

preservation issues

NEWS FOR THE PRESERVATION COMMUNITY

MISSOURI DEPARTMENT OF NATURAL RESOURCES
HISTORIC PRESERVATION PROGRAM

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A Celebration of Diversity

"The town [Independence] was full of African slaves, indolent dark-skinned Spaniards, profane and dustladen bullwhackers going to . . . Santa Fe . . . and emigrant families bound for the Pacific." 1846 Anonymous (Quoted from Independence, Bernd Foerster)

The diversity of landscapes, populations, and ideas is critical to an understanding of the American experience. Some still insist it is not a traditional way of looking at the nation. However, over the last 20 years, many historians have reexamined the important question of American diversity.

The diversity model (or, to quote Patricia Nelson Limerick of the University of Colorado at Boulder, the "rendezvous or convergence" model) treats American history as a celebration of the diverse. In this model, the history of the United States is seen as a congress of peoples with individual ethnic identities forming a national ex-

perience, rather than creating the illusion of a human amalgam resulting in a single new people.

The overland trade between the United States and Mexico in the first half of the 19th century provides an excellent example of the importance of the diverse in understanding American history. Known to Americans variously as the Mexican or Santa Fe trade, it is traditionally interpreted by American historians as an active economic interchange between the United States and Mexico from 1820 to about 1879. In actuality, it based itself in centuries-old native American and European economic patterns with beginnings in

the 17th century and exemplified by the trade fairs of Taos, N.M., the economic patterns of the native American *comancheros*, and the western fur trade. It continues to this day, involving the southwestern regional markets still largely dominated by Kansas City.

The Santa Fe trade of the 19th century consisted of manufactured goods from the United States and Europe being transported thousands of miles by water and overland routes from eastern American ports to Santa Fe, Chihuahua, and Mexico City. Traders brought specie and raw materials like wool back

(See *DIVERSITY*, Page 7)



Westport Road at Pennsylvania Ave. in Westport as it appeared in 1892. The Santa Fe Trail proceeds from foreground to background at center. Albert Boone's store is at far right. Photo courtesy Kansas City Star.

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May/June 1993

Historic Preservation Grants Available Soon

Deputy
State
Historic
Preservation
Officer

The Historic Preservation Program (HPP) is pleased to announce the beginning of the fiscal year 1994 grant cycle for Historic Preservation Fund (HPF) grants. The HPP will be awarding matching grants to citizens, organizations, local governments, and other qualified entities to help identify, evaluate, and protect Missouri's historic and archaeological resources.

In FY 94 both "survey and planning" and "pre-development" grants will be awarded. Eligible survey and planning activities include surveys, nominations to the National Register

of Historic Places, planning, and promotional or educational activities. Pre-development activities include the preparation of architectural plans and specifications, feasibility studies, and historic structures reports for properties listed in the National Register.

Applications will be judged competitively according to criteria established in conformance with the HPP's statewide preservation planning process. Grant priorities for FY 94 were published in the March/April edition of *Preservation Issues*. In FY 94, special consideration will be given to projects addressing the themes of ethnic heritage, transportation, agriculture, and

women's history.

Grant application packets will be available on July 15, 1993; applications must be postmarked or delivered by 5 p.m., Tuesday, Aug. 31. To request an application, call Nancy Faerber at (314) 751-7858 to be placed on the mailing list.

The amount of HPP's Historic Preservation Fund allocation will not be known until Congress approves the federal budget, probably in the fall. Final grant availability will be contingent upon notification by the National Park Service, U.S. Department of the Interior, of Missouri's FY 94 HPF appropriation. — *Claire Blackwell*

Oregon Trail Celebrates 150th Anniversary

Kansas
City
Regional
Office

The National Trails System Act, enacted in 1968, provides for a nationwide system of trails that promote preservation, access to, travel within, and enjoyment and appreciation of open-air, outdoor areas, and historic resources of the nation. The act established two major categories of trails: scenic and recreation. Legislation passed in 1978 added a third category — national historic trails. Six national historic trails either cross or depart from Missouri, the "Gateway to the West": the Lewis and Clark Trail, the Trail of Tears, the Santa Fe Trail, the Oregon Trail, the California Trail, and the Pony Express Trail.

In 1840, the Pacific Northwest Territory, particularly the Willamette Valley, was an area too rich in resources to be ignored by many Americans seeking "free land" and space. Reports indicated an unending supply of furs, excellent river fishing, and rich valley land for farming. Indian claims to the lands they had occupied for over a thousand years were universally nullified by the assertion that they had



neither tilled the land nor built upon it; most Americans believed that it was the nation's destiny to stretch from coast to coast. And, although difficult to understand by 20th century standards, many Americans were starting to feel "crowded" by their neighbors. A prolonged depression that swept the land in 1837 and the determination that the wagons needed to transport families could make the trip ignited a mass migration of approximately 350,000 men, women, and children to the Pacific Territories between 1841 and 1866. The 2,400-mile, seven-to-nine month trip started at one of the many little towns, "jumping off places," along the Missouri River, already thriving due to Santa Fe Trail outfitting activities. In Missouri, the route followed the Santa Fe Trail into Kansas. Near the present town of Gardner, Kansas, it parted from the Santa Fe Trail and headed northwest toward Oregon.

A comprehensive management plan for the Oregon Trail was prepared in 1981; a primary recommendation of that plan was the establishment of a visitor information center at the head of the trail, a need satisfied by the opening of the National Frontier Trails Center in Independence in 1990. The Oregon-California Trails Association (OCTA), a not-for-profit organization dedicated to the preservation, appreciation, and enjoyment of the migration trails to the West, is headquartered at the Trails Center.

OCTA has two local chapters in Missouri: the Trails Head Chapter (Greater Kansas City), which focuses on the Independence-Westport Road of the Oregon and California Trails; and the Gateway Chapter (northwest Missouri and northeast Kansas), which focuses on the St. Joe Road. To obtain OCTA membership information, call (816) 252-2276 or visit the National

Frontier Trails Center, 318 W. Pacific, Independence.

The 150th anniversary of the first large group, some 1,000 people, to migrate to Oregon, is being celebrated with a wide array of events this year, the Sesquicentennial of the Oregon Trail. A calendar of events for the Kansas City area is available from the Independence Tourism Department, (816) 836-7111. The National Park Service (NPS) has issued a poster commemorating the sesquicentennial and, in cooperation with local highway departments, will install auto tour signage marking the trail. A new NPS brochure on the trail is also available. The Oregon National Historic Trail is administered by the Pacific Northwest Region Office of the National Park Service, 83 South King Street, Suite 212, Seattle, Washington 98104, (206) 553-4720. — *Beverly Fleming*

Endangered Building Evaluations

The Kansas City Chapter of the American Institute of Architects and the Historic Preservation Program have selected the Chicago and Alton Depot in Independence and the Denver Schoolhouse in Worth County as the next two buildings to be studied under the Endangered Building Evaluation Team program (see *Preservation Issues*, July/August 1992). The depot, ca. 1879,

is located between two active rail lines owned by Gateway Western Railway. The railroad desires to demolish the depot due to safety issues and the building's vulnerability to vandalism. The evaluation team will examine the feasibility of moving the depot, identify possible new uses, calculate rehabilitation costs, and identify funding sources.

The Denver Schoolhouse, located in

Denver (population 74) near the Iowa border, is a rare, surviving example of a two-story frame school and is virtually intact. The building has been acquired by the Denver Community Betterment Association for use as a community museum. The evaluation team will develop a plan for the future use of the school and its restoration. — *Beverly Fleming*

Historic Houses For Sale

The Missouri Highway and Transportation Department (MHTD) is soliciting parties interested in acquiring and relocating one or two brick residences along the Route I-70 North Outer Road, St. Peters. The Richterkessing residences (see photo at right), identified as late 19th- to early 20th-century examples of vernacular German architecture, are in an area that will be affected later this summer by construction of a new Route I-70/115 interchange in St. Charles County. The two buildings are eligible for the National Register of Historic Places and preservation covenants will be associated with their preservation and relocation. Those interested should contact MHTD archaeologist Bob Reeder at (314) 751-0473.



Spanning History

"Bridges over great rivers and mountain ravines, bridges to carry a nation forward, across the 'untamed' continent . . ."

— David McCullough

Visitors traveling at a modest velocity along the length of Missouri's Katy Trail State Park can relive several hundred years of the state's history. Pristine stretches of flora and fauna bring to mind native Missourians, the first human travelers; early 19th-century explorers Lewis and Clark who, like the trail, followed the Missouri River across the state; and early settlers like the Daniel Boone family who gave their name to a part of the trail, "Booneslick." The route also figured prominently in the Santa Fe trade carrying eastern trade goods from St. Louis to Franklin and Independence for shipment overland to Mexico.

It was the railroad, however, beginning in the 1870s, that had the most profound effect on Missouri's cultural and natural landscape. The railroad was the impetus for the creation of numerous small towns and hamlets as well as individual farms. Many historic buildings dating from the early railroad era can be observed from the trail. A number of bridges were con-

structed along and near the historic Missouri, Kansas, and Texas Railroad (MKT or Katy) route and these include some of the longest and most significantly engineered historic bridges in the state.

Man has utilized bridges since prehistoric times. A fallen tree or a convenient chain of rocks in a stream may have awakened the idea of building a bridge to get from one point to another. Today, bridge design is more complex, and those who study bridges have developed systems to categorize them. There are five major types of bridges: arch, beam, suspension (historic), cantilever, and cable-stayed (mainly modern). All the bridges on the Katy were of the beam variety.

The beam type bridge can be further categorized as truss, trestle, or girder. Railroad trusses and girders are usually built of metal and trestles are normally built of wood (see photo). Girders have two configurations: through, in which the roadway passes through the girder; and deck, in which the roadway passes on top of the girder (see photo). Trusses can be categorized in a similar manner as through, pony, or deck. The deck truss has the roadbed running on top of the truss. Through trusses have the roadway passing through the truss. The pony truss is a particular type of through truss in that it has unlimited

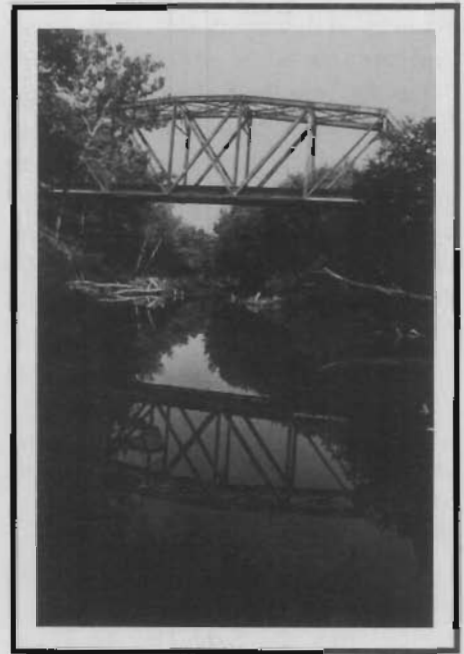


PHOTO JAMES DENNY

MKT Bridge #2 spans the Lamine River in Cooper County. It is a camelback through truss. The Lamine bridge was built by the King Bridge Company in 1910. It is an interesting example of pin connection, a 19th-century technique used in the 20th century.

overhead clearance.

As railroad building reached its peak in the 19th century, the metal truss was king. During this period, a competition between bridge builders and designers led to the development and patenting of many truss types. The five truss types found on the Katy Trail State Park are Warren, Warren with verticals, Pratt, Camelback, and a somewhat unusual Warren with verticals that also has a polygonal top chord of five slopes.

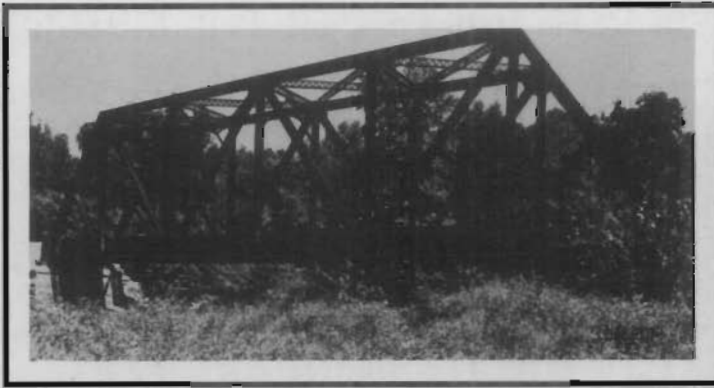
Hiking and biking trails like the Katy Trail State Park are among the best ways to observe and preserve Missouri's early bridges. And, hopefully, their presence will also foster an appreciation for Missouri's significant engineering history. — Gerald Lee Gil-
leard



MKT Bridge #7 over the Little Bonne Femme Creek in Boone County is a Pratt through truss with riveted connections built by the A&P Roberts Company in 1898.

PHOTO JAMES DENNY

PHOTO JAMES DENNY



MKT Bridge #22 over Femme Osage Creek in St. Charles County is a Warren with verticals type through truss bridge. Notice that the diagonals repeat a pattern of equilateral triangles that defines the truss type in which the diagonals carry both compressive and tensile forces. In a Warren through truss, the verticals serve as a bracing for the triangular web system.



PHOTO GERALD LEE GILLEARD

MKT Trestle (8) crossing a branch of Tebo Creek in Henry County is an open-deck, timber trestle. It appears to be of recent construction.



PHOTO GERALD LEE GILLEARD

MKT Bridge #13 crosses Sand Creek in Henry County. It is a Warren with verticals, pony truss with an unusual polygonal top chord which has exactly five slopes as in a camelback. Notice even in this diminutive form the verticals carry the sway bracing. The bridge was built in 1926 by the American Bridge Company.



PHOTO GERALD LEE GILLEARD

The Highway 5 Bridge over the Katy Trail is located near New Franklin in Howard County. This early 20th-century bridge illustrates a closed-spandrel, reinforced-concrete arched bridge.

PHOTO GERALD LEE GILLEARD



MKT Bridge #3 at Boonville spans the Missouri River linking Howard and Cooper counties. It was built by the American Bridge Company in 1930-31. Besides having four truss spans totaling 1,147 feet, which help make it the longest MKT bridge, it also has a 408-foot lift span which, when built, was the longest in the world.

PHOTO GERALD LEE GILLEARD



MKT Plate Girder (11) crossing the Middle Fork of the Tebo Creek in Henry County was built as a through girder by the Wisconsin Bridge and Iron Company in 1925.

National Register Nominations for Santa Fe Trail Properties in Missouri



This rutted trail segment is located in Maple Hill Cemetery near Grand Pass, Saline County. Photo Colleen Hamilton.

MISSOURI Historic Architecture

Gothic Revival Houses 1840-1890

Characteristics:

- Steeply pitched, side-gabled roofs with one or more steeply pitched cross gables are the main identifying features.
- Gables commonly have decorated vergeboards and a finial at the peak.
- Windows typically extend into the gables and one or more are often Gothic (pointed) arched in shape. Windows may be single or paired and are sometimes located in oriels (small projections) or in one-story bays.
- Doors may also be Gothic arched or flat topped and single or double leaf. Lintels for both windows and doors are usually drip mold in style.
- Nearly all Missouri examples are one-and-one-half stories and have one-story porches.
- Both wood frame and masonry (brick and stone) construction are common.

PHOTO BEVERLY FLEMING



Closely associated with the Santa Fe Trail, the Overfelt-Campbell-Johnson House (ca 1850) in Independence is an important early example of a Gothic Revival-style house. Note the characteristics that define the style: steeply pitched cross gabled roof; decorative vergeboards; and drip mold window lintels.

Ten Missouri properties are being nominated for their associations with the Santa Fe Trail, as a nationally significant commercial and transportation network. Five historic trail sites, two mill sites, and three houses comprise the Missouri nominations.

Sections of the Santa Fe Trail remain as rutted segments created by years of historic trade and freighter traffic. Two of these historic trail sites are in Saline County. Four trail segments, commonly known as the Weinrich Ruts, are located approximately five miles north of Marshall. Maple Hill Cemetery near Grand Pass includes three rutted segments. This section of the Santa Fe Trail was used from its earliest days, having been established by the first trade caravans of 1821-22.

In Independence, two historic trail sites are being nominated to the National Register. Both of the sites are located off Santa Fe Road. One, located within Santa Fe Trail Park, contains three sections of wagon ruts. The other site is located across the road and is visible as a single segment. The gently sloping terrain in this area was favorable for wagon movement. Modern development, including the road and residences, has separated these two historic trail sites. The fifth historic trail site is located in Minor Park on Red Bridge Road, Kansas City, and includes six segments of wagon ruts. By 1850, Kansas City had replaced Independence as the principal outfitting post. However, the coming of the railroad in 1866 ensured that Kansas City would only retain its distinction as an outfitting post for a short period of time.

Mill operations along the Santa Fe Trail played an important role in providing provisions at the eastern terminus of the trail and along its course. These mills often served as a locus for settlement and provided valuable goods and services to trail travelers and area residents. The Blue Mills site in Independence and the Fitzhugh-Watts' Mill in Kansas City are being nominated as

(DIVERSITY, from Page 1)

to the states to trade for additional manufactured goods. Exorbitant Mexican tariff rates at Veracruz (Mexico's only Caribbean port) and technological advances in transportation such as the Allegheny Portage Railroad between Philadelphia and Pittsburg, and later the transatlantic steamship, combined to make the overland trade economically possible.

Trade between Santa Fe and Chihuahua and western Missouri required the cooperation of an international business community to ensure its success. Middlemen, or *comerciantes*, handled the movement of goods with sometimes as many as a half-dozen separate firms involved in the transfer, storage and shipment of goods. A single shipment of goods from Europe for the Mexican trade involved insurance agents, banking houses, and the U.S. Mint, blacksmiths, wagon-makers, wheelwrights, saddlers, gunsmiths, tailors, boot makers, teamsters, managers - plus ancillary services such as merchants, grocers, saloon keepers, hotel owners, farmers, stock drivers, slaves, and various other peoples supplying services to those individuals and firms freighting goods to the southwest.

The speculative trade that developed between western Missouri and Mexico in the 19th century depended on an international network that included

men and women of various cultures, involving two continents and stretching across thousands of miles of ocean, mountains, rivers, and deserts. The town of Independence became one of a number of entrepôts on an international trade route that extended from Europe across the Atlantic and the North American continent to central Mexico that had been sporadically in operation in one form or another for more than 200 years. Furs provided the first trade focus for the route. Later, the trade expanded to include both natural resources and manufactured goods involving a variety of peoples and cultures. Located at that crucial southeast bend of the Missouri River, the Independence and Jackson County region served as a natural point of transfer and supply for caravans leaving for and returning from the southwest. The town remained active in the trade from its founding in 1827 until the middle of the 19th century. Just before the Civil War, Kansas City supplanted Independence as the trade's eastern supply point. After the war, railroad technology changed the face and intensity of the trade, but not its basic nature.

International trade required an international community and a cooperative network of people to foster its development and guarantee its success. The center of the Independence/Santa Fe trade formed around a few business people who managed to cooperate and

survive. They included Spanish, Mexican, Anglo, Free Black, Jewish, French Canadian, and German peoples. They included men and women, slave holders and slaves.

The question of diversity and its place in American history is important today particularly as the American nation redefines who we are as a people, at a time when cultural diversity is seen by some as a dangerous and subversive thing. The world of the Mexican or Santa Fe trade revolved around a speculative economy that was based, not on a tangible mineral resource, but on the vagaries of international trade. Americans named the trail town of Independence after an important American ideal that, in time, became the byword of the American West. The independent ideal, however, constituted an illusion. The town of Independence, like the trade and nation it served, was not independent of its region, its nation, its peoples, its economics, or the international world in which it existed. International trade required international cooperation. -
Patrick O'Brien

A native of Independence, Mo., Patrick O'Brien served as that city's historic preservation officer from 1977 to 1984. O'Brien is currently a historian for the eastern team of the Planning Division at the National Park Service's Denver Service Center.

representing the role of commerce related to the Santa Fe Trail. Blue Mills included a gristmill, constructed in 1834, and a sawmill, added in 1835. The mills were owned by a prominent group of Santa Fe Trail merchants and traders. The site contains the foundations of the large grist mill and the remnants of the once active stream channel used to power the mill. The Fitzhugh-Watts' Mill site, located on 103rd Street in Kansas City, contains the foundations of a large gristmill built in 1832. Located directly south of the region's major camping and pasturage area, the mill became an important ren-

dezvous site for trail caravans bound for Santa Fe.

The three houses being nominated as part of this project are not located on the route of the Santa Fe Trail but have direct historic associations with commerce on the trail due to their historic owners. All three houses are located in Independence. The Smallwood V. Noland House is an I-



Although it was demolished in 1953, the stone foundations of the old Fitzhugh-Watts' Mill (1834) remain on the west bank of Indian Creek at 103rd Street in South Kansas City. The mill site is being nominated to the National Register for its association with the Santa Fe Trail. Photo courtesy of Jackson County's Historical Society Archives.

House with Greek Revival influence, and was the residence of Noland from 1845-1858. Noland was the proprietor of the Merchants Hotel, which was very popular with those travelers requiring accommodations while they purchased their entire outfit (wagons and stock) for travel.

Lewis Jones, whose house is also being nominated, built the Nebraska House in 1849, also providing overnight lodging. While Jones' residence has historic additions, the section dating to the Santa Fe Trail era is evident and attests to the success of the merchants involved in trail commerce.

The Owens-McCoy House is significant for two historic owners associated with the Santa Fe Trail and for its architecture. Samuel Owens became one of the principal wholesalers connected with the Mexican trade, operating large caravans along the Santa Fe Trail. William McCoy purchased the house in 1851. He was significant in New Mexico trade, government freighting, and stagecoaching related to the Santa Fe Trail, in addition to his extensive community involvement and local business interests. Architecturally, the Owens-McCoy house is an excellent example of the Side Hall Plan house type, reflecting Greek Revival influence and later Italianate styling. —
Alice Edwards

Dates to Remember

National Preservation Week May 9-15 - "Preservation and Livable Communities: Make the Connection." Check media for local events.

Missouri Advisory Council on Historic Preservation quarterly meeting, May 14, Neosho. Call (314) 751-5365 for more information.

Living History Tour of Cooper County, 9 a.m.-5 p.m., Saturday, May 29 and 12 noon-5 p.m. Sunday, May 30. Call Mary or Warren George at (816) 427-5480 for more information.

Field Trip of 19th Century Emigrant Roads to St. Joe, July 17. Sponsored by the Gateway Chapter of the Oregon-California Trails Association. Call Larry Bunse (816) 378-3165.

25th Annual National Meeting of the Lewis & Clark Heritage Foundation, St. Louis, August 1-4. Call Jerry Garrett at (314) 843-8050 for information.

Alice Edwards is a principal in the Urbana Group, a consulting firm specializing in preservation planning. Located in Urbana, Il., the firm has conducted surveys and prepared National Register nominations for a number of Missouri properties.

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