



Figure 1.—Map of part of the Arkansas River showing the claims awarded to the children of the earliest white settlers and their Indian wives (the so-called half-breed claims).
 Figure 2.—Map of part of the Arkansas River showing the claims awarded to the children of the earliest white settlers and their Indian wives (the so-called half-breed claims).
 SCALE 1:250,000
 CONTOUR INTERVAL 100 FEET
 WITH SUPPLEMENTARY CONTOURS AT 50-FOOT INTERVALS
 NATIONAL GEODETIC VERTICAL DATUM OF 1985
 DATUM OF THE WEST COAST IS 95° EASTWARD FROM THE CENTER OF THE EAST COAST

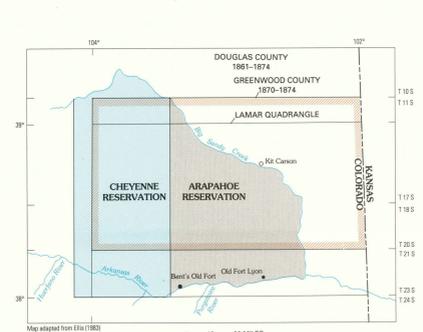


Figure 1.—Map showing the Arapahoe-Cheyenne Reservation and its relationship to the Lamar 1° x 2° quadrangle (adapted from Ellis, 1983). Reservation boundaries as follows: west boundary was north-south line 5 miles east of mouth of Huerafno River (west of 104th meridian); north and east boundary was Big Sandy Creek; south boundary was 38th parallel east to Purgatoire River, then along Arkansas River to Big Sandy Creek. Greenwood County was the only Colorado county ever to be abolished.

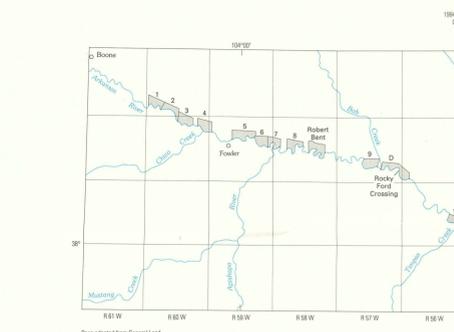


Figure 2.—Map of part of the Arkansas River showing the claims awarded to the children of the earliest white settlers and their Indian wives (the so-called half-breed claims).

CONVERSION FACTORS

Multiply by	To obtain
inches (in)	2.54 centimeters (cm)
feet (ft)	0.3048 meters (m)
miles (mi)	1.609 kilometers (km)

EXPLANATION

- Trail or road—Dashed where approximately located; quartered where inferred. Routes plotted from General Land Office (GLO) land plat original maps, or aerial photographs. Most trail or road names are from early sources such as land plats. Some shorter trails and trail segments on the GLO land plats are omitted here to avoid cluttering the map excessively. Some trails are terminated or their continuation is queried where their destination was not shown on original source. Locally, parts of the early trails are abandoned to fit modern courses of streams. Trails date from 1830's to 1880's
- Town or other cultural feature—Approximately located, showing approximate date of founding of a town or establishment of a post office, not generally the date of the first person to arrive; alternative town names and dates are in parentheses. Most newer town names are in brackets. Locations of towns shown on previously published maps vary widely, and some locations shown here may be inaccurate. Abbreviation used: P.O. = Post Office
- Topographic feature—
- Railroad—Dashed where approximately located. Abandoned and dismantled, graded but rails never laid, or surveyed and never graded. Shows beginning or duration of operation. Operating railroads are shown in brown. Abbreviations of railroads are explained in the text. For more details about railroads, see books about railroads listed in the "Sources of Information"
- Cattle trail

By Glenn R. Scott
1995

INTRODUCTION

Many of the historic trails in the Lamar quadrangle were used by Indians long before the white man reached the area. The earliest recorded use of the trails by white men in the Lamar quadrangle was in the 1820's when traders brought goods from St. Louis for barter with the Indians and for commerce with the settlements in New Mexico. Trade with Santa Fe and Taos in New Mexico led to development of the Santa Fe Trail which had two major branches, the Cimarron branch and the Mountain branch. Discovery of gold in the Rocky Mountains in central Colorado in 1858 led to the surveying of several other major new trails to the gold fields. Trails in the Lamar quadrangle included segments of the Mountain branch of the Santa Fe Trail (initially a commercial route), the Cherokee Trail, and the Smoky Hill North and the Smoky Hill South Trails (particularly immigrant routes). The Santa Fe and Cherokee Trails followed the Arkansas River along the southern edge of the area, a route that always insured a reliable source of water for travelers. The two Smoky Hill Trails, in the northeastern part of the map, traversed the mostly dry high plains where availability of water was uncertain. In addition to the named major trails, many new local trails were opened to afford connection to the major trails, stage stations, trading posts, and military posts. Many of the local trails were used extensively, some were so deep worn that they still are visible on aerial photographs.

Stage lines and stations were established along the Santa Fe Trail (although few stations are described in the literature and all locations are poorly known); seven stage stations apparently were built along the Santa Fe Trail from Fort Lyon, near Provoers, Colorado, eastward to Fort Larned in Kansas, but little information has been found that shows the locations of the stations. Stations were built along both the Smoky Hill South and Smoky Hill North Trails; there the station names and locations are well known. In addition, some stations were erected on the Cherokee Trail, but as with those on the Santa Fe Trail, their names and locations are not well known. Nevertheless, all the known stations along the trails have been placed as accurately as the information allowed.

When the trails were built, an effort was made to choose level routes; however, very little grading was done, so stages were constantly traveling down into valleys and back up the other sides or were fording streams. The trail stream banks along valleys. The stages traveled as rapidly as the drivers would let the horses run, and to keep the horses and wagons were changed about every 10-15 miles at stations where extra stock were kept. These stations were called "swing" stations, but they provided little comfort for the passengers, because stages were long and the changed teams of horses. About every fourth station was equipped with a kitchen and dining room so that the passengers could eat meals three times a day. These stations were called "horn" stations, because of the horns of the oxen generally the stages did not stop for the night and the passengers had to sleep on the coach as it traveled through the night. Along the Arkansas River the stage passengers camped at night. Because of the scarcity of trees to be used for lumber along the stage routes, many of the stations were simply dugouts into the banks of streams or into the sides of hills. A few stations were built of adobe or lumber.

Part of the profit for the stage companies came from the transport of mail and freight. The stage contractors had to be the privilege of carrying the mail, and the competition was very keen. Because of the profit was meager along some stage lines. Although the stage routes were established by contractors to haul the mail and passengers, the routes were also used by freighters, immigrants, and gold seekers. A succession of mail contractors operated stage lines along the Santa Fe Trail through the Lamar quadrangle and along feeder lines leading into the main trail. The first regular mail stage to use the Mountain branch of the Santa Fe Trail was the Arkansas River in the Lamar quadrangle was in November 1859, when the contractor, James Bick, was unable to get an escort along the Cimarron Cutoff, so he decided to follow the Mountain branch westward to Bent's Old Fort then southward to Santa Fe. Later in November, another mail stage was the first to run northward along the Mountain branch to the Arkansas River and eastward to Kansas (Taylor, 1971, p. 133). A leader line from Fort Wallace in western Kansas led westward to Cheyenne Wells on the Smoky Hill Trail and then southward to New Fort Lyon, later this line extended further west to Ft. Carson and then to Fort Lyon. Many changes of routes took place between the time when delivery of mail started when completion of railroads into the area caused abandonment of the stage lines (See Taylor, 1971, for an excellent discussion of the mail lines). The following principal mail companies served the Lamar area:

Missouri Stage Company, February 1861.
 Slemmons, Roberts, and Company—The Kansas City, Santa Fe, and Canon City Line, May 1861.
 Vickroy and Barnum—The Cottrill, Vickroy, and Company, April 1864.
 Barkley, Cottrell, Vickroy, and Barnum—The M. Cottrell and Company, March, 1863. Also known as Kansas, Santa Fe, and Canon City Express; Kansas City, Santa Fe, and Denver Mail and Express Line; Santa Fe Stage Express; Santa Fe Stage Company; and simply Santa Fe Stage.
 Barkow and Sanderson, February 1866.
 Southern Overland Mail and Express Company, early 1868.

During most of the time the trails were used, travel was hazardous for several reasons. The best known reason was that the Indians were antagonized by intrusion of white settlers into their native lands. The Arapahoe, Cheyenne, Comanche, Kiowa, and Pawnee Tribes were particularly troublesome for the white settlers in eastern Colorado. Treaties were agreed to but were not kept by either the Indians or the white intruders. In the early years (1858-1863) when there were fewer travelers into Colorado, there was much less trouble than in the later years (1864-1869): trouble increased when the military attempted to prevent the Indians from harassing travelers along the stage lines. Retaliation by the Indians became most active after the Sand Creek battle on November 29, 1864. Travel along all of the stage lines into Colorado was slowed or curtailed for several months after that battle. To protect the travelers along the stage routes, the U.S. Government fortified some existing stage stations and set up new camps or forts along the trails and garrisoned them with small detachments of cavalry. The cavalry controlled the size of traveling groups and provided escorts to assure their safety from Indian attacks. A systematic effort to kill off the Indians on the plains, and thus deprive the Indians of their main food supply, probably accomplished more than anything else to stop the depredations of the Indians and force them onto reservations.

The Cheyenne and Arapaho (later spelled Arapahoe) Tribes were relative newcomers to the Colorado plains, having moved to the headwaters of the Platte River and the Platte-Arapahoe divide in the early part of the nineteenth century (Swanton, 1953, p. 273, 285). Even though they were newcomers, they naturally were reluctant to yield their territory to the aggressive white intruders. The whites tried several methods to decrease harassment of the Indians. One method was to protect travelers from military escorts along the trails. Another way to get reservations where the Indians would be protected from white intrusion and have access to wild game and agricultural lands.

On February 18, 1861, such a reservation (figure 1) was established in southeastern Colorado for the Cheyenne and Arapahoe tribes (Kappeler, 1904a). It extended only about October 14, 1865, and October 14, 1865, each half-breed child of the early white settlers along the Arkansas River was permitted to hold a claim to 640 acres of land along the Arkansas River in the Lamar quadrangle on the north side of the river. On November 26, 1870, after the Indian claims had been selected, the remainder of the Arapahoe-Cheyenne Reservation was surveyed and put up for sale. The claim numbers and claimants names are shown on figure 2. Two other earlier claims, those of Robert Bent—called the Spring Bottom claim—and the claim of Jack Smith, near Fort Rock, were awarded by the Claims and Commissioners on February 18, 1861, apparently in consideration of Bent's and Smith's services as interpreters during the negotiation of the 1861 treaty, entitled, "Treaty between the United States of America and the Arapahoe and Cheyenne Indians of the Upper Arkansas River" (Kappeler, 1904a). Each of the two claims contained the equivalent of one square mile (640 acres). The length of time the original claimants held their claims is unknown, but most likely they were soon sold or given to the large cattle ranches along the Arkansas River. Unfortunately, establishment of the reservation and the award of half-breed claims did not bring peace to the Colorado plains or safety along the immigrant trails or along the commercial routes.

Even if the Indian tribes had lived along the Smoky Hill routes was also hazardous because of the lack of water and game. The only source of water was from scarce springs, ephemeral water holes, and a few ephemeral streams. For example, in the summer of 1859 when the stage along the Leavenworth and Pikes Peak Express Road was operating, the Republican River in the Lamar quadrangle contained only a few water holes. Even the Smoky Hill River in the Lamar quadrangle was an ephemeral and dry up during many years. The shortage of game resulted from the early travelers eliminating the game or driving it away; thus, later travelers had difficulty in procuring meat. Along the Smoky Hill routes many people died of thirst or starvation during the summers or froze to death during the harsh winters.

Westward movement and settlement of whites onto the Great Plains was encouraged by the Homestead Act of 1862. Many persons displaced by the Civil War moved onto the newly opened land, even though the Indians were still a potential menace. After the General Land Office completed the land surveys in about 1870, many of the Indians had moved out of the area. Much of the land became available for settlement and small towns sprang up, generally spaced no more than 10 miles apart—the distance a team and wagon could travel to town and back in a day. Roads were built to connect the new communities and provide access to the major trails. Railroads were built eastward and were gradually completed across the Lamar quadrangle to meet the needs of an expanding population.

ACKNOWLEDGMENTS

This map was prepared principally at the request of Lynn Taylor and other librarians at the Western History Department of the Denver Public Library. Other researchers of early immigration trails also have requested that the original GLO land plat maps of eastern Colorado be published. Most of the research was done in the Western History Department of the Denver Public Library. Its comprehensive collection of maps and books about the history of the Western United States was the primary source for most of the information used in this report. For their kind help I thank the department personnel, especially Philip J. Panum, map specialist. The Denver Public Library and the Colorado Historical Society Library helped solve some special problems. Postal site location applications were studied at the Denver Regional Office of the National Archives and at the local office of the U.S. Bureau of Land Management (BLM). The General Land Office Land Plats and surveys field notes were examined at the Bureau of Land Management, 2000 Youngfield St., Wheat Ridge, Colorado. Andrew J. Smith, historian of the BLM, provided oral information and copies of many historic land and Indian documents. The land plats and field notes were the principal sources for the locations of the historic trails and for the contemporary names of the trails. Also, the locations and names of early stage stations and army camps, such as Ft. Lyon, were found on the plats and in the surveys' notes. Some trails and towns were plotted from early topographic and geologic maps held by the Library of the U.S. Geological Survey, Building 20, Denver Federal Center, Post Bldg., P.O. Box 111, Denver, Kansas 67838, helped find the locations of some of the camps that were named and used by the Colorado Cavalry in the 1860's. Edmund T. Morris of Greeley, Colorado, an expert on the early cattle trails in the Lamar quadrangle, plotted the locations of two cattle trails in the Lamar quadrangle. Robert A. Rapp of Fort Collins, Colorado, who is knowledgeable about the activities of Colorado military groups, provided information about the names and locations of camps occupied during Civil War days in Colorado. Philip Peterson of La Junta, Colorado, a land surveyor, furnished the location of Point of Rocks and Kings Ferry stage stations and the Indian claim near La Junta. Edward J. Halyo, one of the foremost authorities on railroads of Colorado, reviewed the map and made additions and corrections to the names and placement of railroads.

RAILROADS IN THE LAMAR QUADRANGLE

A.T. & S.F. Ry.—Atchison-Topeka & Santa Fe Railway, 1873-1940.
 A.V. R.R.—Arkansas Valley Railway, 1872-1877 from Kit Carson to Las Animas; leased in 1873 by Kansas Pacific Railway. In 1875 built from West Las Animas to Timpani Creek; last 19 miles followed close to the Arkansas River. Trains ran only to La Junta. Proposed to be extended to Pueblo; track abandoned from Kit Carson to Timpani Creek in 1877; dismantled by Kansas Pacific in 1878.
 H. & S. Ry.—Holt & Swink Railway 1906-1908; absorbed as part of the Arkansas Valley Railway by the Santa Fe in 1908; see Ormes (1963), p. 271, and Williams, 1974.
 K.P. R.R.—Kansas Pacific Railroad, 1869-1880; bought by the Union Pacific in 1880.
 M.P. R.R.—Missouri Pacific Railroad, 1887-1982; construction by Pueblo & Statewide Railway Division; Missouri Pacific started service December 28, 1887, and regularly scheduled trains started service January 1, 1888, taken over by Union Pacific in 1982.
 P. & A.V. R.R.—Pueblo & Arkansas Valley Railway, 1876-1900. Built from the Santa Fe line from Pueblo to La Junta. Proposed to be extended to Pueblo; track abandoned from Kit Carson to Timpani Creek in 1877; dismantled by Kansas Pacific in 1878.
 U.P. R.R.—Union Pacific Railroad, 1880-today.

RAILROADS OF UNCERTAIN EXISTENCE AND LOCATION

(Although some were certainly paper railroads, some later became part of operating lines)

A.C. & P.—Atchison Colorado & Pacific, 1879. A consolidation of several Kansas Pacific railroads that operated in 1876-1878; see Ormes (1963), p. 761.
 A.V. N.M. Ry.—Arkansas Valley & New Mexico Railway. From West Las Animas to Trinidad and to the New Mexico line to connect with the Kansas Pacific's Arkansas Valley Railroad, 1876; see Ormes (1963), p. 772.
 A.V. R.R.—Arkansas Valley Railway. Rocky Ford to Shelton Junction as part of the Holt & Swink line.
 A.V. Ry.—Arkansas Valley Railway Company. A paper railroad, a branch of proposed Colorado and New Mexico Railway Company of 1870. Proposed to run from Las Animas to Pueblo; papers filed September 20, 1871.
 A. & P.P. R.R.—Atchison & Pikes Peak Railroad, 1859. Name changed to Union Pacific Central Branch in 1867; later became the Missouri Pacific; operated to 1868. See Ormes (1963), p. 723.
 A. & T. R.R.—Atchison and Topeka Railroad. Name changed in 1863 to Atchison-Topeka & Santa Fe Railroad and in 1893 to A.T. & S.F. Railway; incorporated February 11, 1859; building started in 1869; 1873-today.
 C. & N.M. R.R.—Colorado & New Mexico Railroad. A subsidiary of the Atchison-Topeka & Santa Fe Railway, 1873-1876. Incorporated November 16, 1868. Built up the Arkansas River to Granada in 1873; then from Granada to near the present town of Rocky Ford in 1875; then Rocky Ford to Pueblo in 1876. Leased to the Santa Fe in 1873 and 1875. See Ormes (1963), p. 107 and Williams (1974), p. 11 and 14.
 D.C. & C.V. Ry.—Dodge City and Cimarron Valley Railway. Incorporated in 1911 in Kansas, was a subsidiary of the Atchison-Topeka & Santa Fe in 1920; D.C. & C.V. Ry. built the Colorado segment of a line that connected the Arkansas River, just north of La Junta (SW corner sec. 2, T. 23 S., R. 49 W.) with the Atchison-Topeka & Santa Fe Railway. See Ormes (1963), p. 243 and Williams (1974), p. 214.

CAMPS AND OTHER PLACES NAMED AND USED BY THE COLORADO CAVALRY IN THE 1860'S OR PROBABLY IN THE LAMAR QUADRANGLE

[See "Compiled records showing service of military units in volunteer organizations" in microfilm no. 86594, reel 4, for Colorado, 1860, drawer 31.9 at the Denver Regional Office of the National Archives.]

Big Spring—Colorado territory and army fort—SW 1/4 sec. 12, T. 13 S., R. 49 W.
 Camp Brown—Colorado Territory, Arkansas River.
 Camp Caldwell—Colorado Territory, 8 miles above Fort Lyon toward Denver, 35 miles from Bent's Old Fort (sec. 4, T. 22 S., R. 49 W.).
 Camp Carby—No information on location.
 Camp Clark—Colorado Territory, 6 miles above Ft. Lyon, [NW 1/4 sec. 2, T. 23 S., R. 49 W.].
 Camp Carby—On Arkansas River, location unknown.
 Camp Heller—in northwest part of quadrangle 66 miles from Fort Lyon, enroute to Denver.
 Camp Rose—Colorado Territory, on Arkansas River.
 Camp Splitrock—No information on location.
 Camp Tappan—Colorado Territory, on Arkansas River but location uncertain.
 Cheyenne Wells station and army fort—Sec. 22, T. 13 S., R. 44 W.
 Fort Laramie, later Fort Wise, later Old Fort Lyon—Sec. 35, T. 22 S., R. 48 W.
 Fort William, also called Bent's Old Fort—NW 1/4 sec. 23, T. 23 S., R. 54 W.
 Kings Ferry and stage station—SW 1/4 sec. 1, T. 24 S., R. 55 W.
 New Fort Lyon—T. 23 S., R. 51 W.
 Point of Rocks Indian Agency and Stage Station—50 miles above Fort Lyon on Arkansas River, just north of La Junta (SW corner sec. 36, T. 23 S., R. 55 W.).
 Spring Bottom Stage Station—West of original Rocky Ford on Arkansas River (middle of north edge sec. 27, T. 22 S., R. 57 W., on Crowder Otero County line, location uncertain).
 Unnamed camp—Near Bent's Old Fort and 33 miles from Camp Caldwell.

SOURCES OF INFORMATION

Baer, W.H., Omerit, J.L., and Willard, J.H., 1971. Colorado postal history: the post offices. J.B. Publishing Co., The Crete, Nees, n. 248 p.
 Bertrough, D.J., 1968. The southern Cheyennes. Norman, University of Oklahoma Press, 446 p.
 Blevins, T.W., 1983. Our heritage, a collection of tales of east central Colorado. Stratton, Colorado, East Central Council of Local Governments, v. 1, 75 p.
 Bradlee, R.W., 1970. The Las Animas land grant, 1843-1900. The Colorado Magazine, v. 47, no. 1, p. 26-43.
 Brainer, D.T., 1973. Military posts of Colorado. Fort Collins, Colorado, Old Army Press, 77 p.
 Bradley, G.M., and Brayer, H.O., 1949. America's cattle trails. Denver, Colorado, The Western Range Cattle Industry Study and the American Pioneer Trails Association in map, scale 98 miles equal 1 inch; 1952. American cattle trails 1540-1900. Boulder, New York, Western Range Cattle Industry Study and American Pioneer Trails Association, 128 p.

METHOD OF PREPARATION OF THE HISTORIC TRAIL MAP

The most reliable source of accurate locations of the trails were aerial photographs, the original General Land Office (GLO) land plats, and the early surveyor's field notes that were prepared only a few years after the trails were in use. The railroads were located mainly from very excellent



INDEX MAP SHOWING LOCATION OF THE LAMAR QUADRANGLE AND OTHER PUBLISHED HISTORIC TRAIL MAPS

Cragg, L.S., 1887. History of Lincoln County, Colorado. Dallas, Texas, Curtis Media Corporation, 230 p.
 Colorado Western Project. Work Project Administration, 1940-1943. The names of Colorado towns. The Colorado Magazine, v. 17, no. 1, p. 20, no. 3, January 1940-May 1943.
 Cooley, Dale, and Owen, M.L., 1962. Where the wagons rolled: the history of Lincoln County (Colorado), and the people who came before 1925. Arriba, Colorado, Southwestern Institute of Colorado, 207 p.
 Cronin, F.W., 1903-1927. Early far west notebooks, volumes 1-28. Originals in Pioneer Museum, Colorado Springs, Colorado; copy in Western History Department, Denver Public Library.
 Crofoot, G.L., 1985. Crofoot's grip-ease guide of Colorado. Omaha, Nebraska, The Overland Publishing Company, a CUBAR reprint, copyright 1966, 264 p.
 Crowder County Heritage Society, 1980. The history of Crowder County (Colorado). Dallas, Texas, Taylor Publishing Company, 296 p.
 Doll, John, 1887. The story of early Rocky Ford (Rocky Ford Colorado). Rocky Ford Archaeological Society, 135 p.
 Dunn, W.R., 1885. 1st by Sand Creek; a defense of Colonel John M. Chivington and the Third Colorado Cavalry. Fort Collins, Colorado, The Old Army Press, 158 p.
 Eastern Colorado Historical Society, 1979. Cheyenne County History. Cheyenne Wells, Colorado, The Eastern Colorado Historical Society, 432 p.
 Eberhart, Perry, 1986. Ghosts of the Colorado plains. Athens, Ohio, London, Swallow Press/Otto Unwin Press, 253 p.
 Eicher, G.L., 1977. Colorado place names. Boulder, Colorado, Johnson Publishing Company, 109 p.
 Ellis, E. H., 1983. Colorado topography. Frederick, Colorado: Jenks-Hagan Book Corporation, 256 p.
 Field, Matt, 1960. Matt Field on the Santa Fe Trail, collected by Cyle and Fred Porter, edited by and with an introduction and notes by John S. Barker. Norman, Oklahoma, University of Oklahoma Press, 322 p.
 Fynn, A.J., 1932. Fines and forts of the Rocky Mountain west [pt. 2]. The Colorado Magazine, v. 9, no. 2, p. 45-57.
 Galbhart, Margie, 1989. History of Elbert County, Colorado. Dallas, Texas, Curtis Media Corporation, 230 p.
 Gillett, G.B., 1915. The fighting Cheyennes. New York, Charles Scribner's Sons, 431 p.
 ———, 1925. Bent's old fort and its builders. Kansas State Historical Society, 64 p.
 Halyo, E.J., 1963. Historical railroad map of Colorado 1913. Denver, Colorado, Hostkain Map Co., scale approximately 1 inch equals 10 miles.
 Halyo, E.J., 1948. Some southwest trails: El Paso, Texas, Carl Herzog (published by) 25 p.
 ———, 1949. Charles Goodnight, cowman and plainsman. Norman, University of Oklahoma Press, 485 p.
 ———, 1953. The KIT Ranches of Texas and the early days of the Llano Estacado. Norman, University of Oklahoma Press, 258 p.
 Hall, Frank, 1895. History of the state of Colorado. Chicago, Illinois, The Blakely Printing Company, 217 p.
 Harrison, P.D., 1963. Toll-roads in Colorado, in The Denver Westerner Brand Book, v. 18. Boulder, Colorado, Johnson Publishing Company, p. 309-320.
 Hayden, F.W., 1877. Drainage map of Colorado. U.S. Geological and Geographical Survey of the Territories, scale 1 inch equals 12 miles.
 Hoig, Stan, 1961. The Sand Creek massacre. Norman, Oklahoma, University of Oklahoma Press, 217 p.
 Hurd, C.W., 1957. Boggsville, cradle of the Colorado cattle industry. Boggsville Committee, Colorado, printed by the Bent County Democratic Party, 1957.
 Hyde, G.E., 1968. Life of George Bent, written from his letters. Norman, University of Oklahoma Press, 389 p.
 Inman, Colonel Henry, 1912. The Old Santa Fe Trail: the story of a great highway. Topeka, Kansas, Crane, 493 p.
 Kansas Pacific Railway Company, 1875. Guide map of the best and shortest cattle trail to the Kansas Pacific Railway. Kansas City, Missouri, Kansas Pacific Railway Company, 21 p. Includes a pamphlet entitled "Guide map of the great cattle trail from Red River crossing to the old route Kansas Pacific Railway."
 Kappeler, C.J., 1904a. compiler and editor, Indian affairs: laws and treaties, v. 2. (Treaties). Treaty with the Arapahoe and Cheyenne, 1861. Washington, Government Printing Office, p. 807-811.
 ———, 1904b. compiler and editor, Indian affairs: laws and treaties, v. 2. (Treaties). Treaty with the Cheyenne and Arapahoe, 1865. Washington, Government Printing Office, p. 887-891.
 ———, 1904c. compiler and editor, Indian affairs: laws and treaties, v. 2. (Treaties). Treaty with the Cheyenne and Arapahoe, 1865. Washington, Government Printing Office, p. 887-891.
 Kiowa County Historical Society, 1989. Kiowa County Colorado territorial history. Dallas, Texas, Curtis Media Corp., 269 p.
 Kit Carson Historical Society, 1985. Homesteaders and other early settlers 1900-1930; western Cheyenne County. Colorado: Caswell, Missouri, Litho Printers, v. 2, 310 p.
 Lavender, David, 1954. Bent's Fort. Garden City, New York, Doubleday & Company, Inc., 450 p.
 Lee, W.C., and Rosenfield, H.C., 1980. Trails of the Smoky Hill. Caldwell, Idaho, The Cactus Printers, Ltd., 235 p.
 Lincoln County Historical Society, 19407. Lincoln County from the beginning to 1940. Marceline, Missouri, Walworth Publishing Company, 69 p.
 Livins, Leslie, 1983. The Smoky Hill Valley and Butterfield Trail. Decatur, Iowa, American Publishing Company, 126 p.
 Long, Margaret, 1932. The Smoky Hill Trail. The Colorado Magazine, v. 9, no. 11, p. 218-231.
 ———, 1939. The Smoky Hill Trails in Colorado. The Colorado Magazine, v. 11, no. 2, p. 70-78.
 ———, 1947. The Smoky Hill Trail. Denver, Colorado, W.H. Kistler Stationery Company, 281 p.
 Mather, Carl, 1972. A quick picture history of the Santa Fe Trail. Colorado Springs, Colorado, Little London Press, 58 p.
 McKenna, P.J., 1983. Railroads in the development of Kiowa County. Santa Fe, Colorado, Kiowa County Public Library, 36 p.
 Montgomery, F.C., 1926-1928. Fort Wallace and its relation to the Frontier. Topeka, Kansas, Kansas Historical Collections, v. 17, p. 189-273.
 Nankovick, Major J.H., 1935. History of the military organizations of the State of Colorado, 1860-1935. Denver, Colorado, The W.H. Kistler Stationery Company, 553 p.
 Nordley, Lewis, 1949. Cattle empire, the fabulous story of the 3,000,000-acre XIT. New York, William Morrow and Company, 273 p.
 Ormes, R.M., 1963. Railroads and the Rockies. Denver, Sage Books, 400 p.
 ———, 1975. Tracking ghost railroads in Colorado. Colorado Springs, Colorado, Century One Press, 148 p.
 Overland News Staff, 1957. Indian war of 1864; bloody summer campaign. Denver, Colorado, Overland News, v. 1, no. 4, p. 6 and 7.
 Pagano, Mary, 1943. Early military forts of Colorado. University of Denver, M.A. thesis, 107 p.
 Riddle, Kersey, 1949. Records and maps of the old Santa Fe Trail. Raton, New Mexico, The Raton Daily Press, p. 104. Reprinted in 1963 by John Riddle and Mary Riddle Modern, 147 p.
 Rizzari, B.F., 1977. More notes on the forts and trading posts in Colorado and the men who built them. Boulder, Colorado, The Denver Westerner Brand Book, v. 33, no. 4, p. 3-18.
 Roberts, R.B., 1988. Encyclopedia of historic forts. New York, Macmillan Publishing Company, 894 p.
 Rogers, J.C., 1967. Colorado place names. Denver, Colorado, Western History Department, Denver Public Library.
 Root, F.A., and Connelley, W.E., 1901. The Overland stage to Lincoln. Topeka, Kansas, published by the authors, 645 p.
 Shaffer, Ray, 1978. A guide to places on the Colorado prairie, 1540-1975. Boulder, Colorado, Pruett Publishing Company, 386 p.
 Sharps, J.A., 1976. Geologic map of the Lamar quadrangle, Colorado and Kansas. U.S. Geological Survey Miscellaneous Investigations Series Map I-944, scale 1:250,000.
 Swanton, J.R., 1953. The Indian tribes of North America. Washington, D.C., Smithsonian Institution, Bureau of American Ethnology, Bulletin 145, 726 p.
 Taylor, M.F., 1969. Fort Wise. The Colorado Magazine, v. 46, no. 2, p. 93-119.
 ———, 1969. Confederate guerrillas in southern Colorado. The Colorado Magazine, v. 46, no. 4, p. 304-323.
 ———, 1971. First trail west—stagecoach lines on the Santa Fe Trail. Albuquerque, University of New Mexico Press, 253 p.
 Taylor, R.C., 1963. Colorado, south of the border. Denver, Sage Books, 561 p.
 Teal, R.D., and Jacobs, B.L., 1976. Kiowa County. Boulder, Colorado, Johnson Publishing Company, 432 p.
 Territory of Colorado, 1867. General laws, joint resolutions, memorials, and private acts (about tolls); sixth session of the Legislative Assembly, Central City, Colorado. David C. Collier, printer, p. 96-99, 130-131.
 The Book Committee, 1986-1987. Bent County [Colorado] history. Holly, Colorado, The Holly Publishing Company, 640 p.
 Thompson, Ed., Arps, L.W., Mares, M.J., Thorson, G.A., and Olson, S.M., 1979. Bent's old fort. Denver, Colorado, The State Historical Society of Colorado, 180 p.
 Townley, J.M., 1988. The trail west, a bibliography—index to western American trails, 1841-1869. Reno, Nevada, Junction Press, 309 p.
 W.P., 1936. The Great Plains. Boston and New York, Houghton Mifflin Company, 525 p.
 Wilkins, T.E., 1974. Colorado railroads; chronological development. Boulder, Colorado, Pruett Publishing Company, 309 p.
 Wright, R.M., 1901. Personal reminiscences of frontier life in southwest Kansas. Reprinted from v. 7 of the Collections of the Kansas State Historical Society, p. 47-53.