private ownership rights in a State with little public land may inhibit the establishment of an extensive public trails system throughout the State.\*

The State of Kansas has concentrated most of its attention to the Santa Fe Trail. The Kansas State Comprehensive Outdoor Recreation Plan indicates that acquisition of lands along the Santa Fe Trail would be economically infeasible;<sup>6</sup> with a similar land ownership pattern along the three study routes, it is highly unlikely that an extended public hiking or horseback trail would be established.

5. Establish and Sign State Historic Highway Routes. Texas, Oklahoma, and Kansas, have all either implemented or are planning scenic and historic highway routes in their respective States. To illustrate, nine "Travel Trails" have been mapped and signed throughout the State of Texas by the Texas Highway Department. The trails have been designed to acquaint the traveler with the scenic, historic, and cultural resources of the State of Texas. Four of these trails--the Texas Brazos Trail, Texas Lakes Trail, Texas Hill Country Trail, and Texas Forts Trail--coincide occasionally with the three study corridors. In fact, approximately 75 miles of the Texas Brazos Trail coincide with the Chisholm Trail from Salado to Turnersville, Texas; approximately 30 miles of the Texas Forts Trail coincide with the Western Trail between Albany and Throckmorton, Texas; approximately 15 miles of the Texas Hill Country Trail coincide with the Chisholm Trail between New Braunfels and San Marcos; and the Texas Lakes Trail crosses the Chisholm near Lake Whitney and Fort Worth and coincides with the Shawnee Trail for nine miles between Sherman and Denison, Texas.

The Oklahoma Highway Department has designated six "Oklahoma Adventure Trails" throughout the State of Oklahoma. All of these trails either coincide in part with or intersect one of the three study routes. These travel trails have been planned to guide recreationists to various points of historic, scenic, and cultural interest. The Shawnee coincides with the Northeastern Oklahoma Adventure Trail from Muskogee to Afton and with the Southeastern Oklahoma Adventure Trail from McAlester to Checotah. The Chisholm coincides with the Southwestern Oklahoma Adventure Trail from Chickasha to El Reno and with the Central Oklahoma Adventure Trail from Duncan to U.S. Highway 64 north of Enid. The Western Trail does not coincide for any significant distance with any of the Adventure Trails, but does intersect both the Southwestern and Northwestern Oklahoma Adventure Trails.

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\*For example, a proposal to establish a hiking, bicycle, and equestrian trail on an abandoned railroad right-of-way between Comfort and Leon Springs was met with such overwhelming opposition that the proposal was withdrawn.

Furthermore, only in Oklahoma has the State Legislature granted legislative authority to create a State trails system under the jurisdiction of the Oklahoma Tourism and Recreation Commission. The legislation is known as the "Oklahoma Trails System Act"<sup>3</sup> and authorized, among other elements, the following:

- (a) A system of trails consisting of nature, hiking, special-use, heritage and bicycle trails.
- (b) Development of a Bicycle Master Plan.
- (c) Coordination with Federally administered trails.
- (d) Completion of an Oklahoma Trails System Master Plan by January 1, 1973.

Since State and local recreation area acreages are small in relation to the lengths of the three study corridors or are within heavily urbanized areas, an appreciation of an Old Cattle Trail experience in conjunction with such recreation areas would be minimal. However, trails established on these lands could be valuable elements within statewide trail systems and the National Trails System.

4. Establish a State Extended Trail Coinciding with One or More of the Old Cattle Trails. The National Scenic Trails criteria define an extended trail as one "...usually several hundred miles or longer in length." However, for the development of a conceptual trail plan, an extended trail established by a State is herein defined as a hiking, bicycle, or equestrian trail requiring more than a one-day outing to travel its full length. At the present time, a continuous trail approaching such lengths has not been established in Texas, Oklahoma, or Kansas. Trail development priorities and land ownership patterns in the three States will most likely inhibit the establishment of any extended trail along the three study routes.

The Oklahoma Statewide Comprehensive Outdoor Recreation Plan, as an example, identified four historic trails, including the Chisholm Trail and the Texas Road, (prior to the large cattle drives, the Shawnee Trail was known as the Texas Road) that should be considered as potential National Scenic Trails<sup>4</sup>. The SCORP, however, also states that the State effort should be concentrated on a comprehensive trail system throughout the Ozark regions of Oklahoma and on an all-Oklahoma Indian Heritage Trail.<sup>5</sup> In addition, the "Oklahoma Trails System Act" places emphasis on an Oklahoma Trails System Master Plan.

Similarly, priorities in Texas do not include an extended trail along the Shawnee, Chisholm, or Western Trail. As indicated earlier,

Involvement by the National Park Service would occur only if a selected site was discovered to qualify for the Register of National Historic Landmarks.

Approximately seven percent of the cumulative length of the Shawnee, Chisholm, and Western Trails would be potentially available for such a historical interpretation program. Although a signing program on Federal lands would tell the cattle trail story to only a small percentage of the traveling public, it could serve as a foundation for a concerted statewide signing effort related to the Old Cattle Trails.

3. Establish Trails on State and Local Lands Coinciding with the Old Cattle Trails. Few trails currently exist along the Shawnee, Chisholm, and Western Trail study corridors. Hiking, bicycle, and equestrian trails have been established by only a few local units of government. Examples include the "Paseo del Rio" hiking trail in San Antonio, Texas, and a hiking trail along the San Marcos River in San Marcos, Texas.

The development of trails along the study corridors by the States of Texas, Oklahoma, and Kansas has not been significant. The State of Texas has provided hiking trails in Kerrville State Park, while Oklahoma has established hiking and horseback trails within the Shawnee Trail study corridor in Arrowhead, Fountainhead, and Sequoyah State Parks. Other than roadside rest areas, there are no State-administered recreation areas within the Kansas segments of the study corridors.

Texas and Oklahoma, with several state-owned recreation areas coinciding with the study corridors, have immediate potential for establishing short historic trails related to the Old Cattle Trails. Without similar lands along the study routes in Kansas, the possibility of establishing similar short historic trails within that State is minimal.

Implementation of statewide trail systems, including segments of the Old Cattle Trails, should be coordinated with statewide trail studies. Such a study by the Texas Parks and Wildlife Department is scheduled for completion late in calendar year 1975. Similarly, an Oklahoma Five-year State Park Study is scheduled to be released in mid-1975 by the Oklahoma Tourism and Recreation Department, Division of State Parks, that will reveal a plan to establish an extensive trails system within the Oklahoma State Parks. There is no statewide trail study currently underway in Kansas.

## OPTIONS FOR CONCEPT IMPLEMENTATION

Several options by Federal, State, local, and private entities were identified in the foregoing maps and tables. The following paragraphs analyze the merits of and explore the implementation possibilities for such options. One of the first roles of the Council would be to review these options and identify other commemorative opportunities for implementation.

1. Establish Trails on Federal Lands Coinciding with the Old Cattle Trails. Federal lands along the Shawnee, Chisholm, and Western Trails in Texas and Oklahoma include reservoir and military areas. Trails established on these lands could cumulatively extend over approximately seven percent of the three study corridors. An analysis of each corridor reveals that trails established on Federal lands could cumulatively extend over fourteen percent of the Shawnee Trail, five percent of the Chisholm, and five percent of the Western. There are no Federal lands along the Kansas segments of the three corridors.

Less than one-tenth of the Federal lands is military and closed to public recreation use. The remainder is land adjacent to reservoirs administered by the U.S. Army Corps of Engineers or the Bureau of Reclamation.

While considerable outdoor recreation opportunities have been provided with the construction of dams and reservoirs, these same dams and reservoirs have drastically changed the nineteenth century landscape along those segments of the three study corridors. This evaluation, however, should not deter the establishment of trails located on reservoir lands and oriented to the history and geography of the Old Cattle Trails. Such trails, although offering a limited appreciation of a cattle trail experience, would still help meet local and regional trail needs, provide a foundation for a statewide trails system and help commemorate an important period in our Nation's history. The Bureau of Outdoor Recreation, working with the Council, should encourage National Recreation Trail status for existing and future trails within the study corridors.

2. Implement a Historic Interpretation Program on Federal Lands. Short of providing an Old Cattle Trail experience through the construction of foot and horseback riding trails, Federal land management agencies could erect signs that would present the old cattle trail "story." Such a signing effort could best be utilized wherever roads and highways intersect lands adjacent to reservoirs administered by the U.S. Corps of Engineers and the Bureau of Reclamation. Generally, the program would be a function of the particular Federal land management agencies in cooperation with the Council.

Table 3  
 COMMEMORATIVE WESTERN TRAIL CONCEPT

Segment	Approx. Miles	Location of Major Segments and Segment Nodes	Federal Actions		State-Local Actions				Private Actions	
			1+	2	3	4	5	6	7	8
A	18	San Antonio, TX, to Leon Springs, TX					X		X	X
		Node: San Antonio, TX			X*			X*		X*
B	128	Leon Springs, TX, to the San Saba River, TX				X	X		X	X
		Node: Boerne, TX Node: Kerrville State Park, TX			X*					X*
C	506	San Saba River, TX, to Dodge City, KS					X		X	X
		Node: Brady, TX						X*		
		Node: Ballinger, TX						X*		
		Node: Abilene, TX						X*		
		Node: Ft. Griffin St. Pk., TX			X			X*		
		Node: Lake Kemp, TX			X			X		
		Node: "Doan's Crossing", Red River, TX-OK						X*		
		Node: Warren, "Old Campground and Well", OK						X		X
		Node: Altus, OK						X*		
		Node: Altus Reservoir, OK	X	X	X			X		
		Node: Forty One, "Soldier Spring", OK						X		X
		Node: Foss Reservoir, OK	X	X	X			X		
		Node: Camargo, So. Canadian River, OK						X		X
		Node: Vici, "Cedar Springs", OK						X		X
Node: Ft. Supply Reservoir, OK	X	X								
Node: Dodge City, KS							X		X*	

+Detailed discussion of actions 1 through 8 is presented in the narrative entitled "Options for Concept Implementation"

\*Action currently established; further action may be possible

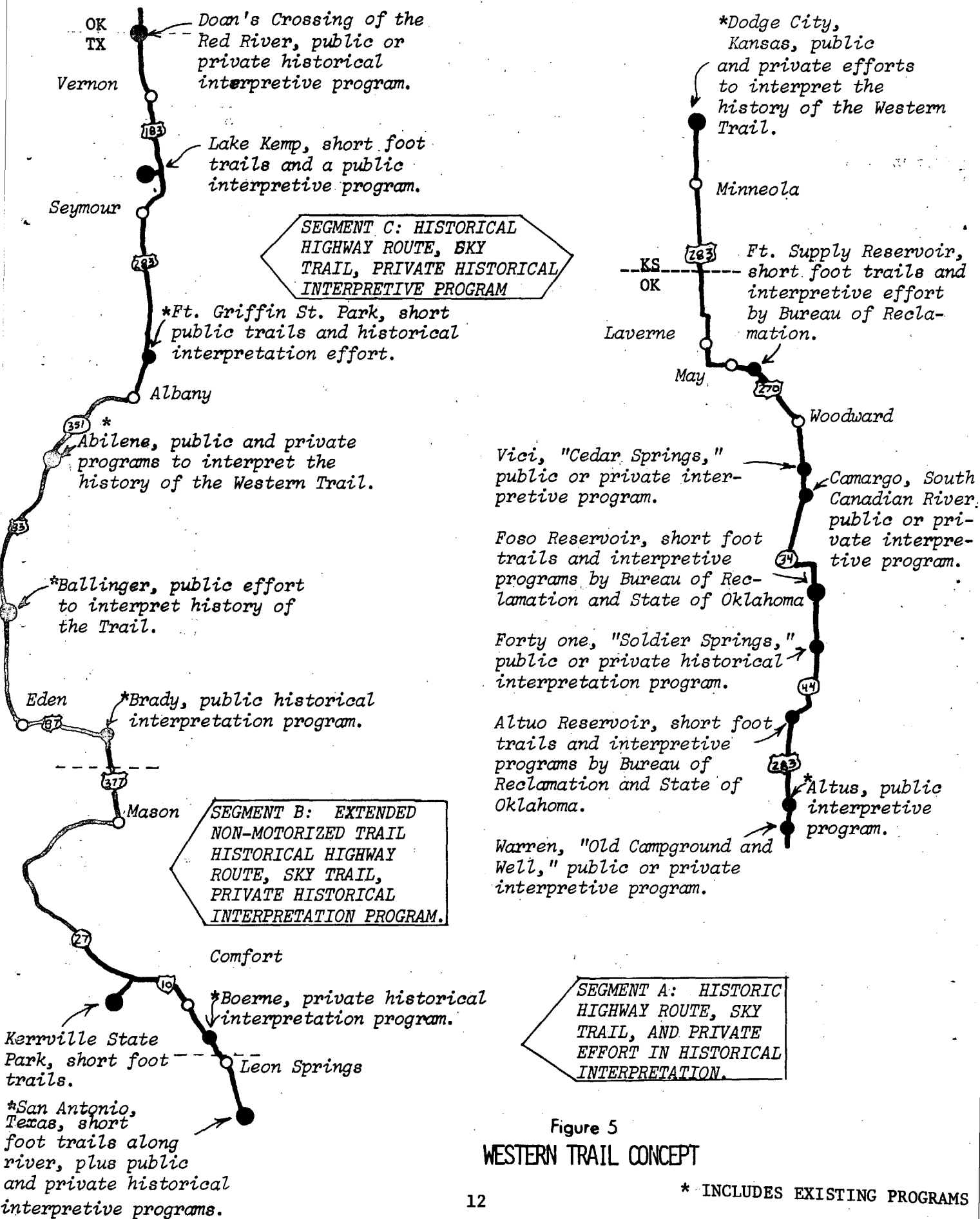


Figure 5  
 WESTERN TRAIL CONCEPT

\* INCLUDES EXISTING PROGRAMS

Table 2  
 COMMEMORATIVE CHISHOLM TRAIL CONCEPT

Segment	Approx. Miles	Location of Major Segments and Segment Nodes	Federal Actions		State-Local Actions				Private Actions	
			1+	2	3	4	5	6	7	8
A	130	San Antonio, TX, to Belton, TX  Node: San Antonio, TX Node: San Marcos, TX Node: Austin, TX Node: Sadado, TX					X		X	X
					X*			X*		X*
					X*			X*		X
								X*		X*
B	36	Belton, TX, to Gatesville, TX  Node: Belton Reservoir, TX Node: Gatesville, TX				X	X		X	X
			X	X	X				X*	X*
C	42	Gatesville, TX, to Laguna Park, TX					X		X	X
D	40	Laguna Park, TX, to Cleburne, TX  Node: Lake Whitney, TX				X	X		X	X
			X	X	X				X*	
E	400	Cleburne, TX, to Abilene, KS  Node: Cleburne, TX Node: Rio Vista, TX Node: Fort Worth, TX Node: Decatur, TX Node: Ringsgold, TX Node: Nocona, TX Node: Saint Jo, TX Node: Waurika, OK Node: Tuttle, OK Node: Yukon, OK Node: Oklahoma City, OK Node: Bison, OK Node: Enid, OK Node: Wellington, KS Node: Wichita, KS Node: Abilene, KS					X		X	X
								X		X*
								X*		
					X			X		
					X			X*		
								X*		
								X*		X*
								X*		
								X*		
								X*		
								X*		X*
								X*		X*

+ Detailed discussion of actions 1 through 8 is presented in the narrative entitled "Options for Concept Implementation"

\*Action currently established; further action may be possible

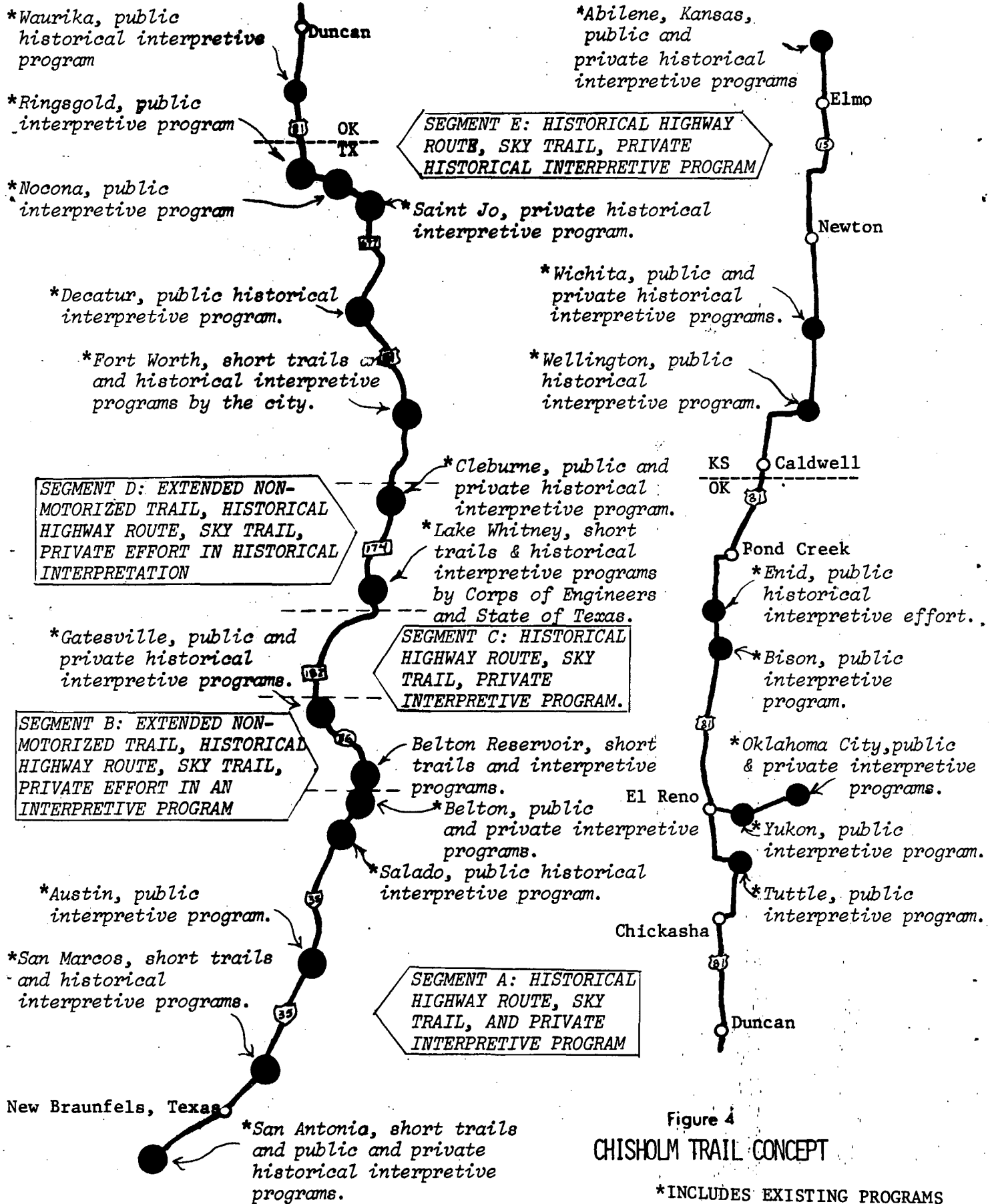


Figure 4  
CHISHOLM TRAIL CONCEPT

\*INCLUDES EXISTING PROGRAMS



Table 1  
 COMMEMORATIVE SHAWNEE TRAIL CONCEPT

Segment	Approx. Miles	Location of Major Segments and Segment Nodes	Federal Actions		State-Local Actions				Private Actions	
			1 <sup>+</sup>	2	3	4	5	6	7	8
A	194	Belton, TX, to Red River, TX-OK					X		X	X
		Node: Belton, TX Node: Waco, TX Node: Dallas, TX Node: Dennison, TX			X			X* X* X X*		X*
B	166	Red River, TX-OK, to Ft. Gibson Dam, OK					X		X	X
		Node: Lake Texoma, OK Node: Ft. Washita, OK Node: Boggy Depot State Recreation Area, OK Node: Atoka Reservoir, OK Node: Eufaula Reservoir, OK Node: Ft. Gibson, OK	X	X			X		X* X X X X*	
C	32	Ft. Gibson Dam, OK, to Markham Ferry Dam, OK	X	X			X		X	X
		Node: Sequoyah Bay State Recreation Area, OK Node: Sequoyah State Park, OK			X			X	X*	X
D	68	Markham Ferry Dam, OK to Baxter Springs, KS					X		X	X
		Node: Snowdale State Recreation Area, OK Node: Vinita, OK Node: Baxter Springs, KS			X			X X* X		

<sup>+</sup>Detailed discussion of actions 1 through 8 is presented in the narrative entitled "Options for Concept Implementation"

\*Action currently established; further action may be possible

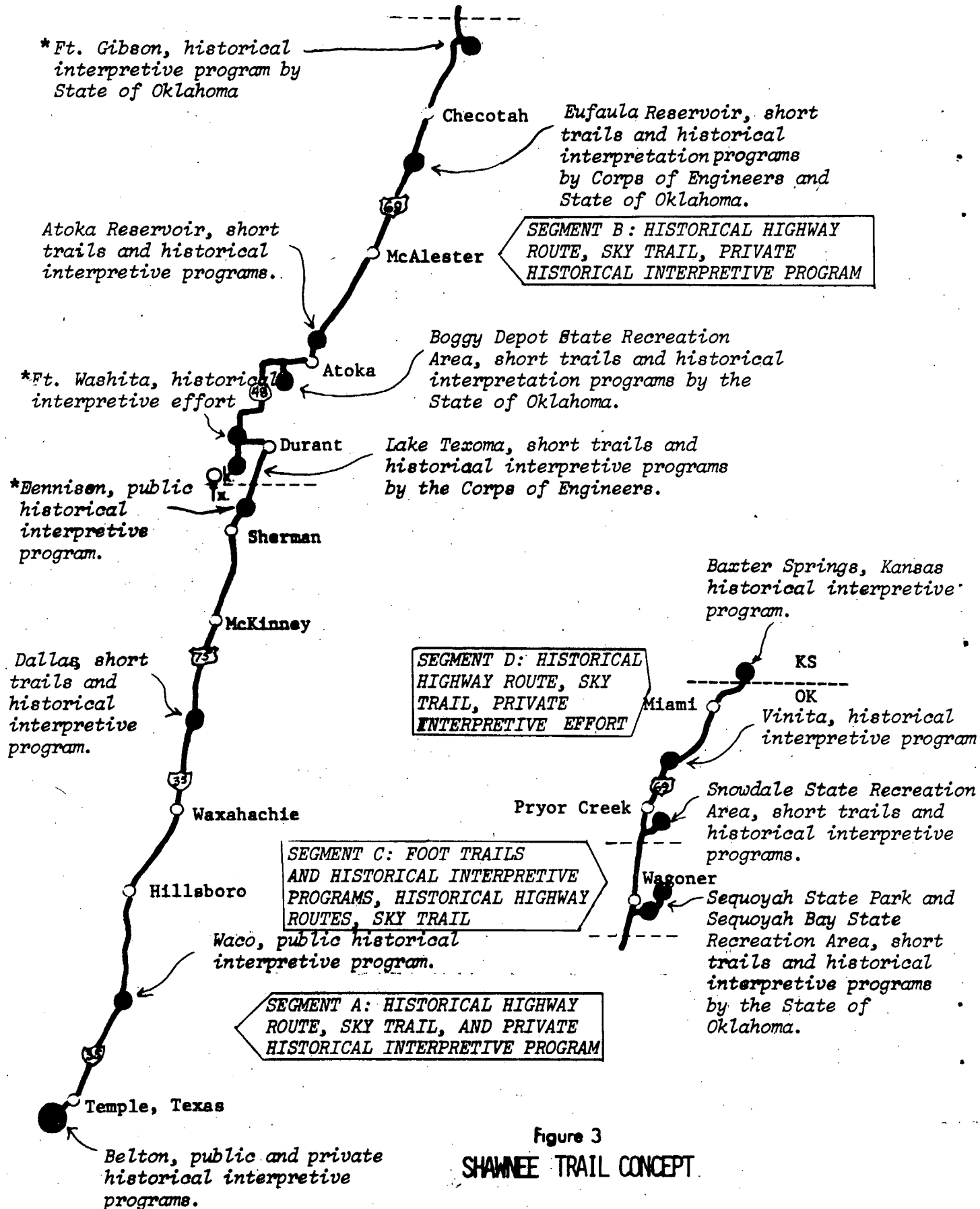


Figure 3  
SHAWNEE TRAIL CONCEPT

\*INCLUDES EXISTING PROGRAMS

# AN ALTERNATIVE FOR ACTION

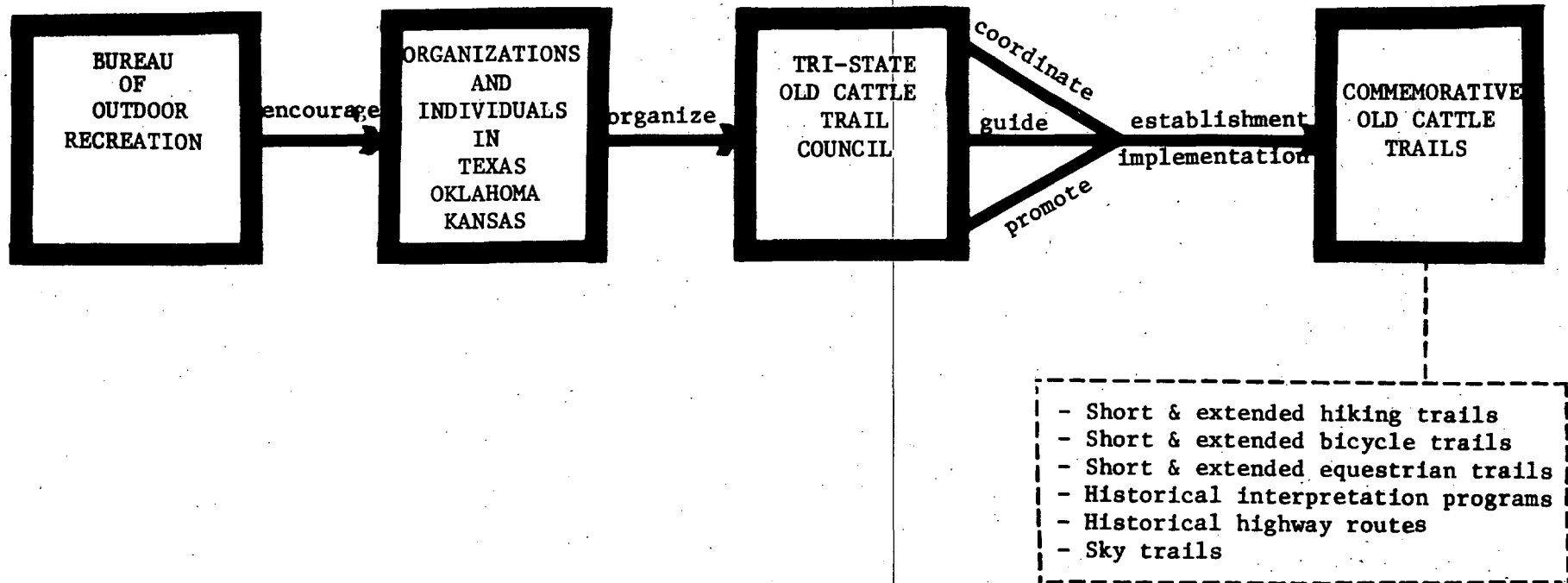
Although the Old Cattle Trails do not qualify as National Scenic Trails, the diversity of resource characteristics along each of the linear study routes encourages a mixture of actions by Federal, State, and local governmental agencies, as well as private groups and individuals. Accordingly, there are segments of these routes which could provide recreation trail experiences or which merit commemoration. Interested organizations and individuals in Texas, Oklahoma, and Kansas are encouraged to organize a Tri-State Old Cattle Trails Council for those purposes. Current or planned State organizations could serve in the capacity as members of this council. Should such a Council be established, the Bureau of Outdoor Recreation stands ready to make available data compiled during the study and offer technical assistance.

A point from which the Council may initiate its coordination and promotional efforts is presented below in the form of conceptual plans for each trail. Concept options include short and extended hiking, bicycle, and equestrian trails, historical highway routes, and sky trails. Following a graphic and tabular presentation of the commemorative trail concept for the three routes, the possibilities of implementing such programs through Federal, State, local and private efforts are discussed.

## CONCEPTUAL PLANS FOR THE TRAILS

The following three maps and tables offer a planning concept that molds a mixture of Federal, State, local, and private actions into a viable commemorative product for the Shawnee, Chisholm, and Western Trails. Each trail has been divided into several segments based on the homogeneity of physical characteristics and land use and ownership patterns. For each segment, a number of actions that would increase recreational and commemorative opportunities are depicted. In addition, nodes are identified where concentrated commemorative programs or recreational facilities have been established or may be implemented. The illustrations may not depict all possible actions or sites to commemorate the Old Cattle Trails, and therefore, must be considered as guiding concepts for initiating further effort by the aforementioned Council.

FIGURE 2  
RECOMMENDED ACTION



- Outdoor Recreation Resources - Along the Western Trail are located four State parks and a few local public parks and private recreation enterprises. Within or near the study corridor of the Chisholm Trail are three State parks and numerous local parks, most of which are located between San Antonio and Ft. Worth, Texas. Within or near the Shawnee Trail study corridor are three State parks and numerous Federal and local recreation areas. Most of the parks and recreation areas along the three trails are located adjacent to reservoirs. Due to existing land use patterns, land ownership patterns, and minimum scenic qualities, the potential for additional recreation lands or trails to connect existing parks along the cattle trails is low.
- Incompatible Development - The historical routes have been mainly superseded by agricultural and urban developments that would be largely incompatible with a National Scenic Trail experience.
- Public Access - Public access to the trails could be easily facilitated by the dense grid pattern of highways, unpaved roads, airports and railroad lines serving the area.
- Historic Accuracy - The exact historic location of the major trail segments has not and probably cannot be accurately determined. Even if this were not so, incompatible land uses and development would prohibit location of a National Scenic Trail consistent with historic data. Only by following several highways and railroads and by being routed through cities and subdivisions could an extended trail approximate historic accuracy. Such developments, however, would preclude the possibility of a near-historic environment for many of the trail segments.

#### RECOMMENDATIONS

The three routes, the Shawnee, Chisholm, and Western Trails through Texas, Oklahoma, and Kansas, were evaluated in accordance with qualifying criteria established by the Act in 1968 and by the Secretaries of the Interior and Agriculture in 1969. The study concluded that the routes do not meet the established criteria and, therefore, do not qualify for National Scenic Trail status. There are, however, segments of the routes which could provide recreation trail experiences or which merit commemoration. Interested organizations and individuals in Texas, Oklahoma, and Kansas are encouraged to organize a Tri-State Old Cattle Trails Council for those purposes. State Trail Councils already established could act as members of this group. Should such a Council be established, the Bureau of Outdoor Recreation stands ready to make available data compiled during the study and offer technical assistance.

# SUMMARY OF FINDINGS AND RECOMMENDATIONS

The Shawnee Trail between Belton, Texas, and Baxter Springs, Kansas, the Chisholm Trail between San Antonio, Texas, and Abilene, Kansas, and the Western Trail between San Antonio, Texas, and Dodge City, Kansas, do not meet the qualifying criteria for inclusion in the National Trails System as National Scenic Trails. In essence, the corridors through which the three trails pass do not provide for maximum outdoor recreation potential and for the conservation and enjoyment of nationally significant scenic, historic, natural, or cultural qualities. They do, however, possess characteristics of State or regional importance which could be the basis for numerous commemorative trail programs coordinated and promoted by an Old Cattle Trails Council encompassing Texas, Oklahoma, and Kansas. In support of such study conclusions, major study findings related to National Scenic Trail criteria are:

- Scenic Qualities - Superior scenic qualities are limited. The landscape is generally flat or gently rolling with few prominent physical features. The most scenic areas include the "Hill Country" of Texas near the southern end of the three trails, the Wichita Mountains along the Western Trail in Oklahoma, and the large reservoirs along the Shawnee Trail in eastern Oklahoma. In each case, the trails coincide with these resources for only a short distance or are adversely impacted by man's development. In any event, it is unlikely that the scenic qualities are sufficient or varied enough to exert a substantial nationwide attraction.
- Historic Qualities - The historical integrity and appearance of the study corridors have been almost completely altered by man's activities. Preservation and historical interpretation has been accomplished in only a few museums, forts, buildings, parks site markings, and civic celebrations. It is unlikely that these historic qualities would exert a substantial nationwide attraction.
- Natural Qualities - The natural quality of the trail environs has been significantly altered by highways, cities, reservoirs, and agricultural practices. Only in the more rugged areas of the Texas "Hill Country", in the range lands, in the relatively remote areas of the State and Federal recreation areas, in the few wildlife refuges, and in the small and scattered woodlots and "badlands", are natural conditions evident.
- Cultural Qualities - Three areas along the study routes have been identified as exhibiting unique cultural qualities. Buildings, markers, and museum-displayed artifacts are remnants of the Cherokee, Choctaw, and Chickasaw influence along the Shawnee Trail area in eastern Oklahoma, the Russian Mennonite influence near Newton, Kansas, and the German influence along the southern segments of the trails.