

- Scoping Report -

Chisholm and Great Western National Historic Trail

Feasibility Study and Environmental Assessment



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TABLE OF CONTENTS

List of Acronyms and Abbreviations iii

Introduction and Background 1

Discussion Topics 11

Public Comments 11

Future Steps in the Planning Process 18

APPENDICES

Appendix 1. Distributed Media Releases 19

Appendix 2. Written Comments via Email 22

Appendix 3. Written Comments Submitted on the NPS’s Planning, Environment and Public
Comment (PEPC) Website 45

Appendix 4. Verbal Comments Recorded During Public Meetings 62

Appendix 5. Written Comments Mailed to the Agency Office 85

MAP

Map 1. Proposed Chisholm and Great Western National Historic Trails (preliminary draft
as of May 2010) 3

TABLES

Table 1. Tribes Contacted Prior to the Public Meetings 5

Table 2. Public Scoping Meetings 6

Table 3. Meeting Attendee Representation 8

LIST OF ACRONYMS AND ABBREVIATIONS

CT	Chisholm Trail
CVB	Convention and Visitors Bureau
EA	Environmental Assessment
FS	Feasibility Study
GWCTA	Great Western Cattle Trail Association
GWT	Great Western Trail
ICTA	International Chisholm Trail Association
KS	Kansas
NE	Nebraska
NHT	National Historic Trail
NPS	National Park Service
NTIR	National Trails Intermountain Region
OHS	Oklahoma Historical Society
OK	Oklahoma
PEPC	Planning, Environment, and Public Comment (NPS planning website)
THC	Texas Historical Commission
TX	Texas

INTRODUCTION AND BACKGROUND

This report summarizes comments, feedback, and input received from the public in the late spring and early summer of 2010 during scoping for a study of the Chisholm and Great Western trails for their potential designation as national historic trails. The scoping was conducted by a team of National Park Service (NPS) planners, historians, and managers from the National Trails Intermountain Region (Santa Fe office). In planning and executing a series of public scoping meetings, NPS staff were assisted by agency staff and private-sector volunteers, including the Texas Historical Commission, and staff from various city and county governments, chambers of commerce, museums and heritage centers, historical societies, and visitor attractions.

Scoping—that is, presenting the broad outlines of a project and soliciting input as to issues, concerns, and opportunities that might arise as a result of project implementation—is a process that federal agencies often pursue in the early stages of preparing feasibility studies and environmental analyses. Scoping is intended to encourage public participation and solicit public input on the scope and significance of a proposed action (see the *Code of Federal Regulations*, Title 40, Part 1501.7). Comments received during scoping help the NPS identify issues and concerns, and allows the agency to develop effective alternatives.

OVERVIEW

The NPS is preparing a feasibility study and environmental assessment for the Chisholm and Great Western Trails as called for in the Omnibus Public Land Management Act of 2009 (Public Law 111-11). Signed by President Obama on March 30, 2009, the act contained a clause (Section 5303) amending Section 5(c) of the National Trails System Act (Public Law 90-543), which became law on October 2, 1968. The proposed trail passes primarily through private lands, although some portions of the trail may also pass through lands owned by state and municipal agencies, as well as scattered federal agency lands.

Section 5(c) of the National Trails System Act was amended to include two new paragraphs. Paragraph 44 called for a feasibility study for:

The Chisholm Trail (also known as the ‘Abilene Trail’), from the vicinity of San Antonio, Texas, segments from the vicinity of Cuero, Texas, to Ft. Worth, Texas, Duncan, Oklahoma, alternate segments used through Oklahoma, to Enid, Oklahoma, Caldwell, Kansas, Wichita, Kansas, Abilene, Kansas, and commonly used segments running to alternative Kansas destinations.

In addition, paragraph 45 called for a feasibility study for:

The Great Western Trail (also known as the ‘Dodge City trail’), from the vicinity of San Antonio, Texas, north-by-northwest through the vicinities of

Kerrville and Menard, Texas, north-by-northeast through the vicinities of Coleman and Albany, Texas, north through the vicinity of Vernon, Texas, to Doan's Crossing, Texas, northward through or near the vicinities of Altus, Lone Wolf, Canute, Vici, and May, Oklahoma, north through Kansas to Dodge City, and north through Nebraska to Ogallala.

For both paragraph 44 and paragraph 45, Congress included a "requirement" that "In conducting the study required by this paragraph, the Secretary of the Interior shall identify the point at which the trail originated south of San Antonio, Texas."

In conjunction with this feasibility study, the NPS will prepare an environmental assessment, to analyze the potential impacts of the proposed national historic trails on resources and visitor experiences provided along the trail routes.

PLANNING AREA DESCRIPTION

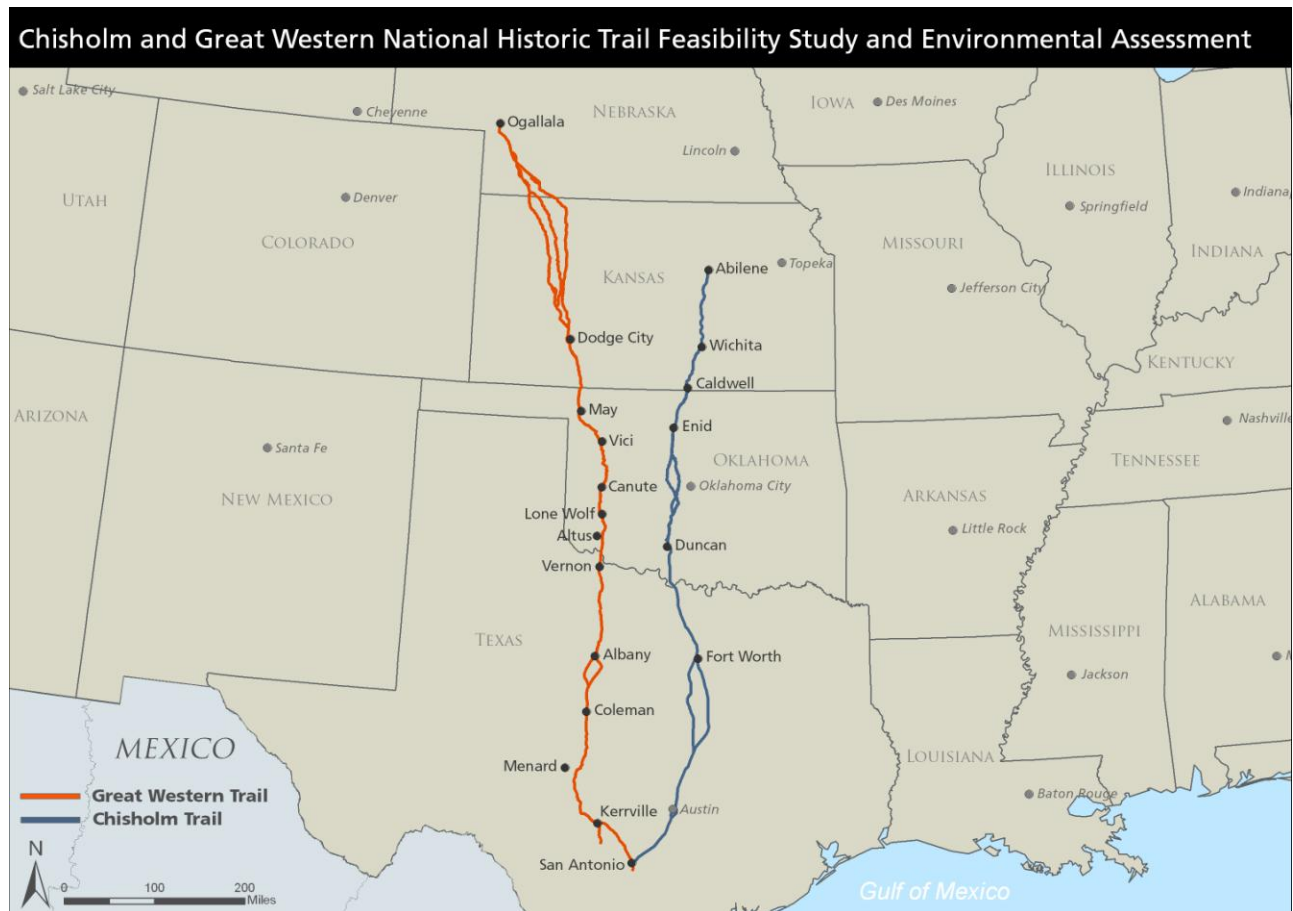
As noted in the legislative language for the two proposed national historic trails (above), the planning area at its minimum includes the two trails and their several routes as they pass north from the vicinity of San Antonio, Texas. The route of the Chisholm Trail goes north from the San Antonio and/or Cuero areas to Abilene, Kansas, a distance of approximately 740 miles – and possibly also to "alternative Kansas destinations." The route of the Great Western Trail goes north from the San Antonio area to Ogallala, Nebraska, a distance of approximately 950 miles.

Historical sources, however, are by no means in agreement on the beginning or ending points of these two trails. The legislation, for example, notes that there is some evidence of one or both trails having begun at some point south of San Antonio, and one element of the feasibility study will be to ascertain the level of significance for trails originating in Cuero, Corpus Christi, Kingsville, the Lower Grande River Valley, Laredo, and perhaps other South Texas communities. Others have suggested the importance of other trails in central Texas that were critical components of one or both of these trails. And at the northern end of the trail system (as denoted in the Congressional legislation), at least some evidence suggests that significant cattle trails may have taken herds north to such varied locations as Schuyler, Kearney, and Niobrara, Nebraska; Cheyenne, Wyoming; Julesburg, Colorado; Miles City, Montana; Deadwood, South Dakota; and Fort Buford, North Dakota. The feasibility study will attempt to distinguish which of the trails that brought cattle to these communities (if any) are of national significance.

Historical sources, combined with comments from the public, note that the trail route varied in width from perhaps 200 yards to several miles, and may have been especially wide at river crossings, at bedding areas, and elsewhere. These same sources suggest that the visibility of the trail route varies rather dramatically. Areas of longtime rangeland are more likely to yield the historic trail evidence than areas which have been farmed over the years, and areas characterized by erosion (canyons,

gullies, the vicinity of stream-crossing sites) are more likely to yield historic trail evidence than areas characterized by flat, more featureless terrain. During scoping meetings, the public noted several instances of visibly-obvious trail swales, and further research and consultation will doubtless yield additional swale sites. Similarly, the public noted several structures and other historic sites related to the cattle trail period, along with numerous trail-related historical markers, museums, heritage centers, and other interpretive venues.

Map 1. Chisholm and Great Western National Historic Trail Feasibility Study and Environmental Assessment Map (preliminary draft as of May 2010)



SCOPING PROCESS

During the scoping process, the NPS solicits comments from relevant agencies and the public, reviews and organizes all of the comments received. For this project the scoping period (i.e., the open public comment period) was 62 days (from May 7, 2010 to July 5, 2010), a deadline that was later extended another 18 days to July 23, 2010. The remainder of this scoping report describes the scoping activities and the comments received.

SCOPING ACTIVITIES

The NPS's intent during the scoping process was to inform agencies and the public about the feasibility study (FS) and environmental assessment (EA), and to solicit comments to consider when developing the feasibility study. During the public comment period, the NPS announced the commencement of the FS/EA through various means, invited written comments, and held public scoping meetings. These activities are described below.

Announcements

The FS/EA and scoping meetings were announced through media releases, an NPS planning website (<http://parkplanning.nps.gov/ntir>), and a newsletter (*Trail Study News*, dated May 2010) announcing local schedules and meeting venues. Two existing advocacy organizations (International Chisholm Trail Association and the Great Western Cattle Trail Association) assisted with announcing the scoping meetings and the scoping process through their own mailing lists. Individual communities, chambers of commerce, historical societies, and meeting venues also released scoping meeting information.

Scoping Notice, Newsletter, and Website

The NPS sent the *Trail Study News* newsletter (see above paragraph) announcing the start of the planning process to people and organizations on mailing lists that had originally been developed during three previous meetings related to the feasibility study process. These had been held in 1) Duncan, Oklahoma in July 2009, 2) Vernon, Texas, in August 2009, and 3) Fort Worth, Texas in October 2009. Additional names were collected during preparatory field work in Kansas and Nebraska in February 2010. Subsequently, the mailing list was considerably expanded as a result of comments received during the scoping period. It will be reviewed and updated throughout the planning process.

The *Trail Study News* newsletter included a brief announcement about the planning process, description of the planning issues, a brief treatment of trail significance, a solicitation for participation in the planning process, and contact information. In addition, it directed interested parties to contact the NPS planning team by mail, by email, to the NPS planning website (see below) or by telephone. The newsletter (which was also available on the NPS planning website) was emailed in early May 2010 to approximately 725 individuals, agencies, and organizations. In addition, newsletters were mailed (via the U.S. Postal Service) to approximately 500 individuals, agencies, and organizations. A copy was available to each attendee at the 12 scoping meetings.

A website dedicated to the planning project was established in April 2010, to provide project information during the scoping period, as well as throughout the planning process. The Chisholm and Great Western trails planning project can be found at the following website: <http://parkplanning.nps.gov/ntir>. This website contains an overview of the planning process, contact information, a description of the planning process, the public meeting schedule, and the *Trail Study News* (which contains much of the above information plus the preliminary trail map as shown on page 3 of this study).

In addition, agency staff contacted representatives of 31 American Indian tribes by mail. These tribes included the following:

Table 1. Tribes Contacted Prior to the Public Meetings

State	Tribe (and Headquarters Location)
Oklahoma	Caddo Nation of Oklahoma, Binger Wichita and Affiliated Tribes, Anadarko Kiowa Tribe of Oklahoma, Carnegie Comanche Nation, Lawton Fort Sill Apache Tribe, Apache Pawnee Nation of Oklahoma, Pawnee Ponca Tribe of Indians of Oklahoma, Ponca City (Southern) Cheyenne and Arapahoe Tribes, Concho Kaw Nation, Kaw City Osage Nation, Pawhuska Otoe-Missouria Tribe, Red Rock
New Mexico	Pueblo of Taos, Taos Mescalero Apache Tribe, Mescalero Jicarilla Apache Tribe, Dulce
Kansas	Prairie Band Potawatomi Nation, Mayetta
Nebraska	Winnebago Tribe of Nebraska (Ho-chunk Indians) Omaha Tribe, Macy Santee Sioux Tribe of Nebraska, Niobrara Ponca Tribe of Nebraska, Niobrara
Wyoming	Eastern Shoshone Tribe, Fort Washakie Northern Arapahoe Tribe, Ethete/Fort Washakie
Montana	Northern Cheyenne Tribe, Lame Deer Crow Tribal Council, Crow Agency
South Dakota	Oglala Sioux Tribe, Pine Ridge Rosebud Sioux Tribe, Rosebud Lower Brule Sioux Tribe, Lower Brule Crow Creek Sioux Tribe, Fort Thompson Yankton Sioux Tribe, Marty Cheyenne River Sioux Tribe, Eagle Butte Sisseton-Wahpeton Oyate, Agency Village
North Dakota	Standing Rock Sioux Tribe, Fort Yates

Media Releases

Media releases introducing the project and announcing the scoping meetings were issued in late April and early May 2010 to local and regional newspapers, radio and television stations, and press associations. A full list of contacts is shown in Appendix 1.

A number of newspapers, radio stations, and television stations (plus a magazine as well) ran stories on the project and on the public scoping meetings, including the Dodge City (Kansas)

Daily Globe, Peabody (Kansas) *Gazette-Bulletin*, Wichita (Kansas) *Eagle*, Kansas City (Missouri) *Star*, Duncan (Oklahoma) *Banner*, Fort Worth (Texas) *Star-Telegram*, Kerrville (Texas) *Daily Times*, Menard (Texas) *News*, Saint Jo (Texas) *Tribune*, Victoria (Texas) *Advocate*, *Western Horseman*, KNSS Radio (Wichita, Kansas), Nebraska Public Radio, Texas Public Radio, KAUZ Television (Wichita Falls, Texas), and KNOP television (North Platte, Nebraska). Other media outlets, unknown to NPS staff, may also have posted articles and stories.

Public Scoping Meeting Schedule and Format

The NPS planning team consisted of Aaron Mahr, Superintendent, National Trails Intermountain Region (NTIR); Brooke Safford, Outdoor Recreation Planner, NTIR; Frank Norris, Historian, NTIR, and Sharon Brown, Chief of Trail Operations, NTIR. Team members conducted 12 public scoping meetings in towns along, or with a strong association to, these two trails, as shown below in Table 2. Meeting formats, information content, and public input opportunities are described briefly following the meeting schedule.

Table 2. Public Scoping Meetings

Location	Date (in 2010) and Time	Number of Attendees
Hyatt Place Stockyards Hotel, Conference Room – Fort Worth, Texas	Tuesday, June 8 12 noon – 2 p.m.	32
Robert E. Johnson Conference Center, South Room – Austin, Texas	Wednesday, June 9 12 noon – 2 p.m.	14
San Antonio Public Library, Auditorium San Antonio, Texas	Wednesday, June 9 5:30 – 7:30 p.m.	35
Menard County Community Center Menard, Texas	Thursday, June 10 5 – 7 p.m.	17
Shackelford County Courthouse Albany, Texas	Friday, June 11 12 noon – 2 p.m.	18
Francis Herron Seminar Room, Southwest Technology Center – Altus, Oklahoma	Saturday, June 12 12 noon – 2 p.m.	37
Chisholm Trail Heritage Center, Conference Room – Duncan, Oklahoma	Saturday, June 12 4 – 6 p.m.	38
City Hall, City Council Chambers Ogallala, Nebraska	Monday, June 21 5 – 7 p.m.	4
Boot Hill Museum, Banquet Room Dodge City, Kansas	Tuesday, June 22 3 – 5 p.m.	25
Oklahoma History Center, OERB Classroom – Oklahoma City, Oklahoma	Wednesday, June 23 3 – 5 p.m.	25
Wichita-Sedgwick County Historical Museum – Wichita, Kansas	Thursday, June 24 5 – 7 p.m.	44
Abilene Civic Center (Abilene CVB) Abilene, Kansas	Friday, June 25 5 – 7 p.m.	37
<i>Total Number of Attendees, 12 meetings</i>		<i>326</i>

Maps representing overall, preliminary routes of the two cattle trails (in general), plus a large-scale map of preliminary trail locations in the vicinity of the day's meeting were arranged on the walls of each meeting room. Posters showing discussion topics (planning issues), designation criteria, and planning schedule were posted on the walls for review. Attendees were greeted at the door by members of the planning team, and each attendee was asked to enter contact information on a sign-in form. Each attendee was offered a newsletter and comment form.



The planning team began each meeting with a short presentation of approximately 30 minutes that included greetings and introductions of the planning team. This was followed by a brief discussion of the feasibility study process and planning topics.

Public scoping meeting held in Altus, Oklahoma on June 12, 2010

For the remainder of the meeting (approximately 90 minutes), attendees were encouraged to ask questions and present oral comments structured around planning issues. One team member facilitated the open discussion portion of the meeting, while another took notes on flip charts so that attendees could view the written comments as they were recorded. Team members were available during the discussion period to answer questions. Discussions were lively and usually lasted up to the close of the two-hour meeting.

Attendees were also encouraged to provide written comments on the distributed forms, to visit the planning website, or to email comments to team member Frank Norris. Meeting attendees were advised that their names (as noted in the sign-in sheets) would be added to the feasibility study mailing list and would receive subsequent notices from the planning team.

Meeting Profiles

Attendees made each public scoping meeting distinct and notable for the types of topics discussed (Table 3). All meetings drew an audience of local interested citizens. Local representatives of federal and state conservation agencies attended most of the meetings.

Table 3. Meeting Attendee Representation

Meeting Place	Attendee representation
Fort Worth, Texas	Texas Parks and Wildlife Department Historic Chisholm and Western Trails Society Stockyards Museum (Fort Worth) Denton (Texas) Convention and Visitors Bureau McLennan County (Texas) Historical Commission Montague County (Texas) Historical Society Richland College (Dallas, Texas) Tarrant County (Texas) Historical Commission Decatur (Texas) Main Street Texas Longhorn Breeders Association of America Springtown (Texas) Chamber of Commerce Sale Real Estate, Springtown, Texas
Austin, Texas	Chisholm Trail Heritage Museum, Cuero Bike Texas (Texas Bicycle Coalition), Austin Texas Historical Commission, Austin Texas Parks and Wildlife Department, Austin Lyndon B. Johnson Nat. Historical Park (NPS), Johnson City El Camino Real de los Tejas Association, Austin BarZ Adventures, Austin Texas A&M University, College Station Corpus Christi (Texas) Museum of Science & Industry
San Antonio, Texas	Bandera County (Texas) Convention and Visitors Bureau Karnes County (Texas) Historical Society Castro Colonies Heritage Assn., Medina County, Texas Wilson County (Texas) Historical Commission Medina County (Texas) Historical Commission Bandera (Texas) Community Foundation Agricultural Heritage Museum, Boerne, Texas Maverick-Altgelt Ranch/Fenstermaker-Fromme Farm, Bexar Co. San Antonio River Authority Texas Society, Daughters of the American Revolution Boerne (Texas) Sunrise Rotary City of Boerne, Texas Pioneer, Trail Drivers & Texas Rangers Memorial Museum, San Antonio Old Spanish Trail (Highway) Centennial Celebration, San Antonio Land Heritage Institute, San Antonio San Antonio Missions National Historical Park (NPS) Arthur Nagle Community Clinic, Bandera, Texas Bandera Music, Bandera, Texas
Menard, Texas	City of Menard, Texas Menard Chamber of Commerce

Meeting Place	Attendee representation
Albany, Texas	Kimble County Chamber of Commerce and Junction Tourism Shackelford County Historical Commission Great Western Cattle Trails Association Callahan County Historical Commission Southwest Collection Archive, Texas Tech University, Lubbock Albany Chamber of Commerce
Altus, Oklahoma	Great Plains Country Association, Duncan (tourism development) Western Trail Historical Society, Altus Vernon (Texas) Rotary Club City of Altus Seymour (Texas) Chamber of Commerce Red River Valley Museum, Vernon, Texas
Duncan, Oklahoma	Chisholm Trail Heritage Center, Duncan W.T. Foreman Prairie House, Duncan Tales 'n' Trails Museum, Nocona, Texas Montague County (Texas) Historical Commission Nocona Museum, Bowie, Texas Forestburg (Texas) Museum Grady County (Oklahoma) Board of Commissioners Saint Jo (Texas) Chamber of Commerce Green Tree Productions, Duncanville, Texas
Ogallala, Nebraska	Keith County Historical Society Ogallala/Keith County Chamber of Commerce Hitchcock County Historical Society
Dodge City, Kansas	Landmark Inn, Oberlin, Kansas Oberlin Convention and Visitors Bureau Hodgeman County (Kansas) Historical Society <i>Kansas Cowboy</i> (newspaper) International Chisholm Trail Association Great Western Cattle Trail Association Boot Hill Museum, Dodge City Ford County (Kansas) Commission Victory Electric, Dodge City Dodge City Convention and Visitors Bureau Santa Fe Trail Association, Dodge City Community Foundation of Southwest Kansas, Dodge City Stehlik Fundraising Management, Dodge City Dodge City Roundup Rodeo Dodge City Rotary Club
Oklahoma City, Oklahoma	Chisholm Trail Historical Preservation Society, Yukon Washita Battlefield National Historic Site (NPS) Oklahoma Historical Society Chickasaw National Recreation Area (NPS) Cheyenne-Arapaho Tribes, Concho (El Reno), Oklahoma Historic Fort Reno, Inc., El Reno, Oklahoma

Meeting Place	Attendee representation
	<p>Hennessey (Oklahoma) Public Library/History Center Oklahoma State Historic Preservation Office (OHS)</p>
Wichita, Kansas	<p>Wichita-Sedgwick County Metropolitan Area Planning Dept. Ag Press Commercial Printing, Manhattan, Kansas Sedgwick County (Kansas) Division of Community Development Sedgwick County (Kansas) Board of County Commissioners Sumner County (Kansas) Economic Development Commission Historic Delano, Inc., Wichita Wichita Convention and Visitors Bureau 80th District, Kansas House of Representatives, Wellington Chisholm Trail Development Coalition, Maize, Kansas Chisholm Trail Museum, Wellington, Kansas International Chisholm Trail Association thetrailfinder.com, Goessel Wichita State University Arnold Ranch, Wichita area Caldwell (Kansas) Historical Society Travel and Tourism, Kansas Department of Commerce, Topeka Valley Center (Kansas) Historical Society Kansas Livestock Association</p>
Abilene, Kansas	<p>Marion County Economic Development Council Santa Fe Trail Association, Cottonwood Crossing Chapter Milford Area (Nebraska) Historical Society Harvey County (Kansas) Planning and Zoning Kanza Rail-Trails Conservancy, Topeka Eisenhower Presidential Library and Museum, Abilene Abilene Convention and Visitors Bureau Dickenson County (Kansas) Historical Society Geary County (Kansas) Museum Abilene <i>Reflector-Chronicle</i> (newspaper) Abilene Police Department City of Abilene, Kansas</p>

DISCUSSION TOPICS

The scoping period commenced on May 7, 2010, and ended on July 23, 2010. During this period, comments were submitted to the NPS planning team in writing on comment forms (obtained at the public meetings), by email, in writing to the agency, and on the Internet. A planning team member recorded oral comments by hand during each of the public scoping meetings.

A number of discussion topics were developed and used as a basis for generating public discussion during the scoping meetings. These issues were presented to the public as follows:

- Do you think that national historic trail designation is an appropriate way to commemorate the events and history of these two trails? Would commemorating them in some other way be more appropriate?
- Do you know of any existing on-the-ground swales, traces, or trail-related resources such as historic structures?
- Do you know of any existing museums, educational exhibits or interpretation materials that tell the history of these two trails?
- Is public interest in these trails sufficient enough to warrant national designation?
- Are these two trails historically and nationally significant? Why or why not?
- Are there opportunities for the public to enjoy and visit parts of these trails?
- Are the routes known?

PUBLIC COMMENTS

All of the comments and questions received from the public during the scoping period have been compiled, reviewed, and sorted by topic. Summaries appear below.

Written Comments

Written comments (from comment forms, letters, emails, and website comments,) were received from more than 200 people. Some respondents represented themselves, while others represented various governmental units, advocacy organizations, and interest groups. Comments that were emailed to the agency (who comprised a majority of written respondents) are presented in Appendix 2; comments sent to the agency's PEPC (planning) website are presented in Appendix 3; and comments that were either mailed to the agency or were presented in written form at the public scoping meetings are presented in Appendix 5.

Verbal Comments: Public Scoping Meetings

A total of 326 people attended (and signed the attendance sheet at) one of the 12 public

scoping meetings. Verbal comments were recorded through notes taken by hand at each meeting. These comments appear in Appendix 4.

Comment Summary

Written and verbal comments received from the public addressed the following topics:

- Access
- Administrative Activities
- Economic Opportunity
- Education Programs
- General Comments/Concerns
- General Questions
- Historical Context/Information
- Interpretation Delivery/Location
- Interpretive Topics/Stories
- Legal Issues/Private Property Concerns
- Location/Mapping of Trail
- Marking Trail/Wayfinding
- Name of Trail
- Partnerships
- Promotion of the Trail
- Protection of Trail Resources
- Recognition
- Recreation/Tourism/Interpretation Opportunities
- Research Projects
- Route Inclusion/Expansion
- Significance
- Support for Trail Designation
- Trail Distinction
- Trail Resources

Access

The ability to access sites and segments along the trail corridor was important to a number of people who attended the public meetings. Attendees articulated the need for access given the small percentage of public lands within those states that the trails pass through. However, interest in trail access did not supersede a desire to keep visitors out of private property and, instead, on established rights-of-way or publicly accessible sites. Fortunately, many people spoke of a variety of different sites along the Chisholm and Great Western Trail that were already along established right-of-ways or accessible to the public. Overall, the discussion revolved around how to strike a balance between the needs of the visitors and those of the landowners sensitive to those trespassing on their land.

Administrative Activities

Several questions were posed about the administrative activities inherent to the feasibility study process. Attendees wanted to gain a better understanding of the process and what it

entails. Some common questions asked throughout the scoping process included: “Who is involved?” and “How long does the process take?” Members of the public also wanted to know what they could do on their own time to ensure designation and, if designation was not a good fit, then what alternatives there were to designation. Maintenance and protection of existing sites was also a concern among some members of the public.

Economic Opportunity

Aside from the national and international recognition that comes with designation, there was some support for the economic incentives that designation would bring to the communities along the trail. Generating extra cash flow through heritage tourism was a big draw to many attendees at the public scoping meetings as well as those who sent in written comments. Those coming from small towns along the cattle trails were particularly interested in drawing tourists to their area, given the drain in population that they have experienced in recent years. Many people felt that designation would help revive their communities. As a result, there was a real impetus for many towns to publicize the trail and particularly for those claiming to be at either the “beginning” or “end” of one of the trails. (See also Promotion of the Trail and Recreation/Tourism/Interpretation Possibilities.)

Education Programs

Teachers, academic representatives and the general public expressed an interest and need in incorporating the history and stories of the cattle trails into school curricula. There was also a keen interest in getting grade and middle school kids outside to experience the trail first hand via field trips, guided tours and “hands-on” activities such as geocaching and Junior Ranger programs. “Living History” museums that focused on the trails themselves or on the trail era were also mentioned as important resources for understanding and learning about the trails. Many Great Western Trail advocates felt that the exposure on the Great Western Trail both in and out of schools was scarce compared to that of the Chisholm Trail and would like to see more coverage of this trail in the classroom.

General Comments/Concerns – No explanation is needed.

General Questions – No explanation is needed.

Historical Context/Information

Many people shared their knowledge and expertise with the NPS staff about the history of these trails and in particular stories about their regions. The amount and type of information relayed to the NPS was broad in scope. Recounting personal stories about relatives who traveled the trail or were involved with the trail in other capacities was a common occurrence throughout the public scoping meetings and in the written comments. The public also provided names of diaries, journals, books, newspapers and individuals that they thought would be helpful for the feasibility study; and in a number of cases, generous individuals provided originals or photocopies of the historical documents themselves. Specific details related to events, towns, ranching operations, economics, politics and individuals were shared. Some people were able to document their claims to verify their authenticity.

Interpretation Delivery/Location

This particular topic relays ways in which interpretation can be delivered to the public as well as where it is most suitable. With the advent of new technologies available to the general public, there were some attendees at the public scoping meetings that brought up the possible incorporation of MP3 players, smartphones and radio tours into interpretive media and materials. They felt that these methods would make the trail resources more available to the public and possibly reach out to a larger audience. Many individuals were generous in their description of existing museum venues where cattle trail history is being told.

Interpretive Topics/Stories

Those people who commented on this topic felt that the existing interpretation and information provided on the cattle trails (both at present and in the NPS's initial proposals) was biased and did not fully recognize all of the individuals and events that played a role in the history of the cattle trails. In addition to the familiar story of the cowboys (*vaqueros*) and longhorn cattle, incorporating stories of the Spaniards, military, origin of the cattle, extinction of the buffalo, and other topics was important and warranted equal weight and attention. The public felt that this was a great opportunity to tell a diverse story that incorporated many facets and different viewpoints.

Legal Issues/Private Property Concerns

Several landowners and those advocating on behalf of landowners expressed concern about the "Willing Seller" and "Eminent Domain" language in the National Trails System Act of 1968 (P.L. 90-543). Their primary concern was the possibility that land may be confiscated by the federal government or made accessible to the public (without landowner permission) if national historic trail designation were to occur. Another concern was the publicity that comes with designation and the possibility of people trespassing on private land, which could threaten trail resources and personal property and pose liability problems for landowners. Several people made the recommendation to include language in any subsequent legislation that would protect private property rights for landowners if these trails are designated.

Location/Mapping of Trail

Obtaining information on the location of the cattle trails was of primary importance to the NPS during the public scoping process, especially since knowledge of where the routes went is still preliminary. As a result, the NPS solicited a lot of feedback and information pertaining to this topic. Many members of the public provided useful information that they had about the location and mapping of the trails.

People provided specific details about where the cattle trails were in relation to their home towns or communities. They made reference to existing highways and county roads that the trail either crosses, parallels or traces. Information on river crossings, junctions, feeder routes, and physical remains of the trail in the form of swales was also relayed. There was also discussion about the political, physical and environmental factors that determined the drover's path. Many people spoke of an extensive "corridor" as opposed to a single trail.

Marking Trail/Wayfinding

Those who commented on this topic specifically spoke of the importance and need to mark and sign the trails. Markers erected along the length of the Chisholm Trail throughout

Oklahoma are one example. Markers can also be used to promote or raise awareness of the trail as in the case of a large majority of the markers erected along or near the Great Western Trail. “Signs” are different from markers in that they are used primarily for wayfinding and navigational purposes to direct people to various sites along the trail.

There were scattered comments about the need to sign the routes as well as continue erecting markers along unmarked sections of the trails. The Chisholm Trail in Texas represents one section that needs to be identified and marked. The need to replace stolen or vandalized markers was also emphasized at some scoping meetings. People involved in previous and current marking projects along the trails provided the NPS with some background information including documentation, condition, approximate location and GPS coordinates of some of the markers. It was often noted that the Great Western Trail markers differed from those of the Chisholm Trail in that the majority of the GWT markers were not placed on the actual trail corridor but within nearby trail communities. However, many people preferred markers to be along rights-of-way or outside of private property boundaries in order to minimize the possibility of trespassing or of damage inflicted on resources or private property. Marker dedications and ceremonies seemed to be a common event within trail communities, and details about these events were shared at the meetings and in the written comments.

Name of Trail

Issues with the names of the Great Western and Chisholm trails came up often in the public scoping meetings and in the written comments. There has been a long-term controversy about these two names and whether they appropriately reflect the true history of the trails. Some people, for example, noted that the original Chisholm Trail existed only in portions of Oklahoma and Kansas. In addition, some people from Texas felt that the real Chisholm Trail did not begin in Texas but at Red River Station along the Texas-Oklahoma border. Similarly, some advocates on behalf of the Great Western Trail felt that it should be referred to as the “Western Trail” or the “Dodge City Trail.” Some members of the public also voiced their opposition to combining the trail names if the trails are designated. People were adamant about retaining the individual trail names and keeping the trails distinct and intact. (See also Trail Distinction.)

Partnerships

Many people felt that designation would promote partnerships along the trails. They also felt that the collaboration that comes from partnerships would benefit not only the trails themselves but it would also prove to be very valuable for trail communities.

Promotion of the Trails

Comments on this topic generally focused on the various ways in which the NPS and trail partners could promote the trails. Promoting the trails through public outreach material, marker commemorations and cattle trail events were some of the avenues discussed. (See also Economic Opportunity and Recreation/Tourism/Interpretation Opportunities.)

Protection of Trail Resources

Discussions surrounding this topic emphasized the need to properly identify significant sites that are threatened from decay or development, and to take steps to ensure their protection and survival. Restricting access to sensitive sites and providing special protections were some of the recommendations that the public made to help protect trail resources. Another suggestion was the acquisition of land, with consent of the landowner, in the form of conservation easements by non-profit organizations. (See also Trail Resources.)

Recognition

Comments on this topic generally focused on the need to recognize participants in the trails' story whose story has not been told. These include enslaved African-Americans, black and Hispanic cowboys, and American Indians. The story of the large number of horses that traveled the trail also needs to be told. There was also a strong sentiment that cowboys need recognition for their bravery and sacrifice as they traveled the trails.

Recreation/Tourism/Interpretation Opportunities

Members of the public noted a variety of existing and proposed ways in which to engage visitors along the trail. Museums, state parks, cowboy symposiums, visitor centers, river crossings, and annual trail events were just some of the opportunities expressed for visitors to learn about and experience the trail. Some people conveyed a need to provide both urban and rural experiences as well as appeal to Europeans and other international visitors. There was also discussion about developing a bike route along the Chisholm Trail. There was lengthy discussion about possible locations for future interpretation such as NPS waysides. In addition, representatives from cattle ranches in southern Texas mentioned a variety of different opportunities for the public to experience and learn about the longhorn cattle and the cattle trails. (See also Economic Opportunity and Promotion of the Trail.)

Research Projects

Comments on this topic looked at ways in which to learn more about the trails and their resources through various research projects. Some participants identified existing and potential research projects that could be conducted by the NPS or by partners. Some individuals mentioned that they had written or were in the process of writing books on the history and whereabouts of the trail. Others have conducted extensive research on the trail and said they could help with research, documentation and publicity when needed. Some people expressed the need for more documentation and verification on where the trails actually went.

Route Inclusion/Expansion

The public commented on this topic more than any other. In many cases, participants criticized the routes identified in the NPS Chisholm and Great Western Trail map (that was shown at the public meetings, in the *Trail Study News*, and in this scoping report) because they did not feel that it was an adequate representation of the major cattle migration routes. Virtually all respondents in this category wanted to ensure that additional routes were included into the official routes selected for designation. There were three primary areas where additional routes were suggested. Those living in south Texas often recommended the addition of one or more south of San Antonio, although the origin points of those routes (Brownsville, Matamoros, Atascosa County, Cuero, the Houston area) differed. One idea was

to look at major south Texas ranching operations with the highest numbers of cattle to determine which southern routes were most important. This could help dictate which routes to address in the feasibility study. Residents in northern plains states, however, showed an interest in extending the trails north of Abilene and Ogallala up into Colorado, Montana, North Dakota and all the way to the Canadian border. Finally, some members of the public expressed a desire to include various feeder routes along one or both trails.

Significance

Many people offered themes or ideas why they felt these trails are nationally significant. Some of the themes discussed included: the Indian wars on the southern plains, extermination of the buffalo, post Civil War relations and economics, and the iconic image of the cowboy. Some people felt that the cattle trails had a positive economic impact not only on Texas but throughout the cattle trail states and the East Coast. The trails were also crucial to the development of many towns that still exist today. Virtually everyone agreed that the cattle trails were nationally significant because they played a very important role in the history of the United States, and they warrant designation as a result.

Support for Trail Designation

One of the most popular topics that the public expressed related to their support for trail designation. The public showed almost universal support for trail designation at all 12 scoping meetings. In addition to verbal consent for designation, many attendees brought in 'letters of support' from their counties, mayors and other political affiliates. Virtually all written comments showed support for designation. The only cautionary words were expressed by some owners of farm and ranch land, who worried that designation would invite trespassing, depress property values, or restrict future uses. (See also Legal Issues/Private Property Concerns.)

Many people felt that designation would give the trails name recognition on a national and international scale. They also felt that designation would bring more people to their communities. One attendee thought that existing partners and advocates of the trails would remain fragmented in their efforts to manage and interpret the trails without designation. Overall, people were open to federal involvement and thought that the support, leadership and money that would come with designation would have a positive influence on the trails and trail communities.

Trail Distinction

Despite the overwhelming support for designation, many people felt strongly about keeping the identities of the Chisholm and Great Western trails separate. Evaluating, interpreting and designating each trail separately was one way in which the NPS could honor and preserve the uniqueness inherent in each trail. Some people felt that the NPS should veer away from referring to them as "National Cattle Trails," since this may lump the two trails together and obscure each trail's individual contributions to United States history. (See also Name of Trail.)

Trail Resources

At the various public meetings, and throughout the public comment period, NPS staff hoped to solicit feedback and input on trail resources. A variety of information was gleaned from the meetings as well as written comments. People shared an impressive amount of detailed information on cattle shipping points, river crossings, ranches that supplied cattle, historic structures, landmarks along the trail, as well as other resources that were affiliated with the cattle trails. (See also Protection of Trail Resources.)

FUTURE STEPS IN THE PLANNING PROCESS

The feasibility study process, which is scheduled for completion by the fall of 2012, consists of the following steps:

- Step 1. Prepare a scoping report of public meetings and comments – *Summer, 2010*
- Step 2. Gather data on route location and interpretive and recreational opportunities, and determine national significance – *Winter, 2010-2011*
- Step 3. Apply national historic trail criteria and develop draft alternatives – *Spring, 2011*
- Step 4. Prepare draft feasibility study (FS) and environmental assessment (EA) – *Summer, 2011*
- Step 5. Conduct public review of the draft study – *Fall and Winter, 2011-2012*
- Step 6. Address public review comments and prepare the final document – *Summer, 2012*
- Step 7. Transmit to Congress – *Fall, 2012*

The planning team has now completed Step 1. If adequate funding is not acquired each year, the time frame for completing the study may be extended.

APPENDICES

Appendix 1. Distributed Media Releases

A. Newspapers and Press Associations

- Abilene (Kansas) *Reflector-Chronicle*
- Abilene (Texas) *Reporter News*
- Albany (Texas) *News*
- Altus (Oklahoma) *Times*
- Ark Valley *News*, Valley Center, Kansas
- Associated Press, Fort Worth, Texas
- Associated Press, New York, New York
- Associated Press, Oklahoma City, Oklahoma
- Associated Press, Omaha, Nebraska
- Associated Press, San Antonio, Texas
- Associated Press, Topeka, Kansas
- Austin (Texas) *American-Statesman*
- Austin (Texas) *Chronicle*
- Bowie (Texas) *News*
- Harper County *Journal*, Buffalo, Oklahoma
- Caldwell (Kansas) *Messenger*
- Cheney (Kansas) *Times-Sentinel*
- Chickasha (Oklahoma) *Express-Star*
- Cleburne (Texas) *Times-Review*
- Coleman (Texas) *News*
- Dallas (Texas) *Morning News*
- Dodge City (Kansas) *Daily Globe*
- Duncan (Oklahoma) *Banner*
- East Wichita (Kansas) *News*
- Enid (Oklahoma) *News and Eagle*
- Fort Worth (Texas) *Weekly*
- Fort Worth (Texas) *Star-Telegram*
- *Weekly Livestock Reporter*, Fort Worth, Texas
- Hesston (Kansas) *Record*
- Hillsboro (Texas) *Reporter*
- Kansas City (Missouri) *Star*
- Kearney (Nebraska) *Hub*
- Kerrville (Texas) *Daily Times*
- Fort Hood (Texas) *Sentinel*
- Killeen (Texas) *Daily Herald*
- Lincoln (Nebraska) *Journal Star*
- Marlow (Oklahoma) *Review*
- Menard (Texas) *News*

- Nocona (Texas) *News*
- Oberlin (Kansas) *Herald*
- Keith County *News*, Ogallala, Nebraska
- *The Oklahoman*, Oklahoma City, Oklahoma
- Oklahoma Gazette, Oklahoma City, Oklahoma
- Omaha (Nebraska) *World-Herald*
- *The Reader*, Omaha, Nebraska
- San Angelo (Texas) *Standard-Times*
- San Antonio (Texas) *Express News*
- *SA Communities*, San Antonio, Texas
- Schuyler (Nebraska) *Sun*
- Temple (Texas) *Daily Telegram*
- Topeka (Kansas) *Capital-Journal*
- Topeka (Kansas) *Metro News*
- Vernon (Texas) *Daily Record*
- Vernon (Texas) *Morning Star*
- Vici (Oklahoma) *Vision*
- Waurika (Oklahoma) *News Democrat*
- Waco (Texas) *Tribune Herald*
- West (Texas) *News*
- Wichita (Kansas) *Eagle*
- Woodward (Oklahoma) *News*
- Yukon (Oklahoma) *Review*

B. Radio Stations

- KACU Public Radio, Abilene, Texas
- KGNZ Radio, Abilene, Texas
- KBCY Radio, Abilene, Texas
- KEYB Radio, Altus, Oklahoma
- KWHW Radio, Altus, Oklahoma
- KUT Public Radio, Austin, Texas
- KASE Radio, Austin, Texas
- KLBJ Radio, Austin, Texas
- KNEL Radio, Brady, Texas
- KKEN Radio, Duncan, Oklahoma
- KOFM Radio, Enid, Oklahoma
- KSCS Radio, Arlington, Texas
- KRVL Radio, Kerrville, Texas
- Texas Public Radio, San Antonio, Texas
- KAJA Radio, San Antonio, Texas
- KVWC Radio, Vernon, Texas

C. Television Stations

- KTXS TV, Abilene, Texas

- KVUE TV, Austin, Texas
- KXAN TV, Austin, Texas
- KTVT (CBS TV), Fort Worth, Texas
- WFAA TV, Fort Worth, Texas
- KOCO-TV, Oklahoma City, Oklahoma
- KFOR-TV, Oklahoma City, Oklahoma
- WOAI TV, San Antonio, Texas
- KSAT TV, San Antonio, Texas
- KWCH TV, Wichita, Kansas

Appendix 2. Written Comments via Email.

Note: Public comments – whether sent to the NPS by email, provided to the agency’s PEPC (planning) website, given orally at one of the public meetings, mailed to the agency office, or provided on comment forms at the public meetings – have often been edited. They were analyzed and placed, as appropriate, within one or more topic categories. Personal or sensitive information containing individuals’ names or contact information have been omitted for reasons of privacy. Spelling errors, where necessary, have been corrected.

Topic	Comments
Administrative Activities	<ul style="list-style-type: none"> • Will the Texas Historic Commission be involved in the feasibility study? If so, to what degree? Will the stories taken from the book, <i>Trail Drivers of Texas</i>, be accepted as valid documentation concerning the route followed? Since there is more than one route across Montague County to Red River Station in Texas, how does your agency determine which route would be determined as "the route"? Will all of the routes be so identified if the designation does become a reality? I am assuming that we, in Montague County, should strive to document all routes through the county, including Red River Station. (Montague County Historical Commission)
Economic Opportunity	<ul style="list-style-type: none"> • The approval by Congress of the Chisholm Trail as an official part of the National Trails System would have a positive economic impact on Saint Jo, Texas. The Saint Jo Chamber of Commerce and the City of Saint Jo’s Economic Development “B” committee are committed to reviving the downtown/plaza square area of the City. The downtown square area is in a Historical Preservation District (HPD). One of our goals is to secure tax abatement concessions from the city, Montague County and the Saint Jo Public School District as an economic incentive for repairing and restoring the rest of the buildings on the square. By combining computer graphics, authentic artifacts, interactive technology and reenactments, we can entertain, excite and educate visitors about the rich western heritage unique to Saint Jo. The fulfillment of our vision can be greatly enhanced if the Chisholm Trail becomes a part of the National Historic Trail System. (Saint Jo, TX) • The economic value of the Trail has been established by several tourism studies in the Dodge City-Ford County area. Funding to mark the Trail has been recommended by the Dodge City Tourism task Force. Currently there is a one cent Sales tax that never sunsets in Ford Co. for tourism projects. These funds are available to sustain and mark the trail in Ford Co. An individual has offered 76 acres of land that was used to hold cattle before they were driven into Dodge City for shipment east. This land could be used for an interpretation center for visitors to the trail in Ford Co. The City of Dodge City, Ford Co., The Dodge City-Ford Co. Development Corp., and the Great Western Cattle Trail Assoc. have created a public-private partnership to develop the trail in Ford Co. Kansas. I urge the National Park Service to recommend the placement of

	the Great Western Cattle Trail onto the National Trail System. (Dodge City, KS)
Education Programs	<ul style="list-style-type: none"> • Historic Fort Reno, Inc. is working on partnering with the USDA/Agricultural Research Service (owners of Fort Reno since 1948) to professionalize local history education, starting with teachers, to be more than our "living history" events at Fort Reno. At the same time, our local Redlands Community College in El Reno is starting the same type of Oklahoma History teacher education program on the Chisholm Trail. (Historic Fort Reno, Inc.)
General Comments/Concerns	<ul style="list-style-type: none"> • I cannot believe all the instructions simply to read the Chisholm etc feasibility study & "EA"! Back in the "olden days" before high tech, the system was simpler, efficient, & more reliable. I choose not to spend so much time trying to understand your instructions. Incidentally, I trust you have consulted with Dodge City folks, who are THE most knowledgeable about that Trail. (Sears) • Collecting information and feedback, and gaining the support of regional and national stakeholders is important when conducting something as important as the establishment of a National Historic Trail. I was pleased to hear that the Chisholm and Great Western National Historic Trails would be "our" trails and that you were there to listen to our remarks and remain open to information and data that will ultimately lead to a more successful execution of the charges made by Congress. I believe we're all keenly aware of fundamental mistakes and catastrophic errors when government takes a path of ignoring the voices of stakeholders -- that type of behavior can be costly and the resulting mistakes are difficult to reverse or correct over the long-term. For this reason, I believe that it is important to "listen with open ears" and assume that was the purpose of holding the "scoping meetings." (Oliver)
Historical Context/Information	<ul style="list-style-type: none"> • Jesse Chisholm was in the San Antonio area in 1845. When he died of food poisoning as a result of eating bear meat in a copper pot at Johnny Two Hands springs camp in Oklahoma, his death was not known by the newspapers in south Texas, where he was well known, for two months. Upon hearing of his death the papers lobbied to have all of the main trails coming out of Texas changed to the Chisholm Trail in honor of Jesse. (Johnson County Heritage Foundation) • The Clearwater [KS] Historical Museum holds several important documents and artifacts dating back to the early days of the Chisholm Trail. Efforts will be made to include more trail history (both in the museum and on the web-site) if the National Trail designation is approved. (Southern Kansas Telephone) • There are still a handful of folks who have oral histories handed down about the trail through Bosque [TX] and some with firsthand knowledge of areas that show the wear of the trail. A former county judge and a BCHC board member did extensive research a few years back, and commissioned artist George Hallmark to do a map. John Lomax, the famous musicologist, wrote about the trail in his book <i>Adventures of a</i>

Ballad Hunter. . . . In our archives there are stories of cattle 10 miles abreast from Steele Creek to the Brazos. When they got to Kimball the cattle were spread out and rested (The cowboys also). Then the lead cow was sent across, and the others were sent a few at a time. If [the river] was on the rise, the cattle and cowboys had to wait ‘til the water went down, which was good for business in Kimball. (Crawford)

- There are two items by Glenn Wison on Red River Station on JSTOR. Glenn was very knowledgeable about the area. (Brown)

- [An important trails book] is John Franklin Vallentine, *Cattle Ranching South of Dodge City, The Early Years (1870-1920)*, 1998 (Arnold)

- There are other resources available in south Texas, I am certain, that might not be known to you. If we can be of assistance, please let us know. (Museum of Science and History, Corpus Christi)

- One of the first cattlemen associations in Texas had its beginning in the old town of Pleasanton (1856), Atascosa County, Texas. This was the Stock Raiser's Association of Western Texas, organized in 1867. Cowmen from several counties would meet at a designated place in Pleasanton to discuss problems and to settle up after the drives to Kansas. These included Bee, Refugio, Live Oak, Guadalupe, McMullen, Karnes, Uvalde, Wilson, Goliad and other counties in South Texas. The *Western Stock Journal* kept journals in trail brand books containing records of all cattle drives from Atascosa and surrounding counties. J. Frank Dobie, in his *A Vaquero of the Brush Country* book, has an example of this information. These old books are in the Witte Museum in San Antonio. Atascosa County records from 1868-1876 are in these journals. In Norman F. Porter's, *Atascosa County History Through 1912*, 2007, p. 118, there is a page from the *Western Stock Journal* showing that 43,000 cattle trailed north from Atascosa County in a three month period in 1873. (Atascosa County Historical Commission)

- Dr. Schuyler Jones edited his grandfather's biography, *Hunting and Trading on the Great Plains, 1859-1875*. J.R. Mead [his grandfather] hired Jesse Chisholm to trade with Native Americans in Oklahoma. Dr. Jones provided two emails, that were forwarded to NPS staff, related historical information about Jesse Chisholm and the beginnings of the Chisholm Trail. (Ard)

- My great-grandfather, Joe Sherman, rode the trail as a young man working for Jim Loving. In the late 1870's many cattlemen gathered their cattle at Ft. Griffin and crossed the Red River close to Doan's Store before making their way across western Oklahoma to Dodge City. (Amarillo, TX)

- Because of the "Winchester Quarantine" that was instituted across the Texas Panhandle, east to west, to prevent south Texas cattle possibly infected with ticks carrying Texas fever from getting mixed in with Panhandle herds, many drives went east to Doan's Crossing, then north across the river, then back west above the quarantine line to the Amarillo

	<p>area, then north-northeast again to Dodge, or northwest to Montana. (Panhandle-Plains Historical Museum, Canyon, TX)</p>
<p>Interpretation Delivery/Location</p>	<ul style="list-style-type: none"> • The Panhandle-Plains Historical Society, which was founded in 1921, was an early collector of trail drive, ranching, and cowboy artifacts and records as, and it received the bulk of this material from Oklahoma, Kansas, and northern Texas. Thus the Panhandle-Plains Historical Museum is an important repository for material related to the cattle trailing period. (Panhandle-Plains Historical Museum) • The Chisholm Trail travel guide from the Texas Historical Commission Texas Heritage Trails Program covers a corridor of Texas that stretches from Mexico to Oklahoma. It lists a number of museums that offer exhibits on ranching and cattle drives. Some of those in South Texas are: Stillman House Museum in Brownsville, Raymondville Historical Museum, McAllen Heritage Center, Museum of South Texas History in Edinburg, Kenedy Ranch Museum in Sarita, King Ranch Museum in Kingsville, Port Isabel Historical Museum, Connor Museum at Texas A&M University in Kingsville, and the Corpus Christi Museum of Science and History.
<p>Legal Issues/Private Property Concerns</p>	<ul style="list-style-type: none"> • The main concern that the Kansas Livestock Association (KLA) has with the potential designation of the Chisholm and Great Western Trails as national historic trails is the potential infringements on private property rights for landowners whose property the trail crosses. While we have received numerous verbal assurances that land ownership and private property rights would not be affected by designation of these routes, there is some concern as to whether that is an accurate statement at this time. The “appropriate Secretary” has the ability to utilize condemnation proceedings pursuant to the National Trails System Act. <i>See</i> 16 U.S.C. 1246(g). Admittedly, the utilization of the writ of eminent domain has been limited by the enabling legislation of most designated national historic trails. <i>See</i> 16 U.S.C 1243. However, KLA feels it is necessary to raise this issue during the comment period of the feasibility study. The use of eminent domain is not appropriate in the case of a listing of trail for historic purposes, and such ability should be limited if the federal government plans to move forward with a designation. KLA would not oppose such designation so long as the enabling legislation would limit the use of eminent domain to purchase any rights in the property the trails cross and all other private property rights will not be affected by the designation. It is also important to point out that KLA asserts that no other infringements to private property rights should occur due to the designation of the trails as national historic trails. Specifically, the landowner should have no limitations on the use of his land due to the location of the trails and their designation. It would be prudent to include language stating that the private property rights along and adjacent to the trail shall not be limited in any manner whatsoever by the designation of a national historic trail. In summary, so long as the listing of the Chisholm and Great Western Trails would not infringe on

	<p>private property rights in any manner, KLA is not opposed to such listing. KLA members would appreciate such assurances to be included in the enabling/listing legislation at the appropriate time and will work to ensure that such language is included. (Kansas Livestock Association)</p> <ul style="list-style-type: none"> • ...The Kansas laws governing people going on property to view historic sites can be found on the following web site: http://www.kslegislature.org/legsrv-statutes/index.doc <p>In the box "Statute Number," the ones you will be interested in are 58-3201 through 58-3207. (Schmidt)</p> <ul style="list-style-type: none"> • When I set my posts on the trail [as part of his Oklahoma-wide Chisholm Trail project], I didn't have anyone that did not want a marker on their place. The ranchers in the southern part of the state gave me the keys to their ranch and I went in and did whatever I had to do. (Klemme)
Location/Mapping of Trail	<ul style="list-style-type: none"> • I have been researching the Western Cattle Trail, Camino Pinta, and Camino Viejo over the last 5 years in Bexar, Kendall and Kerr counties and have found a fair amount of information that may be useful in the feasibility of this planning effort. I have begun to layout portions of these trails (with GIS) in these 3 counties. The website www.oldnumbernine.org focuses on transportation in the hill country, primarily the San Antonio & Aransas Pass Railway, which followed closely the portions of the Western Cattle Trail. (Barwick) • Two problems of the trail north of Wichita are 1) the lack of any ancient or survey maps. 2) the multiple paths of the trail. The only maps I know of north of Wichita were made by A.J. Frey of Newton, and they were made primarily by his dowsing. He is known to have traveled to Topeka and also Washington, D.C. for map research, but his maps are so poorly footnoted it's hard to say where he got information from. Frey and his colleague, Menno Schmidt, did not fully agree with the Chisholm Trail route as depicted on the published 1967 Kansas State Historical Society map. (Stucky) • What rural communities and counties are contributing information (primary sources of historical documents & maps) that confirm their connection / contributions to the Great Western & Chisholm Trails? I ask this in light of Texas Historical Commission's brochure, entitled "The Chisholm Trail in Texas," which shows routes significantly different from the NPS map in the <i>Trail Study News</i> newsletter. (McKinney) • About 1933, the Oklahoma Department of Highways was asked to "survey" the path of the Chisholm and Great Western Trails. There was no way to survey the trail 62 years after it started, for the country was all settled and fenced off. I have read some of their notes, and mostly they just talked with people determine the path. As for the path of the Chisholm from Tuttle up to Fort Reno, according to their map it was almost a straight line from the old Silver City location to Fort Reno. According to the original survey started in 1871, there was a road that

broke off the Abilene Cattle Trail about five or six miles southeast of Tuttle and went northwest, south of the South Canadian River, and hooked on to the Fort Sill/Arkansas City wagon road and these two trails went together on north across the river to Fort Reno. This short road was the road to the Cheyenne Agency and it is only about 19 miles long. There is another trail that I marked a part of, and it s “the Jesse Chisholm Cattle Trail.” I can not find where there were many, if any, cattle moved along this trail. (Klemme)

- The topic of where the Chisholm ran has been debated for 80 years that I know of. I feel that a project of this magnitude deserves all the research it can muster. (Merrell)

- The Western Cattle Trail entered Nebraska around Marion, Nebraska, came to the Culbertson area, then to Trenton, and on to the canyons between Trenton and Stratton. The canyons between Trenton and Stratton show definite cattle trail ruts and are still visible today. Evidence of dugouts, especially in the Dry Canyon area, is still visible today. The Western Cattle Trail meets up with both the Fort Wallace and the Fort McPherson Military Wagon Road. These military wagon roads were significant to the settlers because of the military protection that was provided from the Indians, as well as wagons carrying supplies. The Western Cattle Trail in Hitchcock County goes through what is now the Swanson Lake, Trenton Dam. (Hitchcock County Historical Society)

- I believe that north of US Hwy 56 [in Kansas], the Chisholm Trail followed the divide from Hwy. 56 north to at least Elm Spring. In general, this ridge or divide runs N-S about 1.5 miles east of the 6th Principal Meridian. There are very definite swales immediately west of Elm Spring. (Schmidt)

- The trail [location] was varied depending on following the grass and water. One early drive might be keeping the creeks and rivers in view much of the way if the early grass was good. However later in the year they might be several miles to the east or west having to follow the best grazing. We know a much used Brazos river crossing was at Kimball Bend. We also know that they would usually come west of the Nolan and camp here at old Wardville which had been abandoned in 1856. At one time we had wagon ruts crossing Town Branch Creek that runs through the Chisholm Trail Museum site. Cowboys would make it a point to come toward what is now the Cleburne area, because there were 17 saloons from the Wardville site on into Cleburne. One cattle drive, with an estimated 10,000 head, stretched from Kimball Bend all the way to Godley in one string of cattle. The Smith ranch, located near Rio Vista, has protected a 25 acre rare native prairie grass preserve that was used by many of the drives. Since none of us were there, we have to glean information where ever we can. I have had stories that the trail ran from the King Ranch in south Texas all the way to Canada. Jack Carlton, our county historian has much more information on this than anyone I know. (Murdoch, Johnson County Heritage Foundation)

<p>Marking Trail/ Wayfinding</p>	<ul style="list-style-type: none"> • Several markers placed by the Texas Historical Commission identify parts of the Chisholm Trail in extreme South Texas. An official Texas historical marker (1994) designating the southernmost point of the Chisholm Trail is located at East Elizabeth Street and International Boulevard in Brownsville. (Texas historical marker applications contain documentation for the facts presented therein. Copies are available at the Texas Historical Commission offices in Austin.) A Great Western Trail marker was placed in Donna by the Vernon Rotary Club (and 20 other Rotary Clubs) of Texas in 2006. Another Chisholm Trail marker will be dedicated in Donna, Texas, in November 2010. Titled “P.P. Ackley and the Texas Chisholm Trail” it documents former trail driver, oilman and Donna winter resident Col. Peter Ackley’s project to place two Chisholm Trail markers in every county seat along the trail from Brownsville to Canada. There are markers today in Austin, Brownsville, Donna, Falfurrias and Decatur, among others. The project was documented by the Public Broadcasting System’s nationally televised “History Detectives” program in 2006. (Isbell, Hidalgo County Historical Commission) • The Donna City Plaza at Donna, Texas, Hidalgo County, contains both a Chisholm Trail marker and a Great Western Trail obelisk. Soon to be installed nearby is a new official Texas Historical Commission marker with additional information on the area’s connection to the Chisholm Trail. (Johnson, Hidalgo County Historical Commission) • Location of official National Trails System highway markers and signage in and near Saint Jo will draw attention to and enhance the validity of the city’s western heritage. This in turn will put the city on the map as a Heritage Tourism destination and have a huge economic impact on the town. (Dial) • Regarding signs or artifacts in Kerrville depicting the Western Trail, there is a marker in the pavement in the downtown area, at the corner of Water St. and Earl Garrett St. Also, a concrete post had recently been installed north of town – on the way toward Harper – near the entrance to an important ranch. (Smith) • The Texas Historical Commission did place an historic marker in Kerr County to commemorate the Great Western Trail. [Attached is a fairly lengthy historical narrative that he wrote for the marker application justifying the importance of the Great Western Trail and the specific location in Kerr County, on Town Creek, two miles north of Kerrville.] (Luther) • Several years ago the Rotary Club of Vernon Texas came to Brownsville and put up two markers for the Great Western Trail. One was placed in Hope Park. It was placed on the levee of the Rio Grande at 13th and Levee Street. The other one was placed in Rotary Park on Palm Blvd. Their goal was to place a marker every six miles marking the trail up to the Red River. There is also a marker for the Chisholm in Hope Park. Hope Park is the site of the old river boat and ferry boat landing in
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	<p>Brownsville. (Balch)</p> <ul style="list-style-type: none"> • During the 1936 Texas Centennial, Chisholm Trail (metal) markers were placed along this old trail. One was placed in front of the old Atascosa County Courthouse. It remained there until the building was torn down in 1953. It was then placed in front of Pleasanton's Longhorn Museum. It was stolen the first night after being placed there. (Porter, Atascosa County Historical Commission) • I live two blocks from the John Chisum gravesite, and folks around here still think he created the Jesse Chisholm trail! Glad you are doing more to mark the old trails.(Steely, Paris TX) • I have been informed that there are currently 300 markers stored in my home county (Johnson County Texas) and Mr. Cates is in charge of placing these markers. Star Telegram the day of the event. Hardly enough time to prepare as meeting was over before I could even get there. In early June of this year, an article appeared in the [Fort Worth] <i>Star Telegram</i> alluding to the fact that the Chisholm would be marked in Texas. If the NPS has sufficient data to support that version, I would like to know what [the NPS is] using as a source. (Merrell)
Name of Trail	<ul style="list-style-type: none"> • The topic of where the Chisholm ran has been debated for 80 years that I know of. I have not yet been convinced of the Chisholm (Jesse) Trail being in Texas. (Merrell) • ...Of course we have also found those who insist that the Chisholm Trail began at the Red River and the trails in Texas were the Eastern and the Western Texas-Kansas Trails. J.B. (Red) Dunn reports on this in a chapter in his 1932 book <i>Perilous Trails of Texas</i> when he reported on the "Official Trail Names Adopted" by the Old Trail Drivers Association. The bottom line among those with whom I have communicated is that there is great interest in commemorating the cattle drives with a nationally designated trail of whatever name. (Stryker, Museum of Science and History, Corpus Christi)
Partnerships	<ul style="list-style-type: none"> • My family is in the cattle business and has been for several generations so it has special meaning to us. There is a growing recognition of the connection between this trail, the city of Kerrville and those like Charles Schreiner who played key roles in the development of the area. (Ratliff)
Protection of Trail Resources	<ul style="list-style-type: none"> • Elected officials, stakeholders, businesses and citizen groups in and around Dickinson County should invest more resources in preserving the many historical structures throughout the county, not just in the city of Abilene [Kansas]. Strengthen the county's identity by recognizing and building upon the historic significance of the Chisholm Trail. (Bell)
Recreation/Tourism/ Interpretation Opportunities	<ul style="list-style-type: none"> • The Butler Brothers, of Galveston County, Texas, were major cattlemen after the Civil War who purchased thousands of head of cattle in a dozen counties from the Gulf to central Texas. These herds were driven through the Houston area, then northwest to meet the Chisholm Trail. These early southeast Texas cattlemen were slave owners and they used Black cowboys before and after emancipation. A group of Black cowboys who trailed cattle with the Butlers up the Chisholm Trail

established their own settlement after emancipation; it is now “the Settlement Community,” a National Register Historic District in Texas City. To help facilitate self-guided tours, historical markers, historic cemetery designations and information kiosks telling the local history have been placed throughout the district. The Settlement community has an annual event in September with local trail riders and Black cowboys to commemorate their ancestors and community pioneers. The Butler Longhorn Museum in League City Texas exhibits the cattle trails and the evolving longhorn cattle that became the Butler Longhorn, the last viable longhorn bloodline. Given the large number of cattle that were driven from southeast Texas up the Chisholm Trail to Kansas, I hope when the trails are drawn they will show the major drives that trailed through Harris County to the Chisholm Trail proper during the late 1860s and 1870s. (Gallaway, Environmental Institute of Houston)

- Entering Cleburne, Texas on Highway 67 from the west, visitors are greeted by the largest life size “silhouette cattle drive” in the nation. These are just part of the Chisholm Trail Outdoor Museum. The museum and its artifacts are all part of Wardville, an early county seat, which was used for many Chisholm Trail camp sites. The museum is operated by an all volunteer group, the Johnson County Heritage Foundation. Pioneer Days is their big annual show in November the Friday and Saturday before Thanksgiving; it features a working blacksmith, longhorn steers, cowboys, Indians and a chuck wagon cook off. (Murdoch, Johnson County Heritage Foundation)

- There is a museum of western art in Kerrville, but the nearest historical museum was in Bandera (to the south) and that this museum had quite a bit of information on the cattle trails. (Smith)

- Some points along the trails already have facilities and people in place to offer public recreational use and interpretation, such as Fort Griffin State Historic Site, TX. Many of the visitors to Fort Griffin, and many of the people that I talk to as I travel with the longhorn steers from the state herd, are interested in hearing about the Great Western Trail and details about trail life. They want to hear about things such as its location, where it went, what the cattle and cowboys that travelled the trail were like, and they want to get a feel for how life was at that time and on the trail. (Craddock, Fort Griffin State Historic Site)

- Last year the Oz Bicycle Club of Wichita did a bike ride on part of the Chisholm Trail. We have talked with Adventure Cycling about developing a bike route along the Chisholm Trail. Would like to help with the trail. Maybe the NPS could incorporate a bicycle path along the trail. Maybe Adventure Cycling would be willing to help too; they are developing a US Bike Route System. So it would be exciting if the Chisholm Trail could be part of the US Bike Route System. (Wright)

- Kerrville, TX is one of the towns that made the Great Western Trail possible. The clear, cool water of the Guadalupe must have been a welcome respite from the dust and the heat of a long ride. The town will

	<p>celebrate the beauty and the bounty of the Guadalupe River with a six mile river trail, which will be complete with historic markers and interpretive signage. It will be a perfect fit with your project. (Gross)</p> <ul style="list-style-type: none"> • On the website, www.bellcountymuseum.org is a beautiful, one-of-a-kind bronze monument entitled, "Going Up the Chisholm Trail." We have a brochure describing the monument (it is also on-line) that describes each of the 17 panels that exhibit the local and national story of the trail. The City of Belton recently created a lovely new Hike and Bike Trail which features ten outdoor story boards dedicated to the history of the Chisholm Trail, both locally and nationally. The Hike and Bike Trail meanders along a lovely segment of the historic Nolan Creek; it is enjoyed by residents and visitors alike. We also have available the wonderful Chisholm Trail brochure produced by the Texas Historical Commission. (Turnham, Bell County Museum) • The Town of Goliad at one time had "Stampeed Days" which was a celebration around the Town Square, and they would herd cattle through town and around the Square. (Wales, Refugio County Museum) • ...The Hitchcock County (Nebr.) Historical Society sponsored a Western Cattle Trail Tour, June 19, 2010, which took place on a farm located between Trenton and Stratton. The event was to promote the trail and create interest in the history that is present in this area. An author of a recently-published Western Trail book was present. The author's research helps us to identify the route of the trail and where to look for evidence of the cattle ruts. (Zahl and Loescher)
Route Inclusion/Expansion	<ul style="list-style-type: none"> • Please include the areas south of San Antonio, Texas and north of Ogallala, Nebraska in the National Trail designation as there is proof that they were indeed part of the trail. (Parker, GWCTA Chapter) • I did quite a bit of research on where the main trail and other trails branched off. The trail actually went northwest [from Ogallala] before continuing north. This becomes more obvious when one considers the issue of a need for water for the cattle. I have served as the "Project Manager" for the "Trail" across Montana. In spite of the years I have been working on it, I still feel I am just "scratching the surface! (Gatzke) • We scanned the Chisholm Trail map [in Wayne Gard's <i>Chisholm Trail</i> book] which confirms our understanding that the Chisholm Trail was identified as such all the way to Brownsville.... (Stryker, Museum of Science and History, Corpus Christi) • Both of us feel that the Great Western Trail starts farther south of San Antonio and extends beyond Ogallala with strong indications that help propel Texas influence into Canada. (Kreidler and Monroe, Texas Tech) • While the main Chisholm and Western Trails, along with the feeder trails to each from various starting locations in Texas, are of significant importance to Texans, there are other alternate legs that I hope that you will mark and catalog for posterity. With challenges such as the tick fever, shifting quick sand river crossings, bandits, and barbed wire fences, some herds were forced to find alternate routes from Texas and

even different destinations. As an example, just getting into Indian Territory at Red River Station from Texas was sometimes a problem, and some herds no doubt went north from Ft. Worth to intersect the old Overland Mail Route running northeast to Preston Crossing of Red River (some 60 miles east of Red River Station) where they could continue north toward Abilene or follow the old Marcy Trail leading to Ft. Smith, AR and on to Missouri. This variation and others, whether resultant from stormy weather, no grass, or Indian troubles, are important historically and merit inclusion in the documentation of the trail-herding era. (McAlister, Johnson County Historical Commission)

- The Great Western Trail not only trailed cattle to the Kansas and Nebraska commercial outlets, it also was the conduit through which Texas cattle were pushed into the northern Great Plains –Wyoming and Montana--in the later part of the cattle trailing era. Moreover, it makes clear that the trail began as far south as Matamoros and extended far beyond Ogallala, Nebraska into the northern Great Plains (Skaggs, 141). This evidence suggests strongly that the proposed historical trail was not only nationally significant, but it had international implications in linking the U.S. cattle industry with both Mexico and Canada. Clearly delineating the contributions and importance of the GWT because of the aforementioned facts would be a substantial opportunity to highlight an important aspect of U.S. history, but it also would chronicle the hemispheric importance of the U.S. and Texas cattle trailing experience. (Kreidler, Texas Tech)

- I have prepared a collection of written passages from several authors (Wayne Gard, Charles A. Siringo, Sue Flanagan and Henry B. Jameson) that have written extensive reports on the cattle drive era, including the legendary Chisholm and Great Western cattle trails. While difficult at times to always agree on every historic detail, all four of the above mentioned authors are in agreement that the trails began (reached) as far south as the Rio Grande River and the Gulf Coast Region of Texas. Gard, *The Chisholm Trail*; “The main stem of the Chisholm Trail began at the Rio Grande. ... I have always understood that Mr. Gard wrote the most authoritative account of the Chisholm Trail. As you will note from his map, the origination point(s) of the Chisholm Trail do not begin in San Antonio.”

Siringo, *Riata & Spurs*; “We finally got the herd broke in, and started ‘up the trail,’ but not up the Chisholm Trail, which lay to the eastward (from San Antonio) about a hundred miles.”

Flanagan, *Trailing the Longhorns*; "But like many dictionary definitions trampled under by popular usage, neither resolution nor declaration could shorten the Chisholm Trail’s line of lore extending from the Rio Grande to the Kansas prairies.”

Jameson, *Miracle of the Chisholm Trail*; "In connection with gathering material for this book the author drove the full length of the Chisholm Trail from Brownsville." --and-- “The Old Chisholm Trail Driver’s

Association, consisting of 1,000 members throughout Texas, claims Cuero, east of San Antonio, as the 'very first starting point.' It is claimed the first herds left Cardwell Flats four miles north of Cuero on April 1, 1866." (Oliver)

- In addition, I have received information that I think will further explain Congress' requirements in establishing the origination point and scope of both the Chisholm and Great Western cattle trails. Attached is the feasibility study legislation (Sec. 5303 of Public Law 111-11), which notes that "The Chisholm Trail (also known as the 'Abilene Trail'), began "from the vicinity of San Antonio, Texas [with] segments from the vicinity of Cuero, Texas," and that "In conducting the study required under this paragraph, the Secretary of the Interior shall identify the point at which the trail originated south of San Antonio, Texas." (Oliver)

- Since January 2000, a group of all-volunteer civic leaders and interested citizens from a multi-county area in South Central Texas have been working to establish the Chisholm Trail Heritage Museum (CTHM) in Cuero, Texas, which was positioned geographically in the center of what the Texas Historical Commission called "the procurement zone" for the cattle driven to northern markets. Collectively, we feel that cattle that were assembled in Refugio, Goliad, Gonzales, Victoria, DeWitt, Calhoun, Lavaca, Nueces, San Patricio, Aransas, and Jackson Counties played an important role in creating the now legendary Chisholm and Great Western Trails. (Oliver)

- We have been working with Congressman Sam Johnson on an initiative for the Shawnee Trail, and our desire is to get this trail as part of the already approved study for the other two trails. It was our understanding that he was taking that to the appropriations committee to see if dollars could be added to your funding and include the Shawnee Trail. We have a partnership between 8 cities right now that are along the Shawnee Trail that includes Waco, Waxahachie, Cedar Hill, Dallas, Richardson, Plano, Frisco and Pottsboro. We are working towards a grant that is available through the Texas Historic Commission in order to enhance our website, and produce collateral about this important trail. (Roe, Frisco Convention & Visitors Bureau)

- ...It is my understanding that the original submission of this request to you indicated that the trail ended in Ogalalla, NE. I do not profess to know of the entire history of the trail drives that originated in Texas and headed north, but do know that the foundation of our cattle industry in Montana originated from southern cattle driven up the Chisholm & Great Western trails. The Montana Stockgrowers originated in Miles City, MT 126 years ago. There is significant history recorded at the Range Riders Museum in which many of the original settlers are noted as arriving in Montana from the Texas trail drives. [The] curator of the museum is a wealth of information on the subject. (Markuson)

- I understand you have been working to help designate which routes were the official routes of the Chisholm Trail. Much like the areas where

the cattle would have originated and fed into the trail, there are many worthy area points of interests that have their roots in the Chisholm Trail. While the Panhandle Plains Historical Museum may not be on the Great Western Trail, their collection (probably the most important trail-drive and historic ranching collection in the U. S.) and locale (in the middle of all the branches of the Great Western) make them an integral and vital associate to this effort. If your official mapping of the Trail were to draw attention to these sights, then in essence you would have the Trail be the “Mississippi River and all the points of interest be its tributaries”. Remote museums are like the great parks of this country. Nothing short of visiting them in person will do them justice. Projects like yours can really help as treasure maps and lead people to the doorstep of places like the Panhandle Plains Museum. (Clement, King Ranch, Inc.)

- I would like to have you review the history of Julesburg, Colorado, an important railhead shipping point for the Great Western Trail. It served in part as an overflow for the railhead at Ogallala, Nebraska, which is only approximately thirty miles from Julesburg. [A substantial amount of historical information about cattle shipments and activity in the Julesburg area was included.] I would also like to mention that the GWT did not stop at Ogallala, but moved on north as evidenced with the quote from Kraisinger’s book [p. 255] as one of many examples of this fact. (Fender)

- I want to see the whole trail properly marked and protected not just the part listed on the paperwork. To do any less would be doing a half way job. (Simons)

- It is the feeling of many, including the Atascosa County Historical Commission, that both the Chisholm Trail and the Great Western Stock Trail had its beginning in South Texas, south of San Antonio, near Pleasanton, Atascosa County, Texas, and should be part of a national trail designation. Both trails, The Great Western Trail, west of San Antonio, and the Chisholm Trail, east of San Antonio, went through Atascosa County and possibly started here. Thousands of Longhorns left Atascosa County were trailed up these two trails beginning in late 1860's through the early 1880's.(Porter, Atascosa County Historical Commission)

- This is to confirm that I am in favor of the trail. Unfortunately I cannot find the official place on the NPS web site. I am therefore not sure what is included. I would like for it to include the Chihuahua trail in Texas from Indianola to the Texas [Mexico] border. I am aware that the trail goes on into Mexico and the town [Chihuahua] of the same name. (Ellenberger, Calhoun County Historical Commission)

- We, Clark County, Kansas, and SW Kansas would like to have the “left off” third of Great Western Trail north of Ogallala, NE added back to show North and South Dakota, Montana, and the legs of Chisholm from Fort Worth through Denton and Gainesville, TX into Ardmore,

Oklahoma, also spurs into Colorado, Wyoming, Missouri, into Corpus Christi from the Alice/Kingsville area, and major leg onto Chisholm from Victoria – major gathering area from that region. Also add Plains Panhandle History Museum – major cattle trail museum in Canyon, TX, and the historic LX, JA, XIT, 6666, and King ranches be included as well. (Pioneer-Krier Museum)

- I am well aware that the Rotarians have done some extensive research about the Great Western Trail, and they firmly believe that the trail started in Mexico and extended all the way into Canada. Since I am scheduled to attend the dedication of a new GWT marker in Miles City, Montana, next month, I can assure you that the Rotarians in Montana are convinced that the trail extended through their state. I hope that you will reconsider the length of the trail. It would be a shame not to give credit to all of the states and cities which hosted the trail during its important period in American history. (Klinginsmith)

- My concern is the 2 routes or "split" from the South Canadian River to the convergence at the Cimarron River at Red Fork Station. There has been comment that only one route should be chosen, honored, etc. Both routes are very important and have a lot to see and learn about. The western leg, called the "Variant" evolved to bring "beeves" to Fort Reno to be issued to the Cheyenne and Arapaho at the "Darlington Agency". Of course the routes have been monumented by Bob Klemme, the trails expert. (Warren, Historic Fort Reno, Inc.)

- Dr. Donald Gatzke, Montana Rotarian who has made the markers to mark the Montana trail, did extensive research determining where the trail crossed Montana. He determined that it moved up the eastern side of Montana going north with Miles City the major town for supplies and entertainment before going on north. Miles City has been called the Dodge City on the north end of the trail. Please consider this information as you establish the complete path of the Great Western Trail.(Mahoney)

- Noted Great Western Trail historian Jimmy Skaggs in *The Great Western Cattle Trail to Dodge City, Kansas*, wrote that “The Matamoros Trail “however, was used more than any other.” The footnote for that statement is documented as coming from *Map of the Trail Drivers; San Angelo Standard Times*, August 29, 1954. The terrain and a hostile environment also helped funnel the cattle up the Matamoros Trail. With sand dunes to the west and lack of water, along with hostilities from marauding bandits that eventually required the Texas Rangers to help liberate the Nueces Strip during that period of time, the cattle were moved north along the most hospitable, shortest routes going north, which was the Matamoros Trail from Brownsville to San Antonio. The Matamoros Trail carried the major herds to San Antonio. (Mahoney, Vernon Rotary Club)

- It seems again that the rural areas of Texas, who were the areas that helped build these Great Trails, will be left out again because we have little or no voice in the matter. The cattle industry was of great

importance to Refugio and its growth and development. Our part of the Texas coast was a great habitat for the cattle brought in to Texas by the Spanish missionaries. By the time the Irish settlers arrived to the area there were great herds of cattle roaming our prairie, lush with vegetation. The early ports in Refugio County, between the 1860's thru the 1870's shipped, by boat, hundreds of thousands of hides and tallow to New Orleans. Because of the cost and limited numbers they could ship, they began cattle drives to the North. (Hobart Huson, *Refugio*, 1953). Don't leave us out because we are small in numbers. Because of the cattle industry in Refugio the town, which had a population of about 600 in 1900, 1 out of every 8 were millionaires, thanks to the cattle industry. Please consider South Texas as the Beginning of the Chisholm and Great Western National Historic Trail. In volume II, pp. 223-26, Huson talks about the Chisholm Trail and the "Old Time Trail Drivers Association" founded in 1915. The organizer and one time president was George W. Saunders who had ranched in Refugio and Goliad counties. Probably the first major cattleman who saw the business possibilities of sending herds "up the trail" was Dillard R. Fant of Goliad County and an extensive operator in Refugio County. Learning that some North Texas cowmen had driven some small herds through the Indian Territory to Kansas and had gotten good prices, he resolved to try the experiment with a big herd from Southwest Texas. Accordingly he sent his first herd "up the Trail" in 1869, and met with such outstanding success that every other stockman in South Texas followed suit. To Fant probably belongs the credit of extending the Chisholm Trail to Corpus Christi, the trail finally established running a little west of the Town of Refugio. (Wales, Refugio County Museum)

- In charting the route of the Chisholm Trail, we respectfully request that you include Brownsville and the Rio Grande Valley in your investigations. Local history asserts that the Chisholm Trail began at Brownsville, Cameron County, at the southernmost tip of Texas. An official Texas Historical Marker at East Elizabeth Street and International Boulevard in Brownsville, erected in 1994, reads "Chisholm Trail: The southernmost point of trail used after the Civil War to drive Texas longhorn cattle to Abilene and Dodge City. An estimated 10 million cattle were driven north along the trail." Also, the Donna City Plaza at Donna, Texas, Hidalgo County, contains both a Chisholm Trail marker and a Great Western Trail obelisk. Soon to be installed nearby is a new official Texas Historical Commission marker with additional information on the area's connection to the Chisholm Trail. Several area museums also have information and exhibits concerning this region's participation in the great cattle drives. We hope that the Chisholm Trail route will include this area. (Johnson, Hidalgo County Historical Commission)

- Voting for a broader span of the Chisholm Trail, including Co, Wy, and Mo; very much needed as it is a national treasure. Request...old trail

vs. highway; broader span, 50-60 miles off original. (Rae)

- I hope and trust that your office will favorably consider designating the entire distance of the 1870's-1890's main cattle-driving route from the Rio Grande in Texas to the Canadian border in Montana as the "Chisholm Trail." More than a few of the cattle drives that began in South Texas didn't stop in Kansas, but continued on into Nebraska, the Dakotas or Montana, supplying beef to Army Forts and Indian Reservations, spending eight to nine months en route. These arduous treks, many with young men seeking excitement along with war veterans seeking to rebuild a life, challenged and tested them in ways that enabled many of the survivors to become honorable, respected and contributing citizens, besides having provided sustenance to the many that benefited from the Texas Longhorn beef. (McAlister, Johnson County Historical Commission)
- I wish to express deep concern that the designation of the Chisholm Trail about to be adopted cuts perhaps 45% of the designated highways without the main attractions being given adequate consideration. Many museums and off trail sites are not included in the proposals. It sounds like budget austerity is causing a serious depreciation of what is genuine and dear to the legends and heritage of the Chisholm Trails. (Sharpe)
- It is very important that the Chisholm Trail and Great Western Trail be preserved in their true and complete state, without variance or omission from the original routes. To omit or abbreviate the trails would truly be a tragedy and miscarriage of great American historical relics. (Pueblo, North Fort Worth Historical Society)
- Most of the great cattle drives began in the state of Texas. But where did these great herds of cattle begin and where did they come from? San Antonio [was] the most important town in Spanish Texas. In its own right San Antonio was the hub of commerce between Mexico and the early Texas settlers. The cattle come that were so important to San Antonio came from south Texas and mainly along the banks of the Rio Grande. The large herds of cattle were actually stationed along the Rio Grande and more than half of the grazing grounds were on the Texas side of the River. It was from here, the cattle that made the first drives to San Antonio came from the Rio Grande valley. We urge you to consider the importance south Texas made to the cattle trail drives and begin the National Historic Trail for the Chisholm and Great Western Trails near the Rio Grande. (Pittman)
- The Western Trail was an international trail as it extended from Mexico all the way through to the Canadian border a distance of over 1800 miles. The Congressional bill left out the GWCT from San Antonio to Brownsville and from Ogallala north to the Canadian Border and we feel that these GWCT segments should have been included. While I consider both trails very significant to the cattle trade of that period, the Great Western Cattle Trail moved well over 6 million head of cattle from 1875 through 1885 from the border of Mexico to northern

	<p>markets while the Chisholm Trail moved around 4 million head from 1867 through 1875 basically north to Kansas markets. (Sherer, Kansas GWCTA Chapter)</p> <ul style="list-style-type: none"> • I was distressed to learn that large parts of the Great Western Cattle Trail have been left out of the proposal! I am referring to the segments between San Antonio and Brownsville, Texas and the long segment between Ogallala, Nebraska and the Canadian border. This trail was the longest of the cattle trails and deserves to be recognized as such as it binds together historically at least 7 states from the Gulf of Mexico to Canada. Please keep the two deserving trails separate and please represent to Congress and the NPS the <i>entire</i> Great Western Cattle Trail. (Johnson, Dodge City GWCTA Chapter) • Suggest that the proposed Chisholm and Great Western Cattle Trails show the point of origin as Brownsville, Texas, that being the port of entry for cattle from Mexican ranches on the south side of the Rio Grande, and identifying that part of Texas south of San Antonio as the source for most cattle using the Chisholm Trail. Historical records indicate that the Chisholm Trail from South Texas followed present US 281 from Brownsville west, gathering Rio Grande Valley cattle en route, and turning north at Pharr and continuing to San Antonio. The Trail follows either of two routes from Brownsville: the first went up US 281 to Alice, then east through Beeville to San Antonio; the other from Brownsville followed present US 77 through Kingsville, Robstown and Victoria, bypassing San Antonio through Cuero (historical marker) and Gonzales (historical marker) to Austin and Fort Worth. Hidalgo County Historical Commission has statements from Rio Grande Valley ranchers attesting to cattle drives from this border country to railheads in Kansas. Except for Brownsville and Hidalgo, there were no cities in extreme south Texas in the nineteenth century, but the ranches can be equated to modern-day cities such as Edinburg, McAllen, Donna, Mission, Linn, Kingsville, Mercedes, Sarita and Hebbronville, from which feeder trails brought cattle to assemble as a trail herd at the McAllen or King ranches. Several publications which mention cattle drives originating in the southern tip of Texas are Mary Margaret McAllen Amberson's <i>I Would Rather Sleep in Texas</i>, 2003; Wayne Gard's <i>The Chisholm Trail</i>, 1954; and Tom Lea's <i>The King Ranch</i>, 1957; Hidalgo County Historical Commission marker application "Texas Cattle Trails," Mission TX, 2009. A more extensive bibliography can be furnished if desired. (Isbell, Hidalgo County Historical Commission)
Significance	<ul style="list-style-type: none"> • The Western Cattle Trail in Hitchcock County, Nebraska goes through what is now the Swanson Lake, Trenton Dam. It is today a prime boating, fishing and camping area. This is significant to meeting criteria number three...(Hitchcock County Historical Society) • To me at least, there are a number of themes that will contribute to national significance of the Western Trail. The Indian Wars on the Southern Plains, and the extermination of the buffalo, which made cattle

trailing possible; post Civil War economics that made Texas beef profitable; also the Spanish origin of the longhorn breed; the effect of the trail turning attention to remote areas, and the ranches and later homesteads that resulted; the diverse cultural contributions to "Western Heritage" as a component of national heritage; and so on. (McClenny, Museum of the Western Prairie)

- The Old Chisholm Trail is more important to the history of America than most people are aware. The trail drives from Texas to the rail heads and northern markets changed the country and brought into existence many products and businesses that revolutionized the nation.

The use and development of barbed wire, design changes in the saddle industry, expansion of the nation's rail system, major developments in the field of animal husbandry and ranching, the chuck wagon method of cooking on the range, and numerous other developments marked the epic period of cattle drives on the Chisholm and Great Western trails. (Kokel, North Fort Worth Historical Society)

- Western Nebraska played a large role in the creation of the Western Cattle Trail. The railhead in Ogallala, Nebraska was the best mode of transportation to get the largest number of Texas cattle to eastern markets. Some cattle were sold to ranchers and some to government agents who purchased the cattle to help feed the Indians who were now on reservations and no longer hunting the buffalo. Hitchcock County played a major role providing good grass and good water, both being prime resources for the longhorns. We believe the Western Cattle Trail lends itself to being significant to the development of American culture and how life continued to thrive on the plains. The Trail started in south Texas after the Civil War. Cattle were rounded up by men home from the war that needed to rebuild their lives. These cowboys branded the cattle with a trail brand and headed north to markets in Abilene, Kansas, then Dodge City, Kansas and then Ogallala, Nebraska. The Western Trail was the beginning of big cattle business, jobs, a new breed of cowboy. Towns sprang up, businesses grew, to accommodate the cowboys. Families came, land was claimed, homes were built, schools and churches followed. The American frontier was in constant change. A new way of life was out there for the taking, a new culture was being built by people reaching for the American dream. (Zahl and Loescher, Hitchcock County Historical Society)

- The Chisholm and Great Western cattle trails easily meet all three criteria for being included in the National Trails System. They were established by historic use and are highly historically significant. They moved many millions of cattle to market and helped firmly establish the heritage of ranching in Texas. We know the trails were nationally significant because they would not have existed without the demand for beef and hides from the eastern US and Europe. They involved many states and thousands of miles of trails and rails in a massive national supply chain that was almost unheard of at the time. (Craddock, Fort

	Griffin State Historic Site)
Support for Trail Designation	<ul style="list-style-type: none"> • Belton, Texas, is extremely proud of its status and location on a major feeder route for the trail, and would wholly support the development of a National Historic Trail. In short, I hope that you will note our enthusiasm for the project and our willingness to participate in future feasibility studies to help this National Historic Trail a reality. (Turnham, Bell County Museum) • This is such an important study that we, on the GWT, feel a sense of pride that our cattle trail heritage will be documented and preserved and promoted. With this and the lore of the cowboy that developed in part from the trail days, the Great Western Trail and the Chisholm Trail have earned the right to stand along with the other trails running east and west. (Fender) • The Southwest Collection/Special Collections Library of Texas Tech University, as one of the key regional archives that has long collected the legacy and lore of ranching and cattle trailing industry, has taken a special interest in the project, and completely supports the recognition especially of the GWT as the penultimate achievement of the cattle trailing pioneers. (Kreidler, Texas Tech) • Please add the Great Western Cattle Trail to the NPS National Historic Trail System. (Modgling) • I am descended from the brother of Charles Goodnight. I am very interested in this project because of my family connections to the cattle drives. I would like to see the Chisholm Trail become a National Park. I often travel in Oklahoma and see the area where the trail is, but it is very hard to identify from the highway and I would like to spend time there and learn the history. (Mire) • I support the Chisholm and great Western Trail project. Let's work to see it through. (Willeford) • We strongly support the idea of historical status! (T.P. Conroy) • It is really touching to live in an area through which such a great cattle trail passed with all its history and to revel in the legacy that it, the longhorns and cowboys left. I wholly support including the Western Trail (and the Chisholm Trail) into the National Registry of Historic Trails. (Stoutamire) • I support the approval by Congress to include the Great Western Trail as a National Historic Trail as well as the Chisholm Trail. (Fender) • I am learning more and more about the significance of the Great Cattle Trails in our history. The impact of these Trails on the cattle business and the growth of Texas cities, such as Fort Worth, has been portrayed in our history books and on the Silver Screen (Thanks to John Wayne!) all of our lives. As I have gotten older, I have a renewed appreciation of the value of preserving these most important landmarks as National Historical Trails. This would assure that they are, hopefully, preserved and protected by the U. S. Government forever. (Pueblo, North Fort Worth Historical Society)

- The town [of Nocona] is 100% behind the endeavor to make this happen. (Wood)
- We appreciate your consideration in support of the designation of the Western Trail as part of a National Historic Trail. As members of the Hitchcock County Historical Society board, we are interested in the efforts being made to have the Western Cattle Trail designated as a National Historic Trail. The National Historic Trail designation is important to western Nebraska because the Western Cattle Trail played a key role in creating the American cowboy and the American West. As the National Historic Trail effort moves forward, development of tours, brochures and signs would be of great value to help preserve the history that is still evident here and help promote all there is to offer in western Nebraska. (Zahl and Loescher, Hitchcock County Historical Society)
- As Chairwoman of the Kerr County (TX) Historical Commission, I'm very excited to hear of the proposed plan for the Great Western Trail. Let me know how our commission can be of assistance. (Leonard)
- Although there's much interest in having the Chisholm Trail designated as an official byway, it is, after all, a trail, and designation as a trail would serve it best. (Land)
- I (am) very interested in keeping this history here in Kerrville, as we are tearing down the old hospital in the historical downtown and thought that would make a wonderful heritage park to go in its place. I know there are so many more families in this county, as well as others whose passed loved ones ... would appreciate the real Texas cowboy image and honor the hard work that they had done on those cattle drives. (Hack)
- This message is to encourage you and your committee to find significant reason to fund the development of the Chisholm and Great Western Historical Trails. Being a 14th-generation American and 6th-generation Texan, as well as a former history teacher, I understand that the preservation of our heritage is vital to our current and future American culture, and to the way we see ourselves as Americans. The opportunity to preserve and mark this major event in our nation's history is something that simply cannot be missed. Please don't let this profound opportunity be overlooked. I trust you and the committee to make the right decision. (Kokel, North Fort Worth Historical Society)
- As a native of Cooke County [TX] I think it would be great to be part of the National Historic Trails. (Harlan).
- She is all for the designation of the Western Trail as a national historic trail – but she says that in the local area, this trail is known as the “old Spanish Trail.” (Holecamp)
- I would like to express my interest in having the Chisholm Trail that came through Texas added to the National Trails. This truly was a part of our great history and would like to see it added to honor for those who rode. (Morelock)
- Dickinson County [KS] is very proud of its history and has even made note of that in our County Comprehensive Plan. This is a perfect

	<p>opportunity to highlight the Trail. (Bell)</p> <ul style="list-style-type: none"> • We appreciate your consideration in support of the designation of the Western Trail as part of a National Historic Trail. We have written this letter in support of this designation as well. (Zahl and Loescher) • Yes, we want these famous trails included in the Parks and Wildlife Trails. (Midkiff) • I think adding the Chisholm and Great Western cattle trails to the National Trails system will be a very positive thing for everyone involved in sharing the history of the trails and the trail era. It will raise awareness of the importance of the trails, the ranching industry, Texas longhorn cattle, and the cowboy to Texas during that period in history and how they served to shape early and present day Texas...(Craddock, Fort Griffin State Historic Site) • I am writing in support of placing the Great Western Cattle Trail on the National Trail Systems. The Great Western Trail was used to drive 5 to 6 Million Cattle up from Texas to the Northern Rail Systems to ship the Cattle to the Eastern U.S. There is physical evidence remaining of the Trail's existence as it has been marked in several of the States that it passed through. The most recent was the marker dedication in Dodge City on June 12, 2010. (Stehlik) • The Kerrville Daily Times' lead article this week is about the Great Western Cattle Trail and the possibility of it becoming part of the NHTS. I'd like to add my voice to those in favor of this. (Ratliff) • I do believe the Great Western Trail is of historic significance, that it certainly did have cultural impact and I believe it should become a national trail. Please keep us in mind while this process goes forth; we are deeply interested and support the designation. (Fenstermaker)
Trail Distinction	<ul style="list-style-type: none"> • We both feel that the Western Trail is separate and apart from the Chisholm particularly given its international reach—Mexico and Canada. ... The late Professor Jimmy Skaggs of Wichita State University was and remains the most important expert on the origins and significance of the Great Western Trail. In a variety of books and publications he aptly pointed out beyond a reasonable doubt that the GWT was a substantial trail separate and apart from the Chisholm Trail to the east. It goes without saying that the all of the cattle trails going from east to west built on its predecessor, and certainly the GWT owes its origins to the viability and importance of the Chisholm. ... Skaggs' article in the West Texas Historical Association Year Book, "The Route of the Great Western (Dodge City) Cattle Trail," (1965) leaves no doubt that the trail was important in its own right. (Kreidler and Monroe, Texas Tech) • I would like to say that it is important to have each trail recognized as separate trails so that the history of each trail can be preserved, which in turn will make it possible to promote the trails for historic tourism. (Fender) • I am writing because I have heard that there has been talk of combining both the Chisholm Trail and the Great Western Cattle Trail

	<p>into one entity. These two trails are separate both physically and historically. Such a combination would be detrimental and unfair to interpretation of both and I strongly request that they be kept separate. (Johnson, Dodge City GWCTA Chapter)</p> <ul style="list-style-type: none"> • First, although I know that the legislation mentions the Great Western Cattle Trail and the Chisholm Trail together, I would request that the National Park Service consider each trail on their own merits regarding National Historic status. I feel that this is the only way as they both have certain differences. I would ask that you please remember that each trail is a system of its own and each trail should be recognized on its own merits. (Sherer, Kansas GWCTA Chapter) • I have received an email encouraging input on our feelings about the feasibility study on the Chisholm and Western trails. We have only one comment or suggestion. The Western and Chisholm each need to stand on their own. Both trails merit recognition and deserve attention, but separately. To avoid confusion within the public, two distinct merits need to be placed on these two trails. If the Park Service combines the two into one trail system, this will only continue to be confusing to the students of history. They are of two different trail systems and should be treated so in a national recognition. (Kraisingers)
Trail Resources	<ul style="list-style-type: none"> • There is existing evidence on one of the local ranches of a stone cattle crossing on the Aransas River, the southern boundary of Refugio County. This stone crossing starts on the south bank and goes to the north bank of the river near the US Hwy 77 bridge crossing the Aransas River. The north bank is on a portion of the F.B. Rooke and Sons Ranch. (Wales, Refugio County Museum) • The Stonewall Saloon on one corner of the square is the oldest building still standing in Montague County. It did a thriving business in the 1870's with the cowboys who drove cattle up the Chisholm Trail and stopped to water and graze their herds in the Head of Elm/Saint Jo area before moving into Oklahoma via Red River Crossing. (St. Jo, Texas) • I have sent in other information about the Chisholm Trail through others from Cleburne. We have dedicated our efforts to restoring the rich history of Wardville. After the war this historic site was used for Chisholm Trail campsites. We would like to be included in your program. This is a great location for visitors to learn about the trail. The old Wardville/Birdville road runs through this site and was used many times to drive the cattle on into Ft. Worth and beyond. (Murdoch, Johnson County Heritage Foundation) • ...Jesse Chisholm had a trading post just east of Asher, Oklahoma and a natural spring flows from the site. Jesse and his oldest son, William built a stone building over it that still stand today and water still flows from it. It is called Chisholm Springs. Just across the South Canadian about 3 miles away is a Chisholm 2 story home. Jesse and William built two log cabins on this property that are now gone. Just a hundred yards west of this home is a Chisholm Family Cemetery with about 70 or so

graves, one of whom is William's who was the first person buried there. They planted a tree that was probably 50-60 tall until lightning took the top of it out 3 or 4 years ago...At Jesse Chisholm's grave north of Geary, Oklahoma, the springs there still flows today. (Courtney)

- I was raised in Hebronville, Texas where the world's biggest cattle shipping point existed. The towns of Alice and Kingsville, home of the King Ranch, also claim this title. The shipping pens in Hebronville were about 1 mile long and a 1/4 of a mile wide. There were three dipping vats with feeder traps appropriately constructed to run stock through to kill the Texas fever tick which we were told came with the cattle from Mexico. [Many area ranches were then mentioned, the people involved, and some personal history related to them.] Eric McGill in the valley also shipped cattle from Mexico. I am told that all the ranches got cattle from Mexico and drove them North until the railroads were established. (Doughty)

- I own and live in one of the oldest buildings in Kerrville, built in the 1890's. Immediately upstream from my property is an area that was known as "The Scatters," back when the cattle drives came through this area. It's a broad area of the riverbed that is very shallow water, but encompassed by fairly steep river bank. I'm told that the cattle would be 'turned loose' to graze, drink and rest, while at the same time, easy enough to gather-up again, by virtue of the immediate geography. I vote YES for the inclusion of The Great Western Trail to the National Historic Trail System. (Burton)

- Chisholm Trail Park, a park dedicated by the State Highway Dept and the Parks and Wildlife Dept, is on the location of the ghost town Kimball (TX). The cattle met up just east of Meridian, and traveled 8 miles to Kimball or Kimball Bend, a bend in the Brazos River. (Crawford)

- The Holekamp Ranch is located about 5 miles south of Harper (TX). She recalls that, as a girl, her dad took her out to the lower pasture on this ranch and pointed out where the trail passed through the property. (Holecamp)

Appendix 3. Written Comments Submitted on the NPS’s Planning, Environment and Public Comment (PEPC) Website.

Note: Public comments – whether sent to the NPS by email, provided to the agency’s PEPC (planning) website, given orally at one of the public meetings, mailed to the agency office, or provided on comment forms at the public meetings – have often been edited. They were analyzed and placed, as appropriate, within one or more topic categories. Personal or sensitive information containing individuals’ names or contact information have been omitted for reasons of privacy. Spelling errors, where necessary, have been corrected.

Topic	Comments
Education Programs	<ul style="list-style-type: none"> • [In the Wichita area, there are] two namesake elementary schools in the USD 259 school district: Jesse Chisholm Elementary and Chisholm Trail Elementary. In addition, the City of Wichita and Jesse Chisholm have been firmly juxtaposed and incorporated into the elementary school social studies curriculum of the Wichita Public Schools. An example of this, from a district-approved historical narrative, was provided, which emphasized how much Jesse Chisholm assisted the Wichita Indians. (Oberg)
General Comments/Concerns	<ul style="list-style-type: none"> • Collecting information and feedback from the general public, and gaining the support of regional and national stakeholders is important when conducting something as important as the establishment of a National Historic Trail. I was pleased to hear that the Chisholm and Great Western National Historic Trails would be "our" trails and that you were there to listen to our remarks and remain open to information and data that will ultimately lead to a more successful execution of the charges made by Congress. I believe we're all keenly aware of regrettable errors when government takes a path of ignoring the voices of stakeholders, which in turn can be costly and resulting in mistakes which are difficult to reverse or correct. For this reason, I was extremely pleased to hear that the National Park Service was holding the public scoping meetings "with open ears." (Oliver, Chisholm Trail Heritage Museum) • As an Old West Historian, mystic, Abbot and concerned citizen it is my feeling concerning the many old trails throughout the West. 1. They were named at the initial time of discovery. Changing them would defer from the original history and it learning in the future. 2. History is infallible (errorless); we make it every day, every minute and every second. This is the Creator’s purpose to guide us back at times where we learn from our mistakes. 3. This Old West trail through Texas up into Kansas altered many times. Alternative miles were covered due to water conditions, dust storms, Native Indians and stampedes to name a few. 4. [As noted in <i>The Killing of the Musgave Kid</i>, and similar books as well, the Outlaw Trail was a significant historical trail.] 5. Preservation is a vital part and so is public comment. (Bain)

Topic	Comments
Historical Context/Information	<ul style="list-style-type: none"> • Government policy of the late 1860s and early 70s was to kill off the buffalo to deny them as a food source to the Indian tribes that roamed the Great Plains. They hoped that without the buffalo the Indians would agree to live peaceably on their assigned reservations and come to rely on the government for food (beef) that would be provided for them. The killing of the buffalo also left the Northern Great Plains as unused pastures that were eventually stocked with mostly Texas Longhorn cattle. These cattle were driven to these northern ranges over the cattle trails. Some of them were driven over the Chisholm Trail, but many more were driven over the Great Western Trail. (Anonymous) • Locals in Troy, Texas, a small community between Waco and Temple, have recently told me that the Chisholm Trail came all through there. W. R. Poage's book, <i>McLennan County Before 1980</i>, page 66, notes that "At the end of the war, ... big steers could be bought in Waco for \$4.00 a head. They were worth \$40.00 in St. Louis. If the driver was successful the cost was less than \$2.00 per animal. Such potential profits could not be ignored. Cattle began moving up the old Shawnee Trail by Baxter Springs in rather substantial numbers by 1866." (Pledger)
Location/Mapping of Trail	<ul style="list-style-type: none"> • In a letter found in the Texas Collection at Baylor, Roger N. Conger, foremost McLennan County historian of the time, writes to Dr. H. Bailey Carroll, The Texas State Historical Assn., University Station, Austin 12, Texas in a letter dated January 12, 1956: "For the past couple of years I have been 'intending' to get one of my friends who has a light airplane to cruise me around over the western part of McLennan County, in the belief I can locate some of the remaining traces of the old cattle trails. I do know where the plain and evident traces still remain of the old stagecoach road, which ran from Waco southwestward to Belton and Austin. In view of this committee appointment I think I shall press this plan through right away, and will give you a report as to what I can find. I believe that if we could get a rain the old ruts would show up more plainly, with greener grass." McLennan County was a large part of the lore that has grown up around the Chisholm Trail. In fact, the county seat, Waco, was known as "Six Shooter Junction" because of the cowboys bedding down the cattle, then going into town for a little fun. (Pledger) • The Chisholm Trail crossed the Red River approximately 5 miles west of Denison. The history of the trail is intertwined with that of Denison, an old railroad town. The cattle drives were a major influence in the history of our area. The old marker has been neglected. That is often the case when history is ignored. (Rushing, Texas Historical Commission) • The Great Western Trail began in Kerrville, Texas, being formed by the old trail (which was a feeder of the Chisholm Trail angled westward when the Chisholm trail closed) and the Matamoros Trail from the Texas border and Mexico. When these two trails joined in Kerrville, the trail was then referred to as the Great Western Trail. (Rector)

Topic	Comments
	<ul style="list-style-type: none"> • I do think commemorating the trail sites would be a good idea. The Chisholm Trail crossed the Brazos River at Waco, and the bridge is being refurbished. (Anonymous)
Marking Trail/ Wayfinding	<ul style="list-style-type: none"> • On the north end of the Ash St. bridge in Newton, the City Commission placed a plaque marking a crossing of the Chisholm trail through Sand Creek in Newton. I have a picture that I can e-mail if you want. (Anonymous) • I am in full support of the proposed trail markers and think it's a very good idea. (Anonymous) • I commend National Park Service efforts to mark Chisholm/Great Western cattle trails. (Glenn) • The Chisholm Trail has been surveyed, as best possible and markers placed in the approximate location of the trail. I am sure the Western trail wouldn't be that much harder to do. (Anonymous) • The Rotary Club placed markers several years ago concerning the Great Western Trail. Unfortunately, many of these are in cities along the trail but not on or near where the trail actually was. This can be easily corrected. (Rector) • The Great Western Cattle Trail ran right across the [Oklahoma] farm I grew up on. Since then our club has placed a post trail marker on the edge of our town to mark the trail. We are currently having a granite marker about the Great Western Trail made. This marker will be placed by the post marker. These funds are being raised by the people in the community. People are excited that such an important and historical trail went through our community. (Sandusky, Oklahoma GWCTA) • I am aware that there was "marking" done of the Chisholm Trail several years ago in Kansas and I believe Oklahoma. I have followed those "markers" south from Abilene for many miles. I have not conducted any research to determine the accuracy of these markers or know of the person responsible for conducting the marking. (Britt, Abilene City Heritage Commission)
Name of Trail	<ul style="list-style-type: none"> • Following is some documents that I feel deserve consideration before deciding on where the Chisholm Trail actually was. In 1931, Geo. W. Saunders, then president of the "Old Trail Drivers Association" and an authority on Texas Livestock History wrote:"The famed Chisholm Trail, about which more has been written than any other Southwestern Trail, cannot be traced in Texas for the reason that it never existed in this state." It was always understood by pioneer cattlemen that they would strike the Chisholm Trail at Red River Station at the mouth of Salt Creek in Montague Co. into the Indian Territory. The next article appeared in the <i>Pittsburg Press</i>, Aug. 17 1933 United Press. Wichita Falls, Tex. Aug 17. Shouts with which dusty cowboys 50 years ago urged Texas Longhorn steers over the Chisholm Trail to Dodge City echoed here recently when a marker was unveiled where the Cattle Trail passed through Wichita Falls. Among the oldtimers at the

Topic	Comments
	<p>ceremony were a half of dozen who made the long journey over the Trail, which in its entirety extended from Mexico through six of the states into Canada. The guest of honor was Col. P.P. Ackley now of Elk City, OK when longhorns kicked up clouds of dust over the famous trail. Through Col. Ackley's efforts the trail has been preserved in history by markers at Matamoras Mexico, Brownsville and San Antonio Tex. Dodge City and other towns.</p> <p>I personally believe the first article to be the truth, the second is bull. I trace the current misinformation about the Chisholm Trail to "Col." Ackley's attempt to buy his way into immortality and urge you to consider carefully before you label any part of Texas as on the "Chisholm." These trails had names long before the Cattle Trailing era. I don't care how many people call a pig a puppy, it ain't gonna bark. (Merrell)</p> <ul style="list-style-type: none"> • Whereas Jesse Chisholm, namesake of Chisholm Trail, was a slave trader, fugitive slave hunter and registered slave owner, I feel it is inappropriate to immortalize him by naming a National Trail after him. Mr. Chisholm also caused slaves who had escaped and were trying to reach freedom to be recaptured. It is well documented that many former slaves served admirably during the Trail Driving era. Indeed some of history's best stories involve men such as these. On a cattle drive, all men truly were created equal and judged not by the color their skin but by their actions. To name a National Trail after this man demonstrates a cultural insensitivity that is unacceptable. (Merrell)
Recognition	<ul style="list-style-type: none"> • As the process moves further along, please be sure the resulting historical information includes minority populations. (Anonymous) • As you allude to in the document, the cattle industry was not only important to Texas but all the way to Kansas, and then to the east where the cattle were shipped. Recognition of the Chisholm and Great Western NHT is recognition of the importance of cattle, the cowboy and the area to the development of the United States. I fully support all forms of recognition and signage/markers along the trails. In fact I have driven along U.S. Hwy. 81 from Bowie, Texas into Oklahoma and have seen markers already in that area. They add to the pleasure of the drive and to the knowledge that history was made in the area I am driving through. We should never forget when, where and how history was made in our great country. (Anonymous)
Recreation/Tourism/ Interpretation Opportunities	<ul style="list-style-type: none"> • The Chisholm Trail in Harvey County (Newton) played a very important role in the formation of Newton and surrounding areas. Even today we have the Chisholm Trail Mall located just south of Newton. Each July Newton holds the Chisholm Trail festival recognizing the importance the trail played in the community. (Anonymous) • Besides being a member of the North Texas Historical Society, I am also a member of 2 re-enacting groups located here in Fort Worth which are dedicated to keeping the western heritage alive by presenting living

Topic	Comments
	<p>histories and historical shows. (Cutrer)</p> <ul style="list-style-type: none"> • We are having the first annual Chisholm Trail Festival, "Across the Brazos at Waco" on October 22, 23, 24, with the highlight being the unveiling of a Chisholm Trail marker at the Suspension Bridge over the Brazos. It will bring in tourist dollars to the area, but making the Chisholm Trail a National Historic Trail, would do so much more for us. (Pledger) • I have personally toured the property included in the Land Heritage Institute and find it to be a very educational experience, especially for the younger generation who has not had an opportunity to learn firsthand how our ancestors lived. Please consider it as one of your destinations. (Anonymous) • The Land Heritage Institute is a 501(c)(3) non-profit group located on a 1,200-acre tract of land along the Medina River in South Bexar County, Texas. A coalition of diverse organizations is collectively developing the property as a "living" land museum for archeological, cultural, educational, environmental, historical and recreational purposes. The Institute wishes to be considered as one of the locations to interpret the start of the new Great Western and Chisholm National Trail. Its board of directors recently passed a resolution supporting the establishment of the "Chisholm & Great Western National Trail," and it has submitted a list of ten reasons – related to location, historical characters, cultural continuity, cattle demonstrations, etc. why the Chisholm Trail should begin on the Institute's property. (Land Heritage Institute) • I have worked with Land Heritage on several events. I am proud to say they were very successful events and well organized. (Rawson) • I would ask that you include in your plans for the Chisholm Trail project the facility known as the Land Heritage Institute (LHI) in south San Antonio, Texas. The LHI, it appears to me, is already working faithfully to preserve the Western history of the cowboys, cow trails, and the longhorn cattle. The LHI seems to me to be a natural and willing participant in the Chisholm Trail project. (Blakistone) • I am fully supportive of the idea of making the Land Heritage Institute (LHI) ranch part of the Chisholm and Great Western National Historic Trail. By designating LHI as a starting point and partner in this endeavor, a great number of positive outcomes will be reached due to its close proximity to the large metroplex of San Antonio and the surrounding counties. I would hope that the feasibility study/environmental assessment would point this out. (Anonymous) • (The LHI is) a fabulous place to include in this project. The history of this site is exemplified by the Presnall Watson Farmstead, a place where the family participated in the trail drives crossing the Medina River and on to the Great Western and Chisholm Trail. It is my hope that the decision makers take a look at this opportunity. (Conner, Phil Hardberger)

Topic	Comments
	<p>Park Conservancy)</p> <ul style="list-style-type: none"> • I have sent in other information about the Chisholm Trail Outdoor Museum through others from Cleburne. We would like to be included in your program. (For further details, see similar comments in Appendix 2 under “Location/Marking of Trail,” “Recreation/Tourism/Interpretation Opportunities,” and “Trail Resources”) (Murdoch, Johnson County Heritage Foundation) • The City of League City (TX) was during the mid 1800's the site of the Butler, Coward, and Perkins ranches. These ranchers were very active in the cattle drives on the Chisholm Trail. The Independence Trail ran through the Butler Cattle Station which is now part of State Hwy 3 and Calder Road. The trail is still used today by the Independence Trail riders on their annual trek to the Houston Livestock Show and Rodeo. In January of this year the Butler Longhorn Museum opened. The museum chronicles the history of League City and the Butler family with their ties to the Longhorn cattle industry. The Butler Longhorn Museum would tie into the Chisholm Trail experience fittingly. In addition to our museum there are other historical buildings and sites adjacent to the original trail in League City that would benefit the Chisholm trail system. We at the museum feel the history of the great cattle drive trails is worthy of recognition and would be utilized by a vast cultural makeup of people. (Butler, Butler Longhorn Museum)
Research Projects	<ul style="list-style-type: none"> • I am specifically interested in identifying the exact locations of each merchant, post office, train depot, saloon, etc. during that time period of 1867-71. Research is required of each Texas Street city lot in existence during that time period to determine who the owners were and then match to the numerous existing sources to accurately locate those early pioneers and their place in history. My plan is to produce a "Birds Eye View" Map of Abilene, Ks 1870, then possibly later recreate it into a mural. (Britt, Abilene City Heritage Commission) • There is historical research currently being done on these trails which will result in additional books and further pique interest in the Trails. Dr. Gary and Margaret Kraisinger are authoritative authors on the subject and can help with research, documentation and publicity when the time comes (Rector) • Dr. Joe Luther, formerly of the University of Kansas, has done extensive research on the trail in the Kerrville area and may be of help. (Rector) • Previous private and public efforts to mark and publicize the trails have been either commercial blunders or have been well intentioned but suffered from too much regionalism and/or lack of research. I have authored several maps featuring the great cattle trails with the Chisholm and the Western or Dodge City trails being the most significant. Several years of research were invested in order to give the viewer an accurate idea of the general routes that were used. (Anonymous)

Topic	Comments
Route Inclusion/Expansion	<ul style="list-style-type: none"> • Cuero, Texas is well-documented as a vital part of the famed Chisholm Trail. The Texas House of Representatives recognized Cuero as "a starting point of the Chisholm Trail and the birthplace of numerous Texas cattle drives" in a resolution adopted May 21, 2001. Like the El Camino Real de los Tejas, this historic trail was a fluid path between start and end, vacillating according to environment and circumstance. It is in the best interest of the general public that the National Park Service designate the Chisholm Trail National Historic Trail in a manner that is accurate and consistent with the Trail's unique qualities. (Prudhomme, Museum of the Coastal Bend) • The Western conducted cattle across the territory of the United States of America from as far south as the Rio Grande River, its border with Mexico, all the way north to the border with Canada. (Anonymous) • I strongly support recognition of the trail north of Ogallala and south of San Antonio. The trail DID NOT ORIGINATE in San Antonio. (Anonymous) • The Great Western Trail began far south of San Antonio and ended north of Ogallala and I support the recognition of this. History needs to be as accurate as possible. (Cutrer) • The trails are both distinct and significant to U.S. and, I would argue, the history of North America in general. The demarcation of the Chisholm Trail within the legislation appears accurate. However, my colleague Tai Kreidler and I agree with other trail advocates, such as Sylvia Mahoney, that the GWT is a much more extensive route than the legislation [currently] supports. The prominent historian, Jimmy Skaggs, and cultural geographer, Terry Jordan, have provided significant evidence indicating that the Great Western was an international trail with connections from Mexico to Canada. Also, Sally Isaacs in a concise popular account entitled, <i>The American Adventure: Cattle Trails and Cowboys</i>, clearly delineates the GWT going well past Ogallala to Fort Buford at the junction of the Yellowstone and Missouri rivers, near the Canadian border (28-29). Jordan, in <i>North American Cattle-Ranching Frontiers</i>, indicates feeder trails originating in Mexico connecting near the King Ranch, moving north as the GWT from San Antonio past Ogallala, Nebraska, into the Sandhills, through the Belle Fourche Valley, and beyond the Little Missouri Valley, to near the Canadian border. He clearly demonstrates that the "Texas System" of cattle ranching extended into Canada beyond Calgary by 1878. Tens of thousands of head of Texas cattle made their way to Canada by this period. Earlier research by Skaggs provides similar evidence for the trail drifting into Canada. Lastly, within the William Curry Holden Papers at the Southwest Collection/Special Collections Library at Texas Tech University exists a hand-drawn map indicating the GWT extending toward the Canadian border ... in the area of the Missouri and Fort Buford, across the Canadian border, as expressed above. I respectfully urge that any

Topic	Comments
	<p>prospective enabling legislation might consider recognizing the international nature of the GWT. (Monroe, Texas Tech)</p> <ul style="list-style-type: none"> • I understand that right now the Great Western Trail's designation will not include the area south of San Antonio, Texas, and north of Ogallala, Nebraska. I believe that this description is not accurate and therefore support recognition of the trail north of Ogallala and south of San Antonio. Further study and research can reveal its true designation and should enable extending that trail in these two directions. I strongly support the position discussed above. Furthermore, I have faith that my viewpoint will be duly considered in final decisions regarding the Great Western Trail: extending that trail north of Ogallala and south of San Antonio. (Anonymous) • I agree the National Park Service (NPS) should recognize the Chisholm and Western Trails as our national heritage trail. This should include the additional historical cattle trail extension into South Texas. Was it state or federal legislation that made Chisholm and Western Trail start in San Antonio? If NPS follows this parameter, it will truly cut the historic Chisholm Trail in Texas by one third by leaving out South Texas. How do you think the 6-8 million cattle got to San Antonio? There is a Chisholm Trail marker in Donna, Texas. The validity was confirmed by PBS History Detectives. See their web site. Also see the Chisholm Trail web site @ http://www.thechisholmtrail.com/map1.htm The questions by the National Park Service for community input on the cattle trails seem to have a limited scope. NPS should allow cattle trail history to be amended, ratified and/or extended. What a gross injustice to indicate that these historic cattle trails started in San Antonio. I would have to honestly say the Chisholm/Western Trail lacks South Texas cattle trail history from areas of Laredo, San Diego, Corpus Christi/coastal bend, Nueces Strip brush country and the Rio Grande Valley (RGV). The Texas Hwy 281 road from the RGV Donna, Texas to San Antonio and into Burkburnett, Texas which is close to the Red River Texas/Oklahoma border is almost the same route of the Chishom Trail. I do have historic Texas maps including maps from the Texas General Land Office (GLO). NPS should be more inclusive to add important historical facts rather than inadvertently or innocently exclude the American Hispanics whose descendants initially started the ranching and cattle industry in the USA. This is like excluding the history and boat trail of the Pilgrims who from England. South Texas' Randado, Texas (Spanish land grant 1767-Texas Patent 1830) was the largest cattle ranch in Texas in the 1850-1860s. Later, the King Ranch (1853) with Mifflin Kenedy and O'Conner families along with numerous others reached their cattle industry genre in the 1870s. The King and Kenedy's are also excluded by being located in South Texas. NPS must remember that South Texas' Nueces Strip was part of the USA in 1867! NPS officials should get in touch with South Texas historians to insert the full "trail

Topic	Comments
	<p>history" of the Chisholm/Western route before getting it approved. (Molina, Jim Hogg County Historical Commission)</p> <ul style="list-style-type: none"> • Being designated on this trail [Live Oak County] has added an additional element of tourism to our small community. In addition, it has created another historical element for us to portray during the living history portion of our annual festival, Storyfest. With our small city being named for our founder, Mr. George Washington West, it is with almost certainty that we can say that Mr. West drove cattle along the GWT. We are very proud of the heritage he left us and a big part of that is cattle ranching which is still active today all around our area. Surely this helps prove to you that the GWT originated far below San Antonio, even farther south than our community. If the GWT starts in San Antonio, the cattle were not there, you have a trail, but not a cattle trail. So much of the trail history of the GWT will be eliminated if the trail begins at San Antonio. Our rich, diverse trail history will be obscured unless the Matamoros Trail is included in the GWT to signify the gathering place where the Longhorns originated and the Texas Trail where thousands of cattle were dispersed. Designating the GWT from Brownsville, Texas, to Miles City, Montana, and Medora, North Dakota, would capture the complete history of the Great Western Trail. Your research will forever determine the history of the Great Western Trail because it has a national stage for its audience, Congress. (Anonymous) • History has also developed that the Great Western Trail did extend south of San Antonio Texas, and north of Ogallala, Nebraska. These portions deserve some recognition as well. (McClure, Denton Country Historic Commission) • I believe that they [the trails] should follow the exact trails, including the points south of San Antonio, and north of Ogallala, NE, therefore being historically correct. (Hathorn) • Several authors (Wayne Gard, Charles A. Siringo, Sue Flanagan and Henry B. Jameson) have written extensive reports on the cattle drive era, including the legendary Chisholm and Great Western cattle trails. While difficult at times to always agree on every historic detail, all four of the above mentioned authors are in agreement that the trails began (reached) as far south as the Rio Grande River and the Gulf Coast Region of Texas. [Note: these specific bibliographic references – and relatively brief text references – are included in Appendix 2, “Route Inclusion/Expansion,” above. Also included in this section are references to potential trails in South Texas and Cuero that were noted in Public Law 111-11, Section 5303, which authorized the feasibility study. The full text references will be perused and evaluated as part of the upcoming feasibility study process.] Lastly, a commemorative coin that was minted and distributed by the "1867-1967 Chisholm Trail Centennial Celebration Commission" has, on one side an image of a longhorn (with cowboy on horseback in background) with the phrase,

Topic	Comments
	<p>"Centennial of the Beginning of the Great Cattle Drive Era," while the flip side of coin shows the states of Texas, Oklahoma and Kansas with a line from Brownsville, Tx to Abilene, Ks. This illustrates the Centennial Commission's belief that the Chisholm Trail originated in deep South Texas. (Oliver, Chisholm Trail Heritage Museum)</p> <ul style="list-style-type: none"> • Most historians accept that the stock originated from ranches in far south Texas, not at San Antonio. Would suggest that you include the area between Brownsville and San Antonio in your feasibility study for a more authentic representation of trail history. There are many historical resources in South Texas that would enrich the Trail experience. (Glenn) • I would not eliminate these feeder routes. They are essential to the education and interpretation. (Austin, TX) • This will be a wonderful designation for heritage tourism in Texas. I was surprised to see that the Trail map was not extended into South Texas where the longhorn cattle originated and were rounded up from the range to be branded and driven north to the San Antonio area. (Anonymous) • I do hope that significant branch trails will be considered in the final recommendation. The Ellsworth Cattle Trail or Cox Trail was used heavily during the transition from the main Chisholm Trail to the Western Trail. Another branch of the Chisholm Trail brought cattle to Dodge City before use of the Western Trail was viable due to the Red River war with southern Plains tribes in 1874 and '75 with the Western finally taking the bulk of the traffic in '76. I enthusiastically support national recognition of the Chisholm and Western Cattle Trails. The <i>Kansas Cowboy</i> publication has devoted many pages to the drovers who "pushed horns" to Kansas and points north, and I look forward to eventually noting that the old trails are in the National Trails System. (Gray) • Also - the trail extended farther north than Ogallala and farther south than San Antonio - these areas should be marked too. (Anonymous) • Of additional interest is the fact that the Western Trail really commenced below San Antonio and extended above Ogallala. How much trouble would it be to correct this omission? (Anonymous)
Significance	<ul style="list-style-type: none"> • The history of the two cattle trails is of great interest to many Americans and it seemed to begin around San Antonio and from our own southern SA Land Heritage Institute region on the Medina River. The location qualifies under all criteria in your feasibility document, for several reasons: 1) Its location was one of the many gathering points of longhorn cattle that were then driven across the Medina River at the Applewhite Crossing. From there to Dallas and then straight up into Kansas and Nebraska (as your document details.) It lays between Mitchell Lake Audubon Center to the north and the Medina River State Natural Area to the southwest both offering birding and natural recreation. So it offers public recreation and historical interest.

Topic	Comments
	<p>2) Being near the Missions (a national park also), it is especially significant to have "a far reaching effect on broad patterns of American culture" and its importance as the start of the 800 mile trek to Kansas and Nebraska. The Presnall Watson Farmstead offers a look similar to the way Williamsburg, Virginia shows life "back then" and even an original stone house served as a "stagehouse" for cattle travelers. 3) Members of the AIT (American Indians in Texas) are present on the Executive committee for the LHI foundation. The proximity to the Missions as well as to San Antonio itself should add other benefits in understanding that era of rugged drives that affected the economic markets of the time. (Anonymous)</p> <ul style="list-style-type: none"> • I stress the importance of this as a focal point that resides around the Land Heritage Institute (http://www.landheritageinstitute.org). The document posted on the web is basically information pertaining to the process and not the trail itself. Bearing that in mind, yes, the Chisholm Trail is worthy of becoming a National Historic Trail. (Anonymous) • Both the Chisholm Trail and Western Cattle Trail are distinctly unique to the development of the American cattle industry and I am certain the feasibility study has already gathered overwhelming evidence supporting the national significance to both trails. (Gray) • In addition to having lived in Fort Worth since 1971, I have lived in Newton and Dodge City, Kansas in times past and am well aware of the significance of the cattle trails to these cities and the others along the way. (Anonymous) • In the years following the Civil War, the states that made up the Union had few cattle remaining to be used for human consumption, having given most of them to the war effort providing food for the Northern Army. It may be a trite saying but it is true none-the-less that the North recovered from the Civil War by eating Southern beef. Texas recovered from the Civil War by selling beef cattle to their former enemies. Without the marking of the Trails and without their designation as National Historic Trails, our progeny may be left with unanswered questions about the Civil War and the years that followed. (Anonymous) • The Chisholm and Western trails are VERY important to the state of Texas, if not the other states included. Texas would not be the strong and sovereign state it is today had it not been for the foresight of Joseph McCoy and the longhorn ranchers taking the longhorn north on the trails to get them to markets back East. Not only do the trails encompass a good part of Central Northern Texas, it also includes several recreational, lake and beautiful scenery provided by the state of Texas that it crossed. Showing the vast differences the state has in climate and geography. The other trails mentioned as already being historic are just as important as these two trails under consideration. Although the trails DID bring back the Texas economy, they also provided beef for Easterners and the chance to build the railroad further West, sooner. (Anonymous)

Topic	Comments
Support for Trail Designation	<ul style="list-style-type: none"> <li data-bbox="477 237 1421 342">• I applaud the efforts of the Park Service in extending recognition to these important facets of our country's history and development. (McClure, Denton County Historic Commission) <li data-bbox="477 342 1421 489">• As a Texan and a student of Texas history and heritage, and a horseman, I greatly support the efforts of the Federal government to recognize this important part of the Nation's history and development. (Blakistone) <li data-bbox="477 489 1421 783">• I appreciate the work that is being put into the Chisholm Trail. I have great interest in the history of this state and how it relates to the rest of the country and world. I have often wondered where the old cattle trails ran and how they were utilized. I believe that this study will enhance this area's tourism and will allow for future generations to understand just how this area was established and its effect on the history of this nation. Keep up the good work and I hope to be able to see the entire trail one day. (Anonymous) <li data-bbox="477 783 1421 1077">• Recognition of both trails as one complex will further enable individuals and organizations to understand the post-Civil War development of the southwest and midwest. Their preservation by monuments and markers, as well as inclusion in regional guides and history, will further this goal. For many people, seeing tangible evidence of national historic events and movements adds substantially to their long-term understanding of the United States growth and change. (Anonymous) <li data-bbox="477 1077 1421 1371">• Too much has already been forgotten of this era of our history. Too many of our people have no concept at all of this time frame. It may well be that the time will come that the days when cowboys rode the plains and herded cattle, and drove those cattle to places all across our fair land will not be remembered by any of our citizenry, but when that day comes, we will all be the poorer for it. Thank you again for the efforts you expend to have these cattle trails designated as National Historic Trails. It will help to keep our heritage alive. (Anonymous) <li data-bbox="477 1371 1421 1707">• The City South Management Authority is a governmental entity in south Bexar County. CSMA, the City of San Antonio, and Bexar County have jurisdiction over parts of the area. CSMA has zoning authority outside the City's limits and in Bexar County. CSMA has a board member who serves on the board of the Land Heritage Institute. The LHI is located within the area of CSMA, within the City's limits. I have been involved with LHI since its founding and support its request to become part of the Chisholm and Great Western NHT Feasibility Study. (Kachtik) <li data-bbox="477 1707 1421 1887">• I support the National Park Service's feasibility study of the old Chisholm Trail and Great Western trail for potential designation as National Historic Trails. I believe we need to preserve our heritage for future generations. When you think that we moved from thousands of years of horse related transportation to the very short period of trains and

Topic	Comments
	<p>now automotive type of personal transportation.... it is easy to forget our past. One doesn't get interested in our history until it is nearly gone from existence. I support such designation of these particular historical trails. (Britt)</p> <ul style="list-style-type: none"> • The designation of the Chisholm Trail is essential to save our heritage. (Rushing, Texas Historical Commission) • I think the historical significance of the Chisholm and Great Western Trails is well established. However, I think the importance of recognizing historic trails goes well beyond that. Historically, the trails linked the areas of our country together for many reasons. Today well-marked trails can not only draw our citizens and other visitors into the geography and history of one region but take them to other regions and reveal the long-standing connections. Recognizing these two important north-south trails would draw visitors to cross and hopefully explore the many east-west trails such as the Santa Fe, Oregon, Lewis and Clark, and Pony Express Trails. To my knowledge there are no other trails that would do this, so I strongly urge Congress and the National Park Service to develop these trails in the same fine way that they have developed many other National Historic Trails. (Slusher, Santa Fe Trail Assn.) • As an 8th generation Texan, I cannot even conceive of not having the Chisholm Trail as a national trail. I grew up in Fort Worth, Texas; the area where our city depended on first the trails, then Swift and Amour; the railroad. Our whole community was blessed with many immigrants that came to America by way of Galveston, TX to come work in the packing houses and make new lives for themselves. Our Chisholm Trail is as important as the gold and oil histories. The Chisholm Trail was feeding our country when it gave a freed man a change to make a living and have a dream. I am from the City known as Cowntown and where the Chisholm Trail is as well known as what we had for breakfast. Please recognize it as the grand part of history that it is. Today, we have wonderful museums and a city of great history; tourists come to where the cowboys were and what they did and to see a cow or two. Don't take all that history away from this nation. (Anonymous) • I believe this is a great idea. Our District is converting part of an old railroad right of way into a hike, bike, equestrian trail. Although we are some distance away, the creation of new National Historic trails will enhance the value of historic trails in the region and create more public awareness of these public assets. I strongly endorse adding the Great Western Trail and the Chisholm Trail to the National Trail System. These were extremely important trails in our history and because of the "western romance" associated with this period of history with numerous books, songs and movies, there should be enormous interest in these trails for generations to come. I commend the Park System for considering the inclusion of this important part of what shaped America. I believe this will be tax dollars very well spent! (Rector)

Topic	Comments
	<ul style="list-style-type: none"> • It is extremely important that these trails be designated and marked. The history and significance of the cattle trail era has for some time been fading in the public mind and is being replaced only by fictional stories, books and movies that blur the real importance. (Anonymous) • I support the actions for the Great Western and Chisholm Trails. (Anonymous) • I am very impressed with this proposed "Chisholm and Great Western National Historic Trail." I believe this is an extremely worthy designation for an historically important trail in United States History. (Hunter, Texas A&M-Kingsville.) • I am writing this letter in support of the approval of the Chisholm and Great Western Trails by Congress as National Historic Trails. We are proud to have been designated along the GWT. As a part of this celebration, we received our post designating us as a part of the GWT. (Allen, George West [TX] Chamber of Commerce) • There are so many reasons why this is a great idea: here in Texas, which ranks 47th in public land ownership, much of our history is unavailable to us because it's on private land. This trail and the culture it supported are a huge part of what defines Texas as a state, and having access to it would be an incredible opportunity for Texans to be exposed to a way of life that is now as far removed from their realities as the moon. Texas history seems to have an appeal to more than just Texans, too. I believe visitors to our state would very much enjoy being able to see in real life what they've only seen in the movies. Finally, there are hundreds of thousands of horse-owners in Texas who have no place to ride because of the lack of public land. A trail like this would be a destination spot for hikers, bikers, bird-watchers and equestrians. We would really use this trail. (Gilkyson) • I truly believe that this needs to be done. We are losing so much of our history. The cattle drives are what helped save Texas after the Civil War. Thanks for listening Happy Trails. (Doug) • We commend and heartily support the efforts of the National Park Service in the inclusion of these important trails into the NPS Trails System. (Rector) • I submitted a resolution by the Harvey County Board of County Commission at the Abilene hearing in support of making the trail a national historic trail. (Anonymous) • Great idea to support the Chisholm and Western NHT. Very important, very interesting, historically interesting. (Anonymous) • It is with great pleasure that I write to commend the Chisholm and Great Western National Historic Trail Feasibility Study and Environmental Assessment legislation. I firmly support any prospective legislation to designate the Great Western (GWT) and Chisholm trails as a part of the National Historic Trails system... (Monroe, Texas Tech)
Trail Distinction	<ul style="list-style-type: none"> • Chisholm Trail should be separate name - ie. "Chisholm Trail" - not

Topic	Comments
	<p>named in conjunction with another trail. (Anonymous)</p> <ul style="list-style-type: none"> • As an independent historian, I would like to see you re-think lumping the Chisholm Trail information and the Western Trail data together. Interesting facts concerning the history of each one will surely be lost in this action. A quick look at the map makes it very clear that they are not the same thing and the different time periods are important. Of interest to me is the fact that McCoy was in the cattle business in Comanche as the starting point of his fabulous career. (Anonymous) • I do believe that both trails should be considered independent of one another as each trail has its own story to tell. There appears to be the possibility that other major cattle trails, such as the Shawnee Trail, may be considered in the future. Evaluating and interpreting each trail on its own merits will limit confusion and recognition for the character of each trail. (Gray) • I believe that the Chisholm and Western trails should be distinct, not combined. (Hathorn) • As a working newsman, I have written many stories of the Great Western Trail and the Chisholm, talking with some family members of persons who trailed cattle over these once important routes. I made much of the 100th anniversary ride over the GWT, which started below San Antonio and went on to railhead at Dodge City. These two trails should be kept separate, as one was created first, followed by the other. I strongly support the full recognition of these trails because many cattle from this very area were driven to market over these routes. (Ross McSwain, San Angelo, TX). • As a fifth-generation Texan, I am intensely interested in preserving history related to the Great Western Trail and the Chisholm Trail, not as a combined set of trails but as separate identities. These trails occupy an important place in our history and should be individually honored and characterized by each one's uniqueness. Calling them by the generic "national cattle trails" will obscure each one's individual contributions to the West. What they did in their own ways in early frontier days should not be whitewashed or broad brush-stroked by combining them. Looking at them from a modern perspective, their uniqueness may seem to be obliterated because we are judging from a different set of standards than was present in those bygone days. Observing them from this present-day lens leads many to believe that these two separate trails should be combined as "national cattle trails." My plea is to retain the Great Western Trail as a separate trail and not to combine it with any other trail. (Anonymous) • I strongly support NOT COMBINING THE Great Western Trail and the Chisholm. These were totally separate and deserve their own individual recognition. These type projects, while admirable, must be accurate if they are going to portray history and what actually WAS our history. (Anonymous)

Topic	Comments
	<ul style="list-style-type: none"> • ...I am a founding member of the GWCTA of Oklahoma because the history of this trail is important to America. We feel that two trails, Chisholm and GWCT, need to be separate. They each have their own importance in history. The people of these two trails have worked hard to make people aware of the important history. Canute [OK] is trying to make people aware of our history. We want to put historical signs on I-40 to mark not only The Great Western but also Route 66. We feel we have an excellent opportunity to educate more people on The Great Western. I think if we are lumped together with the Chisholm trail that people won't be excited about supporting this. This is our own history not Eastern Oklahoma's. (Sandusky, GWCTA of Oklahoma) • The Chisholm Trail has great historical significance in the history of Texas, Oklahoma and Kansas. I am concerned that the Chisholm trail and the Great Western trail will lose definition as separate historically significant trails if a combined designation is given to them as just "national cattle trails". Please keep in mind that each trail had a very significant place in history. I would like to see the trails kept individually historical; each in their own right. I support the differentiation of each trail. (Cutrer) • Although the Chisholm Trail received the most notoriety, it was the Great Western Trail that did most of the work and carried the most Cowboys, cattle and horses to markets north. (Rector) • Please accept my support for this effort, with the potential clarification I request consideration recognizing that the Chisholm Trails and Great Western Trails were two separate entities with distinct histories--even if both are recognized in the same documentary/designation efforts. I applaud the efforts of the Park Service in extending recognition to these important facets of our country's history and development. (McClure, Denton County Historic Commission)
Trail Resources	<ul style="list-style-type: none"> • We have places along on people's farms [in the vicinity of Canute, OK] that have visible places where the trail came through. (Sandusky) • Although we cannot show physical signs of the trail as you can along the Santa Fe Trail, there are signs of its passing where it crossed the larger rivers. Otherwise the trail was as wide as necessary to find pasturage for the livestock that traversed it. It takes three things to make a cattle trail; cattle, water for them to drink, and grass for them to eat. (Anonymous) • The T.C. McInerney home was built in 1877 and is one of the earliest remaining homes in Abilene. T.C. McInerney was the 1860s-70s bootmaker in Abilene and ran a boot "factory" of some 20 bootmakers making boots for the cowboys driving cattle to Abilene. (Britt) • I recently followed the Santa Fe Trail in Marion County, KS and was impressed with the existence of some of the trail remains still visible. I am told there are also some of the Chisholm Trail [swales] still visible in some of the pastures in Dickinson County. That research would follow if

Topic	Comments
	<p>this National Historic Trail study moves ahead. I would volunteer to help if requested. (Britt)</p> <ul style="list-style-type: none"> • The Land Heritage Institute has many resources to consider when the NPS makes the decision to establish the "start" of the Great Western and Chisholm Trail. The assets and historical resources that LHI can offer as an identified part of this Trail System are numerous and varied. I am adding my support for the LHI to be the head of the Chisholm National Trail. (Alley) • I fully support the Land Heritage Institute in San Antonio becoming a part of the Great Western and Chisholm National Trail. LHI is a wonderful organization and an incredible resource in Bexar County that offers the opportunity to continue understanding and appreciating our wonderful history. (Anonymous)

Appendix 4. Verbal Comments Recorded During Public Meetings

Note: Public comments – whether sent to the NPS by email, provided to the agency’s PEPC (planning) website, given orally at one of the public meetings, mailed to the agency office, or provided on comment forms at the public meetings – have often been edited. They were analyzed and placed, as appropriate, within one or more topic categories. Personal or sensitive information containing individuals’ names or contact information have been omitted for reasons of privacy. Spelling errors, where necessary, have been corrected.

Topic	Comments
Access	<ul style="list-style-type: none"> • If there are unwilling landowners, how does the public experience and enjoy the trail? It seems like that would limit what the public could experience. (Abilene, KS) • Don’t think [the government should be] allowing people to visit some portions of the trail. Texas State Parks has a map showing the Western Trail. (Altus, OK) • We have identified and marked 23 historic sites along the Chisholm Trail in Oklahoma (the Centennial Corridor) that are accessible by easement or are close to a right-of-way. (Duncan, OK) • Autograph Rock [near Boise City, OK] is one example of federal cooperation with private landowners along the Santa Fe Trail. (Duncan, OK) • Red River Station is a very valuable historic site. Landowner does not want to open land to public. However, everyone is accommodating his request. (Duncan, OK) • The trail in this area is accessible to the public. There is Bull Foot Park on Highway 81 at the south end of Hennessey. (Oklahoma City, OK) • The four states that the trails run through [TX/OK/KS/NE] are not really public land states. I suggest that the NPS use the “Willing Buyer/Willing Seller” authority to help preserve and tell the story of the trail. (Oklahoma City, OK)
Administrative Activities	<ul style="list-style-type: none"> • When should we contact our congressmen? (Altus, OK) • Does the NPS make a recommendation for Congress? (Altus, OK) • What other ways can we commemorate the trail without designation? We want this designation. The states that the trail runs through are already coordinating this effort. (Altus, OK) • How do you envision the final product 20 years from now? (Altus, OK) • Where do the feeder trails stand in relation to this legislation? (Austin, TX) • What is the relationship of this study to the National Register? Explain the use of the criteria. (Dodge City, KS) • What happens once the trail is designated? (Dodge City, KS) • There was a question about the involvement of SHPOs and state historical societies. (Dodge City, KS)

Topic	Comments
	<ul style="list-style-type: none"> • What is the significance of an NHT? What does it entail? What are the advantages? (Duncan, OK) • Why does it take so long to complete the feasibility study? Seems like a lot of bureaucracy. Seems very long. (Duncan, OK) • Once the study is complete, how do we identify sites? (Duncan, OK) • What type of maintenance is required at the [existing NHT] sites? (Duncan, OK) • There are marker chairmen for each [Texas] county's historical commission. (Fort Worth, TX) • Will both trails be designated? After the feasibility study is complete, does the Congress make the final decision? (Menard, TX) • What other Texas towns are you visiting? (Menard, TX) • Have any other feasibility studies been denied? (San Antonio, TX) • Is there any legislation about the Goodnight Loving trail? (San Antonio, TX) • What alternatives are there to designating a National Historic Trail? (San Antonio, TX)
Economic Opportunity	<ul style="list-style-type: none"> • We are trying to keep our small towns from drying up. Population is dropping. A lot of young folks left in the 1950s and the populations are still relatively low today. (Menard, TX) • There are commercial interests for towns to claim the trail or the beginning of the trail. (Austin, TX) • Designation would help us economically. It would bring in tourism dollars. (Duncan, OK)
Education Programs	<ul style="list-style-type: none"> • The Chisholm Trail is discussed more in school. Most of the knowledge of the Western Trail is learned locally. They learned about the trail raising longhorns. (Menard, TX) • The 'Vaquero y Cowboy' is a popular program for school kids. (San Antonio, TX) • We need to teach younger people about the trail. (San Antonio, TX) • The Chisholm Trail Association did an informal education study. Wanted a school curriculum that would connect history from books with something tangible. Teachers want to incorporate history of their local communities. Geocaching is one way. Rail lines, migration routes and highways are all tied to the trail. (Oklahoma City, OK)
General Comments/Concerns	<ul style="list-style-type: none"> • There is a difference between cattle and wagon trails. Cattle tracks are more winding and wagon trails are more easily identifiable. (Abilene, KS) • The length of the trail is pretty consolidated the whole way. There is for the most part a main trunk but there are sections where the trail branched off. (Abilene, KS) • There is a connection here to the Texas Longhorn Breeders Association of America. The NPS should coordinate its efforts with the Texas Forts Trail and the Texas Lakes Trail [part of the Texas Heritage

Topic	Comments
	<p>Trails Program] because they parallel the historical trail route. The West Texas Historical Association has been immersed in trail matters for a long time. There was a proposed Western Trail Railroad and the source for that is from [William] Holden’s Texas trails book [<i>Alkali Trails</i>]. (Albany, TX)</p> <ul style="list-style-type: none"> • Lewis Neatherlin – journal of his travels up the trail in 1876. Does being in a rural area affect the possibility of getting designated, and would it also deter folks from coming to this area? (Altus, OK) • The possibilities are unlimited. (Altus, OK) • Wheat growers – showing where the trail went and showing where their name came from. Representative of history. (Altus, OK) • There has been a great deal of interest from the communities where markers have been erected. (Altus, OK) • You should replace the term “begin” or “start” with “source.” (Austin, TX) • Need to pay attention to the “language” – you say that the main artery “starts” in San Antonio instead of saying it “began” in San Antonio. (Austin, TX) • We are living where the history took place. (Dodge City, KS) • Creating more sophisticated waysides would warrant designation but in terms of what we are already doing (marking), designation is not necessary. (Duncan, OK) • There is documentation [of these trails] from the Heritage Trails Program and a lot of local support. Documentation needs to be coordinated. (Fort Worth, TX) • As Texans, this is an important issue for us, for the people, the culture, etc. What is the significance of a cattle trail to a congressman on the East Coast, for example? (Fort Worth, TX) • All the established ranches and ranges throughout Texas and along the trail are important. (Fort Worth, TX) • The Chisholm Trail is lacking leadership. (Fort Worth, TX) • There are few people left who “cowboyed” for a dollar a day. (Menard, TX) • Proud of the Shawnee, Goodnight Loving, and the Western and Chisholm Trails. (Oklahoma City, OK) • What is the definition of a trail? This trail seems to be larger than the wagon trails. Still referred to as trails. Hope the legislation will not get hung up on the widths of the trails. (San Antonio, TX) • It was a hip pocket industry for trail contractors. (San Antonio, TX) • Some folks in Wichita do not want to embrace the cowboy history inherent to the town. Instead, they want to embrace the idea that it is an airplane town. They want to let go of the cowboy history. (Wichita, KS) • History here attracts both cattle and airplane enthusiasts. (Wichita, KS)
General Questions	<ul style="list-style-type: none"> • If the NPS does extend the trail beyond Abilene, can we still maintain

Topic	Comments
	<p>the status as the ‘End of the Trail?’ (Abilene, KS)</p> <ul style="list-style-type: none"> • How does NPS designate the trail in TX where terrain is more varied whereas the trail in OK is more of a corridor? (Duncan, OK) • How do you maintain consistency along the Chisholm Trail in Oklahoma and Kansas? (Duncan, OK)
Historical Context/Information	<ul style="list-style-type: none"> • Joseph McCoy was an important figure. He built the first loading pens. Chisholm did not have much to do with the Chisholm Trail. I think it’s justified and I am glad Europeans are interested. (Fort Worth, TX) • How did the cattle come into Texas? (San Antonio, TX) • The cattle men rarely lost sight of the trail. (Abilene, KS) • Caldwell and its competitor Honeywell shipped more cattle than Dodge City. (Abilene, KS) • Abilene only shipped a small percentage of cattle out East. They also shipped them off to Indian Tribes. (Abilene, KS) • The Chisholm Trail had a tremendous impact on Abilene, KS. One example is a boot maker here in town. (Abilene, KS) • Old newspaper called the Callahan County <i>Clarion</i> [Clarendon?] was published in the town of Belle Plain [Baird?]. It had lots of reporting of ranching activity including many statistics. The sheriff kept the cattle away from Belle Plain but the drovers were okay in town. (Albany, TX) • The best book on the trail driving period is J. Marvin Hunter’s book called <i>Trail Drivers of Texas</i>. A participant’s grandfather went up the trail twice. There is a personal legacy of the trail period that the NPS needs to carry through on. (Albany, TX) • These trails helped establish industrial operations through the use of rawhide belts. (Altus, OK) • There were several different strategies the Spaniards used to settle the South. Had to get to the Nueces River somehow. Entire community south of the Nueces. (Austin, TX) • The <i>Kansas Cowboy</i> newspaper [edited by Jim Gray, who is attending this meeting] notes that the Johnson brothers [related to LBJ] were Texas Hill Country cattlemen. (Dodge City, OK) • Some sources discussing where the trail went include “Retracing the Chisholm Trail,” by Wayne Gard. Another source is <i>The Handbook of Texas</i>. (Fort Worth, TX) • There was never a professional cowboy before the trail. Came up with cowboy boots, hats, and spur, etc. as a result of the cattle trails. (Fort Worth, TX) • Cows wouldn’t eat for 2-3 days. Stampedes were common. (Fort Worth, TX) • The American cowboy was not the first cowboy. It comes from Spanish and Irish. (Fort Worth, TX) • Spaniards were tenders of the cattle. First Texas cowboy was a “vaquero.” The origin of the cowboy language comes from the Spanish

Topic	Comments
	<p>culture and language. It had a huge influence. (Fort Worth, TX)</p> <ul style="list-style-type: none"> • The Presidio [just NW of Menard] was a big shipping point from 1911 on. (Menard, TX) • Menard had a lot of bars. It was a real western town. (Menard, TX) • Cattle were overwintered here in Menard for many years. (Menard, TX) • Our people were skillful in organizing cattle drives to northern areas. (Menard, TX) • Most of the feeder routes to Menard came from the South or Southwest. It was the second largest shipping point at one time. (Menard, TX) • [The characters in] <i>Lonesome Dove</i> followed the Western Trail. Filled buffalo ranges with cattle. Jake Spoon (<i>Lonesome Dove</i> character) was a cattle driver from Menard. There is a gentleman in town who is a grandson of Jake Spoon. (Menard, TX) • There was a large Indian raid in 1866 at Fort McKavett [23 miles SW of Menard]. There is documentation of this at Texas State University in San Marcos. (Menard, TX) • The courthouse is the oldest building in Menard. M.L. Leddy started in Brady and moved to Menard. He made boots and saddles. The Leddy family stayed until the 1930s. (Menard, TX) • Some folks in Menard are direct descendents of cowboys who trailed cattle up the trail. (Menard, TX) • The buffalo were gone. Pasture land was going to waste. Cattle helped with that. (Ogallala, NE) • Colonel John Fremont went up Fort Wallace Trail in 1849. The reference for that comes from the Sutton book [E.S. Sutton, <i>Sutton's Southwest Nebraska and Republican River Valley Tributaries</i>, 1983]. The military roads protected the cattlemen later on. (Ogallala, NE) • Sutton also wrote <i>Tipis and Soddies</i> as well as <i>Sutton's SW Nebraska</i>. Volunteers from the Keith Co. Historical Society would know which buildings in Ogallala date from the trail period; one of those volunteers wrote the interpretive display at Boot Hill. (Ogallala, NE) • The Hitchcock Co. HS has a lot of archival information about the Carmody Ranch. (Ogallala, NE) • North central Oklahoma is cattle and wheat country. This culture really stems from the trails and the 1889 land rush. (Oklahoma City, OK) • Cattle trail participants were early settlers [of Oklahoma land]. (Oklahoma City, OK) • Andy Adams, <i>Log of a Texas Cowboy</i> is an excellent first-person account of the trail-driving days. (San Antonio, TX) • There were more obstacles in Texas (bends, rivers and terrain) than elsewhere. (San Antonio, TX) • Hunter, <i>Trail Drivers of Texas</i>, notes lots of conflict between Indians

Topic	Comments
	<p>and cowboys on the Chisholm Trail and not the Western trail. (San Antonio, TX)</p> <ul style="list-style-type: none"> • Common for drovers to be cheated out of cattle. (San Antonio, TX) • Straus and Co. [perhaps Straus-Frank Co.?] started as mercantilists who supplied cattle during the cattle era. [Also] Frost National Bank [was begun in 1868 in San Antonio]. (San Antonio, TX) • Gunter and Menger hotels [historic, still in business] + other suppliers were located in San Antonio during the trailing days. (San Antonio, TX) • Most of the country north of San Antonio was sheep country. Cattle and sheep did not share the same range. There were battles between cattle and sheep men. (San Antonio, TX) • James R. Mead [a founder of Wichita, was] hunting and trading on the Great Plains from 1859 to 1875. There is a James Mead [archival] collection at Wichita State University. (Wichita, KS) • Original cemetery markers in Caldwell and Delano. (Wichita, KS) • Jesse Chisholm [had a] trading post [here in present-day Wichita]. (Wichita, KS) • Margaret Borland [in Victoria, Texas] was a rare female cattle drover. (Wichita, KS) • “Native cattle” (referring to the Texas longhorns) originated in Spain through Cuba and Mexico. (Wichita, KS) • There’s more going on than just cattle on these routes. 1. Stage routes, 2. Military (6th and 7th cavalry), 3. Mail traffic. (Wichita, KS) • \$5.5 million invested in Wichita banks to attract the [cattle] trade. (Wichita, KS) • Clark County, KS [S of Dodge City] ranches are associated with the [Western] trail. Those who founded them were ex-drovers. The winters were harsher here than in Texas. (Wichita, KS) • We suggest that the NPS or historians read the <i>Fort Griffin Echo</i>. There is a microfilm of this newspaper located at the Texas Tech and there are originals of the newspaper at the Old Jail Art Center. (Albany, TX) • Harvey County [historical society, in Newton] has [historical] maps [of the Chisholm Trail]. (Wichita, KS) • This was a major crossing point for the cattle and drovers. Delano was the site of brothels [while] Wichita was proper. There was a ‘Running of the Doves’ [i.e., red-light district denizens during the 1870s] at the river crossing. (Wichita, KS)
Interpretation Delivery/Location	<ul style="list-style-type: none"> • There was a re-enactment of a cattle drive in 1995. It had a governors’ proclamation associated with it. (Dodge City, KS) • Longhorn Park was recently established in Dodge City. (Dodge City, KS) • Baird (TX) has an excellent interpretive spot. Abilene, Texas has both a Butterfield and a Chisholm Trail marker. Great Western Trail markers

Topic	Comments
	<p>have resulted in much more extensive interpretation. For instance there are cassettes to listen to between Abilene and Fort Worth. (Albany, TX)</p> <ul style="list-style-type: none"> • We can interpret the trail through some types of radio tours. (Altus, OK) • Sites [related to these trails] are transitory in nature. They are difficult to interpret or for folks to visit. (Austin, TX) • We can incorporate an i-phone application. (Altus, OK) • Are there opportunities for the public to experience or relate their experiences along the trail electronically such as digital interpretation? Is it possible to make imprints (rubblings) on the NPS markers? (Menard, TX) • The public interest [in these trails] is primarily related to the Hollywood portrayal. This is the NPS's chance to authenticate the history and story of these trails. (Oklahoma City, OK) • The Cheyenne Arapaho Tribe is currently working with the Bureau of Reclamation to get historical information on the Cheyenne names of the rivers pre European contact in order to preserve the stories related to the rivers from the perspective of the Cheyenne Arapaho. There is a lot of history in this area that has not yet been collected. The utilization of technology has helped out with these efforts. (Oklahoma City, OK)
Interpretive Topics/ Stories	<ul style="list-style-type: none"> • Stagecoach and wagons also contributed to the cattle trail ruts not just the cattle. (Abilene, KS) • The trail is not only about the cattle men riding South to North. It's also about the stagecoaches and wagon roads heading back to Texas. Farmers also used those roads that the cattle men used to return home. (Abilene, KS) • There are lots of cattle drive names that still exist on the landscape. We need to incorporate this into our interpretation. (Albany, TX) • There are lateral trails in this area from Tom Green [County, of which San Angelo is the county seat] on north. The NPS needs to include these in the interpretation. (Albany, TX) • Every location is going to have its own story but it is all tied together by the trails. (Altus, OK) • Graves and stampedes are just one story that can be told. (Altus, OK) • It's very important culturally to recognize the century before the cattle trail era. Need to connect the story with its roots and its origin in the South. There needs to be an historic connection south of San Antonio. (Austin, TX) • Northward expansion often talked about in southern Texas. Be cautious about taking the national view of "westward expansion" and look at it from various movements and perspectives. American expansion wasn't just simply east/west. (Austin, TX) • Need to include an economic model [in trail interpretation], which includes the resources and how it affected the economy. (Austin, TX)

Topic	Comments
	<ul style="list-style-type: none"> • River crossings and water sources should be incorporated into the historic interpretation. (Austin, TX) • Has there been any thought about including information about the military forts and how the cattle drivers supplied the army? The role of the military needs to be covered. (Austin, TX) • Don't forget about the importance of the military roads in the area. There was a military road Fort Wallace Military Wagon Road to Fort McPherson and to Fort Wallace. Also, Fort Sedgwick in Julesburg and Fort McPherson, which provided supplies to protect settlers. (Ogallala, NE) • Need to tell the story of where the cattle came from. Cattle ran wild for many decades. They were essentially wild animals that they (cattlemen, drovers) were driving up the trail. (San Antonio, TX) • The Chisholm Trail led to the aura of travel and the freedom of cowboys. (Wichita, KS)
Legal Issues/Private Property Concerns	<ul style="list-style-type: none"> • In the Fort Griffin area, there are some concerns about private property. (Albany, TX) • What should I expect as a landowner if these trails are designated? I am a concerned land owner. Who is going to police the laws and privacy rights stated by the NPS? This could be a liability problem if people are trespassing on my land. (Abilene, KS) • There is a discrepancy with what you are saying about the "Willing Seller" language and the language in the National Trails System Act about "Eminent Domain." How can we be sure that we are protected if these trails are designated given this language in the Act? (Abilene, KS) • Regarding the issue of liability and preferences from landowners ... I think those who have a problem with folks visiting sites on their land should speak with willing landowners such as Faye Gaines along the Santa Fe Trail. (Abilene, KS) • It if becomes a federal trail, is it a federal offense to damage or steal an NPS marker or sign? (Abilene, KS) • I can explain the process. You can come and talk with me and my experience with landowner issues. Some places [referring to private land] are open one or two times per year or some are open year round. Those folks who are looters or who are real trail enthusiasts will come out on your land regardless of whether the trail is designated or not. Cooperating associations (such as the Santa Fe Trail Assn.), like the NPS, are also not in a position to manage or acquire private property. (Abilene, KS) • There are some landowners who have problems but there are also a lot of landowners with resources on their property that are proud of them and want to share them with the public. (Abilene, KS) • There is excitement to chart the trails-designation idea, but locals don't want people in their backyard. (Albany, TX)

Topic	Comments
	<ul style="list-style-type: none"> • I have issues and concerns in regards to private property. • What is the condemnation authority in relation to the NPS and these trails? (Dodge City, KS) • Are there any restrictions to landowners? (Duncan, OK) • Pertaining to the language in the National Trails System Act of 1968, does the federal government mandate state/county agencies to condemn land? (Duncan, OK) • I am concerned with the “willing seller” language in the NTS Act. (Duncan, OK) • Do the state or other government agencies have any condemnation powers? What about easements and right-of-ways? (Duncan, OK) • There is concern from some individuals about the federal government coming in and taking over their land. (Duncan, OK) • Does designation limit the landowners from charging fees to allow the public on their property? (Duncan, OK) • Will any fears or concerns from the public about condemnation of land affect designation? (Duncan, OK) • In Texas, the state and county, etc. cannot take any land away for historical purposes. (Duncan, OK) • Private property owner concerned about trespassing. The Chisholm Trail runs right through her property. (Wichita, KS) • The publicity that comes with designation is a concern to landowners. (Wichita, KS) • Landowner concerns include: any publicity, trespassing, [and] permitting (such as cell phone towers). (Wichita, KS) • Look at the history of marking on the Santa Fe Trail to see about impacts on the landowners. (Wichita, KS)
Location/Mapping of Trail	<ul style="list-style-type: none"> • Medina County [TX] is part of both trails. (San Antonio, TX) • Some cattle gathered outside of San Antonio. (San Antonio, TX) • The Hofmann Ranch [5 mi N of Castroville] was a gathering place for cattle. There is documentation. (San Antonio, TX) • Cattle moved through a corridor 5 miles or more wide. Water and grass were main reasons for path chosen. (Wichita, KS) • A rancher by the name of Art Carmody has some good evidence of trails across his lands. (Ogallala, NE) • The trail can be 40-50 miles wide. U.S. Highway 283 is pretty much the main line of the trail in many cases. The trail followed the grass and the water. (Albany, TX) • Cattle leave a permanent mark on the ground. Over time, the grass where cattle walked has changed colors, which helps to identify (today) where they went. (Abilene, KS) • Texas cattle brought in plants (jimson weed). (Dodge City, OK) • The route in Oklahoma; is it more trail or more [like a] corridor? (San Antonio, TX)

Topic	Comments
	<ul style="list-style-type: none"> • Stockdale [which is 25 mi SE of San Antonio] – weren't there a lot of cattle going up St. Hwy. 123? (San Antonio, TX) • [There were] seasonal changes [to] where the trail went. (Wichita, KS) • Was there some convergence [of the trails] at Fort Worth? (Duncan, OK) • Where is the physical trail (referring to the Chisholm Trail)? I've wanted to put my feet on it. I'm not even sure they all went through San Antonio. (San Antonio, TX) • There were only a few places (along rivers) where cattle had to cross. (San Antonio, TX) • I know more or less that the trail didn't go directly through Bandera. (San Antonio, TX) • Water was important. It helped dictate where the trail went. (San Antonio, TX) • The route varied from time to time due to weather. There is a crossing at the CBS building [?] here in San Antonio. In that period, there wasn't necessarily a trail but a 'direction.' (San Antonio, TX) • There is a problem identifying some sections of the route where they branch off and spread out. (Abilene, KS) • There was a primary trail but the trail typically converged into one, more consolidated trail when they crossed rivers. (Abilene, KS) • There is some evidence in 1867 that Abilene was the end of the trail but then after that it started to spread out. (Abilene, KS) • The main trunk of the Western Trail goes right down US 283. The corridor is quite wide. It goes along the west and the east side of Albany. There are five crossings of the Clear Fork of the Brazos near Fort Griffin and through the town of Clyde [in Callahan Co.]. There is public access to some points, especially of the river crossings. (Albany, TX) • We are currently documenting the trail using Google Earth coordinates. (Altus, OK) • The Western Trail crosses Route 66 at Canute. We will be erecting a marker in that area and will have some interpretation. (Altus, OK) • I believe the trail meets all 3 criteria. Cattle followed different routes as to not destroy the grass. There were numerous ways that these cattle went, which makes it difficult to identify where the main trail went. Need to look at a corridor of travel. (Altus, OK) • You need to point out why you think the trail went 'here' rather than 'there.' (Austin, TX) • There is a cattle-trail crossing at I-35 in Austin. (Austin, TX) • Montopolis Crossing [of the Colorado River, east of Austin]. They would cross the rivers where there were hard bottoms. (Austin, TX) • There are crossings at Nueces River, San Patricio and Santa Margarita. There is a state park nearby. (Austin, TX) • U.S. Hwy. 183 follows one of the routes. (Austin, TX)

Topic	Comments
	<ul style="list-style-type: none"> • Need information concerning the feeder trails. (Dodge City, KS) • There are six Dodge City-area trails coming out of Oklahoma and the Texas Panhandle. “All trails lead to Dodge.” (Dodge City, OK) • What is the knowledge and visibility of trail remnants on the Great Western Trail? (Dodge City, OK) • I have rare books and diaries. I didn’t track the ruts; instead, I traced the written source. I have found ruts of cattle trails in Lane County, KS, and I recently saw additional ruts during a Nebraska County Tour. There are distinctions between the 2 trails (Chisholm and Great Western). I want to look at trail extensions north. There are 13 feeder routes to be covered in my new book. (Dodge City, KS) • The Great Western Trail is noted on the Kansas State road map. (Dodge City, KS) • There is a map showing the trail going through Montague County (TX). There are a lot of feeder routes. The NPS should refer to the original cattle driver reports/diaries. (Duncan, OK) • You can see physical traces from the airplane. (Fort Worth, TX) • Hundreds of thousands of cattle crossed at Pegleg [Crossing] since it’s a natural spot to cross topographically and had a hard bottom as opposed to gravel. (Menard, TX) • [Cattle crossed at?] Yates crossing on the Llano River. [E of Junction, at FM Rd. 385] (San Antonio, TX) • Trail drivers went into Coleman. There is documentation to confirm. (San Antonio, TX) • Conquista Crossing – is located south of San Antonio [in Karnes Co., near Falls City, on San Antonio River] (San Antonio, TX) • Delano District is west of [the Arkansas] river and ½ block east of Seneca St. There is a river crossing just S of the confluence of the Little Arkansas and Big Arkansas. (Wichita, KS) • There is a crossing at Derby and El Paso. It is referred to as ‘the pass,’ toll bridge. [Derby is 8 mi SSE of Wichita, and El Paso Cemetery is in Derby.] (Wichita, KS) • Many trails led to Dodge City. The Jones and Plummer Trail [arrived there from] Beaver, OK and possibly the Coronado Trail. (Wichita, KS)
Marking Trail/ Wayfinding	<ul style="list-style-type: none"> • There are aerial spray pilots that can see trail remnants. (Dodge City, KS) • Junction City, west of the Shawnee Trail, is marked on the 1872 GLO Maps. (Abilene, KS) • How is the NPS going to mark the trail? (Abilene, KS) • I am interested in the signs. What type of signs does NPS provide? (Abilene, KS) • Texas is a private land state. Markers need to be related to roadside availability. In Moran, there is a Great Western Trail marker in an open field. It is an excellent spot for interpretation. (Albany, TX)

Topic	Comments
	<ul style="list-style-type: none"> • Marking the trail was not difficult in the other counties. Congress should know this. The awareness made it possible. (Altus, OK) • We could GPS markers along the trail and publish a book to help navigate people to the markers. (Altus, OK) • The markers could be used as geocaching sites. (Altus, OK) • We recently started marking the State of Kansas. (Altus, OK) • The Great Western Cattle Trail Association and other folks have identified the trail through marker placement. (Altus, OK) • Existing historical markers may help locate potential visitor use sites. (Austin, TX) • The Kansas Chapter of the Great Western Cattle Trail Association has been active. We have proclamations and there are currently trail marking activities north to the Nebraska border. Both Jim Sherer and Ken Goodnight are involved with this project. (Dodge City, KS) • The Dodge City/Ford County tourism task force has a tourism plan, which would fund the installation of Great Western markers on a 50/50 basis. (Dodge City, KS) • In Oklahoma in 2007, Chisholm Trail historical markers were placed along US Highway 81. (Dodge City, KS) • I attended the Partnership for the National Trails System Conference in Missoula, MT. We learned about marking and signing the trails. (Dodge City, KS) • We are marking the Chisholm Trail in Texas up to the Oklahoma state line. We are using a legal process to erect the markers. (Fort Worth, TX) • There are commissions doing historical research to identify where the markers should go. Markers have been “GPS’ed” (Fort Worth, TX) • A marker dedication will be held in Waco, TX on October 22-24, 2010 (Fort Worth, TX) • We are using publications in the archives of the Historical Commission to help identify where markers should go. (Fort Worth, TX) • Many counties are involved in this project. Have documentation in Montague County. Need a commander from each county to lead and coordinate the marker effort. (Fort Worth, TX) • Signage is great and needed. It helps tie it all together like Route 66. Signs spark interest in all generations and they keep the aspects of the history alive. • Signage would help locate sites along the trail. It would allow the public to enjoy and visit. (Menard, TX) • Possible installation of other less expensive signs. (San Antonio, TX) • Many of the trail markers [in the Wichita area] have been destroyed. The trail has been marked in the past twice. Metal signs with longhorns and cement markers. (Wichita, KS) • Tom Frazee has maps of locations of markers researched with Bob Klemme. (Wichita, KS)

Topic	Comments
	<ul style="list-style-type: none"> • There is a Chisholm Trail marker in Delano (West Wichita). There is a possibility to mark the river crossing of the Arkansas. (Wichita, KS) • There are markers on the Fort Dodge trail at Cowskin Creek [8 mi W of Wichita, S to Haysville]. It was a rough crossing. They would slaughter the cattle there and leave skins to cure. (Wichita, KS)
Name of Trail	<ul style="list-style-type: none"> • The book <i>Trail Drivers of Texas</i> discusses the name issue quite a bit. What is it known as? Has been referred to many times as the Chisholm Trail. We believe it should be referred to as the Chisholm Trail. (Fort Worth, TX) • My great, great uncle traveled up and down the trail. The name of the trail is not important for me, it's what the brave men did for Texas and we need to recognize what they sacrificed. They did a multitude of things. These men need to be recognized! 1931 Resolution. (Fort Worth, TX) • We also need to recognize that Chisholm was the name. (Oklahoma City, OK)
Partnerships	<ul style="list-style-type: none"> • Would there be a primary association to work with if this trail was designated? (Abilene, KS) • Communities along the trail will benefit greatly by designation. A great partnership between communities and the NPS. (Altus, OK) • How do we coordinate amongst the other communities along the trail if designation occurs? Have organizations formed to create some uniformity along the trail? (Duncan, OK) • There are Texas Longhorn enthusiasts nationally and internationally. There is big interest. Texas Longhorn Breeders Association of America. (Fort Worth, TX) • There is an opportunity to connect with other national historic trails. (Wichita, KS)
Promotion of the Trail	<ul style="list-style-type: none"> • There's been a trend towards centralizing history from federalizing it. How do you keep from centralizing the information so that people have an incentive to go out to these sites where history actually happened? (Altus, OK) • We (Great Western Cattle Trail Association) got resolutions from towns along the trail to sell [i.e., promote] the trail and erect markers. Would it help if I got resolutions from these towns for designation? (Duncan, OK) • There is a brochure by the Texas Heritage Trails Program on the Chisholm Trail. (Fort Worth, TX) • The Chamber of Commerce in Menard recently put on a celebration at the Stock Pen Crossing Park. Stock Pen is located near the crossing and the railhead. (Menard, TX)
Protection of Trail Resources	<ul style="list-style-type: none"> • Do you have conservation easements that help protect the resources? How are the taxpayer dollars going to protect the trails? (Duncan, OK)
Recognition	<ul style="list-style-type: none"> • Decatur County [KS] had Indian raids on trail drovers. They were all

Topic	Comments
	<p>related to the larger story on the Great Plains. Here was an intersection with northern tribes; the Cheyenne. (Dodge City, KS)</p> <ul style="list-style-type: none"> • Good opportunity to bring in those who have fallen to the wayside. (Indians, etc.) (Altus, OK) • Can you please capture the impact of the black cowboy and the buffalo soldier? (Duncan, OK) • Need to incorporate the Native American perspective into the interpretation. What has been the opinion of the Native Americans? All cultures within this area have a direct connection to these cattle trails. (Duncan, OK) • Should pay attention to the Spanish influence of the trail, the international aspect and its connection to Mexico and Canada. (Fort Worth, TX) • Need to incorporate diversity and gender stories as well as ethnic and racial aspects to the story. (Fort Worth, TX) • There were a variety of ethnicities that were cowboys such as Spanish cowboys, African American cowboys. There is an opportunity to tell a diverse story not just a ‘white’ story. (Menard, TX) • Can put together a Native American commemoration in regards to the beef that was supplied to the Indian Tribes. (Altus, OK) • The story of the American Indians is even more important than the cowboys and the settlers. Their story should be included. We need to look at both tribes and individual Indians. We also need to include the story of the extinction of the buffalo and the changes endured by the Indians. (Oklahoma City, OK) • The Cheyenne Arapaho cattle drovers want to share their story. (Oklahoma City, OK) • The trail strongly connects stories along the trail. Events that happened in particular [include] the Exodus of Cheyenne and the killing at Hennessey. (Oklahoma City, OK) • Need to include the trail’s role in the “Dull Knife” episode. We want to make sure that the story of the Cheyenne Arapaho is told. (Oklahoma City, OK) • Biographies of men going up the trail tell the hostilities that occurred along the trail between the Indians and cowboys. (San Antonio, TX) • Slaves, African Americans were some of the first to trail cattle to Canada. [reference to an exhibit with a black cowboy at the Glenbow Museum in Calgary, Alberta.] (Fort Worth, TX) • We need to honor all the cowboys and their descendents. Need to commemorate the individuals and their descendents. (Fort Worth, TX) • There are no western movies without the Western Trail. Don’t forget the importance of the horses! They were equally important in the role they played on the trail. (Ogallala, NE)
Recreation/Tourism/	<ul style="list-style-type: none"> • Even the local truck stop name is called Trails West. The City of

Topic	Comments
Interpretation Opportunities	<p>Ogallala has even used a logo that is representative of the Western Trail. Also, Ogallala is the “Cowboy Capital of Nebraska.” (Ogallala, NE)</p> <ul style="list-style-type: none"> • There was a commemorative cattle drive through Albany in 1971, which started in Buffalo Gap [SW of Abilene]. 60-70 years ago, cattle were gathered in the Albany area before heading up to Dodge City. (Albany, TX) • Sounds like this is a great opportunity to interpret and educate the public. A lot of these towns are rival towns-making claims to different things. (Abilene, KS) • On the Llano Estacado, tours of ranches are popular. The Lubbock Chamber of Commerce is pushing heritage tourism. (Albany, TX) • The NPS needs to know the trail location and key points of interest for interpretive purposes. (Albany, TX) • The Frontier Texas Theme Park in Abilene, TX has speakers recounting the 1780-1880 period. The site recreates the idea of a cattle drive. They have a \$10 million museum and a Great Western Trail marker. The trail went from Buffalo Gap to Baird to Albany and there is a Great Western Trail marker in Baird, as well. (Albany, TX) • The Albany area is ripe with cattle trail history. For two weekends each June, the City of Albany holds the Fandangle complete with cattle (Longhorns) on the streets and the nearby Chimney Creek Ranch (west of Albany) run by Ted Paul has cattle pens. The Massey family runs the Old Jail Art Center, which sells art, has archives and has exhibits on the historical development of the Fandangle, which has been held since 1938. The Fandangle features fourteen head from the Longhorn herd at Fort Griffin. (Albany, TX) • There are famous ranches in the Albany area. The Matthew S Ranch has dugouts still on the property. A diary of the Matthew S Ranch is located at the Texas Tech in the Southwest Collection. (Albany, TX) • A description of the Rotary Club’s effort in marking the Great Western Trail could offer lots of tourism possibilities. (Albany, TX) • Lubbock offers a Cowboy Symposium every September and October. The designation has worldwide implications. There is also a ranching heritage center located in Lubbock. (Albany, TX) • Agri-tourism is growing in this region. (Altus, OK) • There is a constant flow of people from outside the U.S. that come to this area to learn about the trail. (Altus, OK) • There are enormous opportunities at King and Kenedy ranches, in Sarita and Kingsville (in South Texas). (Austin, TX) • San Saba [River crossing] near Menard is a potential place for the public to visit. (Austin, TX) • Just south of town there is an opportunity for a visitor center. It is about ½ mile south on U.S. Hwy. 56. (Dodge City, KS) • The Western Trail came through Duncan. There are plenty of sites in

Topic	Comments
	<p>town and in this area. (Duncan, OK)</p> <ul style="list-style-type: none"> • “The Flat” [which includes the Fort Griffin townsite, just below the fort] is a site along the Western. It is close to Albany, TX. The state keeps a longhorn herd near Fort Griffin. The trail is marked in this area. There’s an authentic Texas fort at Fort Griffin State Park. (Fort Worth, TX) • Some museums on the trails include the Cattle Raiser Museum [in the Fort Worth Museum of Science and History] and the Texas Cowboy Hall of Fame [in the Fort Worth stockyards]. (Fort Worth, TX) • There are a variety of different resources along the route to see and experience, both rural and urban. (Fort Worth, TX) • There are places where they still produce the clothing and equipment of the true cowboy. (Fort Worth, TX) • Equine industry. Texas is a place of the cowboy. The public can do a tour in the North Texas Horse Country. (Fort Worth, TX) • There is often a Chisholm Trail Center or museum along the trail. (Fort Worth, TX) • Would like to see a museum built here in Menard that is dedicated to the Western Trail. Would be an attraction for the community. (Menard, TX) • People outside this region are very interested in the [Chisholm] trail and would like to learn more. (Oklahoma City, OK) • There is the Chisholm Trail Expo Center in Enid, OK. (Oklahoma City, OK) • Silver City cemetery in Grady County is on the National Register. Good context and tracing of the genealogy of the trail. (Oklahoma City, OK) • Asher, Oklahoma [50 mi SE of OKC] is the home of Jesse Chisholm’s son [William E. Chisholm] who built two log cabins there. There is a cemetery located on the house property. There was a well there that was used by the cattlemen. Jesse Chisholm’s trading center was close to this area. Pat [Patricia] Stricklin, who is the great, great granddaughter of Jesse Chisholm, currently lives in a two story home on that same property. There may be some potential for interpretation in this area. (Oklahoma City, OK) • There is an historic crossing at Applewhite [E of Somerset] in Southern Bexar County. There is more in the ranches to see and experience than what you’ll see on the ground. National Register potential in process. 1,200 acre property. Longhorn Cattle are walking museum pieces. (San Antonio, TX) • Bandera Pass – 6 miles north of Bandera. All cattle went through this pass on the Great Western. The trail could be up to 25 miles wide. Trail goes up Highway 283 [from Brady] up to Doan’s Crossing. (San Antonio, TX)

Topic	Comments
	<ul style="list-style-type: none"> • Maverick Ranch is located [25 miles] northwest of San Antonio in Northern Bexar County. Is it on the trail and is a Nationally Registered Historic District. (San Antonio, TX) • [There is a] Pioneer Trail Drivers Museum in San Antonio. (San Antonio, TX) • Site on the trail - Stock Pen Crossing [just W of Menard] (San Antonio, TX) • Fort Griffin and Fort McKavett [state historic parks] tell a story that includes the cattle-trailing period. (San Antonio, TX) • Alamo Ranch is [was?] a holding pen in San Antonio. It is located at Loop Road 1604 and Culebra [appx. 8 mi WNW of downtown. (San Antonio, TX) • There is a Chisholm Trail Museum in Wellington, 35 mi S of Wichita. (Wichita, KS) • Caldwell, KS has a [Chisholm Trail] festival every year at its Opera House. (Wichita, KS) • The Chisholm Trail [southeast of Caldwell] is marked with silhouettes. There are 600 acres with a viewing area in a pasture with a historical marker where the trail enters Kansas at Caldwell. (Wichita, KS) • Both Kansas and Oklahoma market to Europeans. These visitors are typically looking for that authentic experience or for the iconic cowboy. (Wichita, KS) • The Clearwater Museum has diaries of homesteaders that talked about cattle trails. (Wichita, KS)
Research Projects	<ul style="list-style-type: none"> • The documentation does exist. Work with local historical societies etc. to find this documentation to help identify the sites where interpretation could go up. (Altus, OK) • Have the cemeteries associated with the trail been documented? (Wichita, KS)
Route Inclusion/Expansion	<ul style="list-style-type: none"> • We will miss part of the story and opportunities if you leave out the initial origins [of the trail] and the Southern Region. (Austin, TX) • How far along the tributaries will the trail (designation) go? (San Antonio) • Some cattle bypassed San Antonio altogether. (San Antonio, TX) • People in Johnson City, TX have different opinions as to where the Chisholm started. (San Antonio, TX) • I think the Chisholm came from the Gonzales and Cuero area. (San Antonio, TX) • A trail went north from Cuero to Lockhart Prairie [“15 miles below Austin”] to Webberville to Austin. (San Antonio, TX) • We need to recognize all cattle trails and in particular the Shawnee Trail. They are all related. (Abilene, KS) • I would like to see an extension of the Chisholm to Schuyler, Nebraska. Schuyler was the first cattle town in Nebraska during the Fall

Topic	Comments
	<p>of 1869. It was a cattle town from 1871 to 1872. (Abilene, KS)</p> <ul style="list-style-type: none"> • The NPS should look beyond San Antonio. How do we incorporate all the capillaries that lead up to San Antonio? There is a book by Charles Siringo, which is an historical account of a cattle trail south of San Antonio. (Austin, TX) • It seems logical to connect the main trails to the smaller routes in the South. (Austin, TX) • I would not eliminate these feeder routes. They are essential to the education and interpretation. (Austin, TX) • There were routes that came from all over south Texas. They came from many counties. (Austin, TX) • How can you justify a national historic trail if there is lots of documentation for a route between DeWitt County [county seat=Cuero] and Dodge City? Why start at San Antonio? (Austin, TX) • Issues with the route starting in San Antonio. Need to give a more accurate picture. (Austin, TX) • The trails did not become nationally significant because of San Antonio. Some feeder routes did not even go through San Antonio. (Austin, TX) • Why not show lines coming from the South that converged at San Antonio. 183 and I-35. (Austin, TX) • There should be, at least, one line to Goliad and one to Kingsville. (Austin, TX) • You should look at major ranching operations with the highest numbers of cattle to help dictate which routes were most important. (Austin, TX) • The route must go to Brownsville. Should be where the route begins. (Austin, TX)
Significance	<ul style="list-style-type: none"> • A lot of unique things in the US history that came together to make those cattle trails possible. For example, railroads, economic devastation of traffic, the situation in the Indian Territory. (Abilene, KS) • The Western Trail is one of the few trails that started to tie the South to the Northern Plains. There was a whole lot more that went up the trail than just cowboys. The culture and environment were very important. (Altus, OK) • The cattle industry is still significant to this day. (Altus, OK) • Our history is not so much recorded in the terrain and the structures but in the songs and books. It is intrinsic to western ideas. It has helped with the western identity. The importance can go beyond the physical remains. (Altus, OK) • Cattle trails helped heal the Nation after the Civil War. They helped heal North and South relations. (Altus, OK) • The cattle trails are part of a larger story of nation building. They had a significant impact in building of the nations. It is a national story!

Topic	Comments
	<p>(Austin, TX)</p> <ul style="list-style-type: none"> • It's an international story. Designation makes perfect sense. We are on the right track. It defines the character of regions and the US. (Austin, TX) • I feel that the cattle trails are very significant (as much as other national historic trails) in regards to migration, beef, economy and the vaquero (cowboy). (Duncan, OK) • It is clearly historically significant. (Fort Worth, TX) • The Chisholm and Great Western has been the largest movement of cattle in the world. There were even millions of horses going up and down the trails. (Fort Worth, TX) • The cattle trails represent the largest forced migration of mammals on the planet. It resulted in a huge economic boom to the region. It supplied beef to miners in other states (Dakotas, Montana...). The cowboy is an iconic American symbol. It is akin to the Statue of Liberty and the "Westering" Movement. (Fort Worth, TX) • The American Cowboy goes beyond Texas. Would any of these cow towns have been the way that they are without the cattle trails? (Fort Worth, TX) • Cities popping up due to the cattle trails. (Fort Worth, TX) • There was strong international impact. (Fort Worth, TX) • Cattle would not have reached other northern and western states without the cattle drives. (Fort Worth, TX) • The rodeo is nationally significant. It came out of the ranching practices. There is a [COWTOWN] coliseum in Fort Worth. The building is significant. It has an exhibit on rodeos and their Spanish connection [at the Texas Cowboy Hall of Fame]. Evolution of the spur. All came from works of cattle. (Fort Worth, TX) • The Chisholm Trail has opened this trail to more than just cattle. Due to the Good Roads Movement, Highway 81 follows part of the trail. It opened up the country. The direction of this trail has been unique (North-South corridor) compared to the typical East-West corridor. (Oklahoma City, OK) • The impact of the trail on culture is significant in regards to books, movies, place names. In [Ray Allen] Billington's school book [<i>Western Expansion: A History of the American Frontier</i>, first published in 1950] there is a chapter on the Chisholm Trail. Significant in straightening out the image. There was a mix of ethnic groups that worked the trail. There was so much impact in a multitude of ways. There was town building. (Oklahoma City, OK) • Cattle trails helped settle the West and populated many areas. (San Antonio, TX) • Cattle trails were crucial to the development of San Antonio. Coincided with the German migration. (San Antonio, TX)

Topic	Comments
	<ul style="list-style-type: none"> • It was the cattle industry that built San Antonio. (San Antonio, TX) • The activity of trail driving and the “vaquero” is significant – for example, in Floresville [20 miles SE of San Antonio]. (San Antonio, TX) • Everything we learned about cattle and ranching came from the “vaquero.” (San Antonio, TX) • Caldwell was a cow town that would not exist without the cattle trail. (Wichita, KS) • There is ongoing influence of the Chisholm Trail here. This is evidenced in place names, schools, etc. (Wichita, KS)
Support for Trail Designation	<ul style="list-style-type: none"> • We have letters of support from Marion, Dickenson and Harvey Counties. (Abilene, KS) • There is a lot of documentation and resources in Marion County. I am in support of designation. (Abilene, KS) • I have spoken with a lot of civic, academic and private citizens who are very interested in the trails. (Abilene, KS) • Designation is good for both history and stories. Plus it is good for economic impact. (Albany, TX) • No question that the two trails qualify as nationally significant. What do we need to do to ensure that they are designated? (Altus, OK) • Would like to see the country recognize the importance of these trails. (Altus, OK) • There are folks that are currently coming in to this area who want to see these trails. Designation would help with tourism and the economy. (Altus, OK) • There are many folks wanting to know more about the Western Trail. We are seeing an increase in interest and designation would help that. (Altus, OK) • I believe that the public would want to come to Altus more if the trail were designated. (Altus, OK) • Designation would give more significance to the trail and provide more info. to the public. (Duncan, OK) • National historic trail designation will bring in tourism and help small communities thrive. (Duncan, OK) • I feel that designation will bring recognition to foreigners and will give it name recognition. It will familiarize people with this area. (Duncan, OK) • A designated trail will provide strong connectivity between communities. It will help give us an official identity. (Duncan, OK) • Why do we need designation? Without designation, we remain fragmented in our efforts to help us manage and interpret the trails and tie everything together in order to show the importance to the nation and the iconic image of the cowboy. (Fort Worth, TX) • Federal involvement is an equalizer. [Thus, having a designated trail could provide \$ to poorly-funded areas along the trail.] (Fort Worth, TX)

Topic	Comments
	<ul style="list-style-type: none"> • Having federal money would be wonderful. (Fort Worth, TX) • There would be more money to mark the trail with NPS involvement. Designation would help to fill in gaps. (Fort Worth, TX) • Designation allows the smaller towns to promote the trail. It is great for the smaller communities that don't have adequate resources. (Fort Worth, TX) • NPS brings a lot of historic research and resource experience. Can help identify what is significant. (Fort Worth, TX) • There are lots of people who come through Menard who don't know about the history. Designation would really keep our community alive. We need tourism and economy. (Menard, TX) • I see the federal role as a valuable contribution. (Menard, TX) • Cattle made Menard. Designation would perpetuate that. Designation would capture the cowboy culture. (Menard, TX) • The Texas Chapter of the Great Western Cattle Trail Association is currently drawing tourists in this area. We hope that other towns along the trail will follow suit. Designation would help with this. (Menard, TX) • Having an historic trail close to Junction and Menard would be great for this area in terms of tourism and the economy. (Menard, TX) • The federal government needs to help preserve the trails. (Ogallala, NE) • I am very proud and glad that you are doing this [feasibility study] project since it is important. (Oklahoma City, OK) • History is being lost. Historical stories are not being told or shared as they should. It is a shame that more recent generations are either ignorant or are discarding our history. Designation could help young people see what made this country. Designation would help bring attention to the trail history as well as the history of that particular time period. (Oklahoma City, OK) • The Chisholm Trail has very few structures along the route. The best way to preserve these trails is to designate them as National Historic Trails. (Oklahoma City, OK) • Designation and trails allow folks to get out and recreate and exercise. The modern cowboy is tied back to the trail. It is a trail for kids. (Oklahoma City, OK) • Designation would also be a great benefit to the international communities. (Oklahoma City, OK) • Wichita and Sedgwick County passed a resolution in favor of the national historic trail designation. (Wichita, KS) • Question posed to audience – is the group in favor of designation? Answer: Yes – overwhelmingly but not exclusively. (Wichita, KS)
Trail Distinction	<ul style="list-style-type: none"> • The impacts of the Western Trail are different from those of the Chisholm Trail. The impacts from the Great Western Trail lasted long after 1893. (Albany, TX)

Topic	Comments
	<ul style="list-style-type: none"> • I, speaking on behalf of the Great Western Cattle Trail Association, am opposed to combining the names of the trails if they become designated. (Albany, TX) • It is okay to designate the two trails together but it is important to recognize their separateness as trails. Keep their integrity as different trails. (Albany, TX)
Trail Resources	<ul style="list-style-type: none"> • A farmer near Max [Dundy Co.] Nebraska has shorter corn due to the trail's location. (Ogallala, NE) • There was once a saloon during the cattle trail period in the town of Trail City, which is the former name for Trenton. There is a marker at the saloon's location. The Western Trail went right by the Trenton Post Office. (Ogallala, NE) • There are roughly 3 sites that are related to the trail here in Abilene. 1. Sand Springs crossing. 2. Highway 15. 3. West of Jeep Road Bridge. (Abilene, KS) • "All that's left is dust and cow chips," except for the house at Doan's Crossing. Not many physical reminders of the trail. (Albany, TX) • Trail site – Bluff Pens at Brady. (Altus, OK) • Trail site – crossing of the North Fork [of the Red River]. (Altus, OK) • A few blocks from the [Arkansas] river is the Occidental [Hotel, at 304 N. Main St.] where cowboys looked over the river. The Occidental is the oldest commercial building in town. (Wichita, KS) • Cow Gap north of Brady is a site. (Austin, TX) • There are two sites near Menard: Pegleg Crossing [12 mi E of town] and Stock Pen Crossing [½ mi W of town]. Pegleg was a stage station. Also there are currently eight archeological digs being conducted at the Presidio nearby. (Menard, TX) • There are [cattle] pens near the golf course – close to the Presidio. (Menard, TX) • There is a historic mulberry tree near the Masonic home [on Seneca St., just N of U.S. Hwy 54] that marked the trail and served as a landmark as the drovers were coming up the trail. The Wichita Park Department maintains the tree. It is currently marked with brown Chisholm Trail signs. (Wichita, KS) • The folks who founded the communities along the trail were also involved with the trails. [There is a] Tom Ellison house in El Reno. He was a drover. (Oklahoma City, OK) • There is a trail associated structure on the 800 block of west Douglas. (Wichita, KS) • There was a recent marker ceremony in D'Hanis (Medina County). There is a line camp on the Chisholm Trail. The trail had multiple line camps. San Antonio was the funnel point. It could have been a gathering point. (San Antonio, TX) • The Cowtown Museum in Wichita has the area's first house ["oldest

Topic	Comments
	<p>surviving structure”], which is the [Darius] Munger House [the residence of the man who helped found Wichita]. There are also other buildings at Cowtown that are originals. (Wichita, KS)</p> <ul style="list-style-type: none"> • There is an historic site in Lane County [KS] related to the trail. Charles Meade owns land in a canyon [south of Dodge City] where the trail runs through. He has evidence of this from historic photos. He would like to bequeath his land to some type of conservancy when he passes away. (Dodge City, KS)

Appendix 5. Written Comments Mailed to the Agency Office, or Comments Provided on Comment Forms at the Public Meetings

Note: Public comments – whether sent to the NPS by email, provided to the agency’s PEPC (planning) website, given orally at one of the public meetings, mailed to the agency office, or provided on comment forms at the public meetings – have often been edited. They were analyzed and placed, as appropriate, within one or more topic categories. Personal or sensitive information containing individuals’ names or contact information have been omitted for reasons of privacy. Spelling errors, where necessary, have been corrected.

Topic	Comments
Economic Opportunity	<ul style="list-style-type: none"> • “The Great Western Trail was of great historical significance to Menard. The labeling, as an important cattle drive event, will benefit Menard’s economy and provide a place for visitors to understand what ‘cowboys’ really did on the job.” (Kniffen)
Education Programs	<ul style="list-style-type: none"> • Copy enclosed of <i>The Story of Wichita</i>, which is an extension of material previously sent above – see Appendix 3. (Paul Oberg, Wichita, TX)
Historical Context/ Interpretation	<ul style="list-style-type: none"> • Article providing key background information about Jesse Chisholm’s early years – it’s by John K. Strecker, entitled “Chronicles of George Barnard,” <i>Baylor Bulletin</i>, Sept. 1928. This is an extension of statements made in comments provided above – see Appendix 2. (McAlister) • A number of Chisholm Trail historical articles provided, including several bibliographies, a Wayne Gard trail history (1956), a guide to CT-related Texas historical markers, CT articles from <i>Frontier Times</i>, about the trail’s importance to Fort Worth, and THC planning records pertaining to the CT corridor. (Harman) • General historical information about the Delano (West Wichita) area provided. (Lawrence, Martinson, and Rivers) • Three James W. Parker historical volumes presented: 1) <i>All Along the Chisholm Trail</i>, 2) <i>Riders of the Chisholm Trail</i>, and 3) <i>Twilight of the Chisholm Trail</i>. (Parker) • “I am writing to include a copy of a brochure, a map, and a bit of information about Francisco Yturria, a big rancher during the days of the Chisholm Trail drives.” (Knoblauch) • Article presented, “A General History of the Indian Raid, September 30, 1878, in Decatur County, Kansas” and <i>The Kansas Cowboy</i>, plus photos “from cattle drive re-enactment, 1990s” in Dodge City. (Dodge City, KS meeting) • “I am including some documentation of our history which I think you will find exhibits the early contribution that Saint Jo [TX] made in the making of the Chisholm Trail.” Attached is historical data, marker photo, etc. (Cain) • Packet of historical information mailed in, including Lytle [TX] Woman’s Club, <i>Patchwork; Lytle Folks, Facts and Fables</i>, 3rd printing, 2000. (Null)

Topic	Comments
	<ul style="list-style-type: none"> • Booklet provided about the South Texas Heritage Trail, <i>The Llanos Mesteños, Visitor Trails to South Texas History & Nature</i>, along with a contact list (emails and websites) of South Texas ranch museums. (Doughty) • Information provided about Jake Spoon, from a Menard anthology book. Also brief biographies of Lee Russell, Joe Russell, Dick Russell, and William and Andes Murchison, all early-day Menard [TX] ranchers; and historical piece about Pegleg Crossing. (Hodge)
Interpretation Delivery/Location	<ul style="list-style-type: none"> • “The cattle trail results can still be seen ... in the displays at the Menardville [TX] Museum.” (Kniffen) • “The Chisholm Trail Heritage Museum [in Cuero, TX] will bring to life an important era in Texas’s rich ranching legacy, while telling the story of the legendary cattle drive era through permanent and special exhibits.” (Blackwell) • “By making this a national historic trail, it will not only preserve the trail but also create a way so that people from all over the world will be easily able to visit many spots along the trail. ... All along the trail there are a variety of museums that have been developed from the Cowboy Hall of Fame in Oklahoma City to various museums from South Texas to Canada.” Museum in Vernon, TX also noted. (Aneff, Rotary 5790) • Statistical chart provided showing visitor origins for various antique stores in Oberlin, in northwestern Kansas on the Western Trail. “All in all I think the number and cross section of people into Oberlin would make us an ideal information center.” (Anderson) • Wellington [KS] Chisholm Trail Museum “was named in 1963. ... As the brochure indicates, it never was a ‘cowboy’ museum, but I am working to upgrade the area that educates visitors about the Chisholm Trail.” The museum’s handout about Chisholm Trail history was attached. (Gilfillan, Chisholm Trail Museum)
Legal Issues/Private Property Concerns	<p>General note – a number of the resolutions in support of national historic trail designation (see “Support for Trail Designation,” below) qualified their support with the phrase “provided that landowner participation is voluntary.”</p>
Location/Mapping of Trail	<ul style="list-style-type: none"> • A list of locations of Great Western Trail markers between Doan’s Crossing, TX and Dodge City, KS – most of which have been installed – was presented at the Altus public meeting. (Anonymous) • A 1915 Wichita newspaper article noted Charles Siringo’s desire to mark the Chisholm Trail in Kansas (Barber) • Map of Montague County, TX presented at the June 12 public meeting; shows four trails in the county, all converging on Red River Station. (Anonymous) • Maps provided at Abilene, KS meeting of historical location of the CT in Marion and Dickenson counties. (Schmidt) • Several historical and interpretive maps presented, showing location of

Topic	Comments
	<p>the Western Trail. (Ogallala, NE meeting)</p> <ul style="list-style-type: none"> • A 1931 Kerrville (TX) newspaper article presented at Fort Worth meeting, title is “Location of the Chisholm Trail,” quoting C.H. Rust of San Angelo saying that “The old Chisholm Cow Trail started at San Antonio and ended at Abilene, Kansas.” (Kennedy) • Detailed maps presented at Wichita, KS meeting of the CT in Harvey and Marion counties. (Stucky)
Marking Trail/ Wayfinding	<ul style="list-style-type: none"> • Photographs shown of markers at Pegleg Crossing [nr. Menard, TX], and the Western Trail south of Brady, TX. (Dippel) • CD presented showing cattle-trail history and recent marker dedications in Montague County, TX. (Brown) • “The marking of the trail to date has brought to the surface much information about the families of our great pioneers and cowboys who rode up the trail, sold the cattle and horses and made a huge impact upon our country.” (Aneff, Rotary 5790) • Folder entitled “Chisholm Trail Marker Project, 2009, Marking the Chisholm Trail in Texas” presented at the Fort Worth meeting. Organized by Billy Cate (Cleburne) and Steve Myers (Fort Worth); goal is to mark “the Chisholm Trail in Texas using the same style of cement post parkers erected by Bob Klemme of Enid Oklahoma. ... We are contacting local historical associations, various civic groups and government offices for locations and approval to erect markers.” Photos show markers dedicated at Red River Station, in Saint Jo and in Decatur. • Folder entitled “Great Western Cattle Trail Marker Dedication, June 12, 2010” presented. (Dodge City, KS meeting) • Folder presented of a Chisholm Trail marker dedication, Wichita, KS in 1941. (Wichita, KS meeting)
Name of Trail	<ul style="list-style-type: none"> • Texas Legislature resolution (1931) presented, stating “that the herds originating at all points of Texas, drove north over the Western or Eastern Texas Kansas Cattle Trail. The Eastern branch of which met the Chisholm Trail at Red River Station.” (Saunders) • “The Chisholm Trail never crossed the Red River, but had many ‘feeder’ trails. ... For 78 years people want to think that the Chisholm Trail came into Texas and have tried to make it so. ... The <i>true</i> Chisholm Trail extended only from Wichita, KS to Anadarko, OK. Texas cattle were driven over the ‘Chisholm Trail’ <i>after</i> crossing the Red River ... at the Red River Station. Claims that the Chisholm Trail originated in or below San Antonio are simply not true.” (Roland Jary, Fort Worth, TX) • Article (from 2000) provided on “The Debate about the CT Name in Texas” (Harman)
Promotion of Trail	<ul style="list-style-type: none"> • “In 2002, the Texas Historical Commission (THC) created a Chisholm Trail travel brochure in partnership with Texas Dept. of Parks and Wildlife and Texas Dept. of Transportation. The brochure ... plays an important role in the THC’s efforts in attracting ‘heritage tourism’ to the

Topic	Comments
	<p>state by helping heritage tourists explore the lore and history associated with the legendary cattle drive route. The brochure highlights the mystique of Texas’s early cattle and ranching heritage and encourages people to get out and explore places and events that celebrate that history.” (Blackwell)</p>
<p>Recreation/Tourism/ Interpretation Opportunities</p>	<ul style="list-style-type: none"> • “The trail went through many small towns. This [proposal] will give them an ability to strengthen their tourist industry in their area, help create more jobs and encourage people to visit. ... There are travel companies that bring many Japanese and German tourists to spend a few days on ranches in Texas and experience cowboy life. With the marking of the Great Western Trail it would enhance further development of this international tourism industry.” (Aneff, Rotary 5790) • “Hopefully the Chisholm Trail will achieve national designation. Such an effort will allow for greater opportunities to promote heritage tourism events and to create an awareness of the public as to the significance of the Chisholm Trail in local, state, and national history. Thus tours of ‘city folk’ could easily be made available as there are so many scenic/historic sties which would enhance the telling of the Chisholm Trail.” (Sneed, Montague Co. Historical Commission) • “I believe that Menard’s history is what we have to market. To survive, we are going to have to develop our tourism potential. This trail designation is one way Menard can do that.” (Anderson) • There was a trail ride from Bandera to Dodge City in 2005; photos and interviews are available. (Moore, Bandera Co. CVB)
<p>Route Inclusion/ Expansion</p>	<ul style="list-style-type: none"> • Map of “Western Trail 1876” [source unknown] shows the trail starting near the Rio Grande (near both Uvalde and Brownsville) and continuing north to areas north of Miles City, MT and Medora, ND (Dipple) • “We respectfully request that you include Brownsville and the Rio Grande Valley in your investigations. Local history asserts that the Chisholm Trail began at Brownsville.” (Johnson, Hidalgo County [TX] Historical Commission) • “I would like to ask you to extend both the Chisholm Trail and the Great Western National Historic Trails into South and Southeast Texas. ... Cuero has been recognized as part of the Chisholm Trail by the Texas Historic Commission, Texas Dept. of Parks and Wildlife, and Texas Dept. of Transportation. In my opinion, there is something wrong when the Federal Government has not or will not give us this recognition. Therefore, your support of adding this area ... would be greatly appreciated.” (Blackwell) • “Several feeder trails southeast of Waco have examples of the reason these trails are more than normal national historic trails. The Cow Head Trail from Corsicana near Hubbard (TX) was forced, with 10-15 cows dying daily to change route to Shreveport. Cow head skulls were lined up along the trail. One cowboy on this Cow Head Trail was John

Topic	Comments
	<p>Wesley Hardin, who killed 10 men on one cattle drive to Kansas.” “Although side or feeder trails are normally not included, it should be accepted to include several feeder trails with noted history as the Cow Head Trail. Also legs to Corpus Christi where several thousand cows were shipped by sea to New Orleans, and Plains Panhandle Museum (Canyon, TX) should be included at XIT, 6666, and King ranches.” (Linnartz)</p> <ul style="list-style-type: none"> • “A number of Rotarians from South Texas up to Canada have mentioned to us that you have not included a very important part of the trail. The cattle came from ranches in South Texas and Mexico. There are a number of people who have specific evidence where these trails were and merged at San Antonio. It would be a shame to omit the very birthplace of this trail. Also from Ogallala North thousands of cattle were driven on to Canada. I hope that you will conduct some serious study about including these areas in this trail as well.” (Aneff, Rotary 5790) • Article provided on the significance of the Chisholm Trail going from Abilene, KS into Nebraska; it’s by Norbert R Mahnken, entitled “Early Nebraska Markets for Texas Cattle,” from <i>Nebraska History</i>, 1945. (Kraisingers) • Packet of info sent. Cover letter notes “Enclosed you will find information that I have been acquiring about the Texas Longhorn Trail Drive and the route of the Chisholm Trail from Abilene, Kansas north to Schuyler, Nebraska, the ‘End of Trail.’ Schuyler served the Texas cattlemen all the same functions that Abilene did including being closer to Chicago’s Union Stockyards, lower rail cost, less shrink or loss of weight and less handling of the cattle loading and unloading at various points to feed and water while in the railroad cars. Schuyler was never wild and out of control as some cow towns were reported to be.” (Fosler) • In the Texas Historical Commission brochure (2002), “notice that the trail starts in Brownsville and McAllen, Texas. Also enclosed you will find a piece about Francisco Yturria, rancher and friend of Richard King, Mifflin Kenedy and Jim McAllen, all of whom moved cattle from the Rio Grande, up the Chisholm Trail more than once. Definitely the herds that moved along the Chisholm Trail were not all from ‘one big ranch.’ We don’t want to see far South Texas left out, when they sent so many hundreds of thousands of cattle up the Chisholm Trail.” (Knoblauch) • “This letter is to urge that the full length of the trail from Mexico to Canada be included as discussed by Sylvia G. Mahoney in her letter of July 2, 2010. In North Dakota the trail actually extends up to Fort Buford which served as a trading post during the late 1800s. These cattle coming north provided food for the Indian reservations and a stimulus to the economy following the Civil War and the demise of the herds of bison that roamed the upper Great Plains.” (Ozbun, North Dakota State University)

Topic	Comments
Significance	<ul style="list-style-type: none"> • “The economy [of Texas] improved as the cattle moved up the Chisholm Trail. The rancher with his drovers made money and businesses and towns emerged with the passing of the cattle herds. Without a doubt, one of the most significant events in America’s history is the achievement of those who were involved in what J. Frank Dobie described as the greatest migration of animals the world has ever known.” (Sneed, Montague Co. Historical Commission) • “So how well traveled was the cattle trail from Saint Jo to Red River Station? Evidently it was well traveled. Cattle drover diaries indicate that Saint Jo was a regular stop on the Chisholm Trail through Texas to the crossing at Red River Station. [Hunter’s volume cited.] Anyone who loves ‘old west’ history is familiar with Abilene KS, Dodge City, KS, [etc.]. Saint Jo was a town ‘cut of that very same Cloth.’ Saloons and dancing girls, cowboys and even Indians roamed the streets and the surrounding countryside. I ask that the Chisholm Trail be remembered and celebrated for the significant role it played in the shaping of our county, and that Saint Jo be recorded in its rightful place on the Chisholm Trail. Historical paper by Michael Sparkman, “From Head of Elm to Saint Jo, Texas, The Significance of the Chisholm Trail” is attached. (Weger, mayor of Saint Jo, TX) • The cattle trails “were the saviors of the State of Texas, financially in the post War between the States and the Reconstruction Era. . . . By honoring the Chisholm and Great Western Cattle Trails and with honoring these trails with a national historic trails markers, the designation of such a marker would honor the early pioneers of the past and their duties performed on these drives.” (Anonymous, at Fort Worth meeting)
Support for Trail Designation	<ul style="list-style-type: none"> • Resolutions supporting designation of the Chisholm and/or Great Western cattle trails as national historic trails were received from the following cities, counties, and associations: Abilene, KS; Argonia, KS; Caldwell, KS; Conway Springs, KS; Wellington, KS; Altus, OK; Boerne, TX; Coleman, TX; Menard, TX; Nocona, TX; Seymour, TX; Vernon, TX; Dickenson Co., KS; Harvey Co., KS; Marion Co., KS; Sedgwick Co., KS; Sumner Co., KS; Jackson Co., OK; Wilbarger Co., TX; Western Trail Historical Society [Museum of the American Prairie], Altus, OK; Baylor County Farm Bureau, Seymour, TX; Baylor Co. Museum. Seymour, TX; Business Development Corporation of Vernon, TX; Hubbard [TX] Chamber of Commerce; Old Cowtown Museum, Wichita, TX; Red River Valley Museum, Vernon, TX; Seymour [TX] Rodeo Assn.; Vernon [TX] Chamber of Commerce; Rep. Rick Hardcastle, Texas House of Representatives; Rotary Club, districts 5790, 5840, and 5930. • “I would like to express my support of designation as a national historic trail . . . from South Texas to Ogallala, Nebraska. This is a vital part of America’s history and deserves the recognition that possibly will

Topic	Comments
	<p>come from a feasibility study.” (Kirk, mayor of Cheyenne, OK)</p> <ul style="list-style-type: none"> • “I hope those in attendance [at the San Antonio meeting] conveyed our feelings that the trails do indeed have national significance and will provide to merit inclusion in the National Trails System. ... We are in support of the efforts to establish Chisholm and Great Western National Historical Trail, and will be pleased to help the effort within our available resources.” (Bransford, San Antonio River Authority) • “I think the designation is needed as the heritage these cowboys left is so relevant to our modern culture in Texas.” (Sale) • “I believe that making the Great Western Trail a National Historic Trail is critical in preserving the history and culture for future generations of one of the most important developments of such an important part of our country.” (Aneff, Rotary Club 5790)
Trail Resources	<ul style="list-style-type: none"> • [Montague] County’s first permanent building was the Stonewall Saloon, built in 1873 to accommodate the drovers on the trail. For a while, Saint Jo was the last stop for the drovers to stock up with supplies and that last drink before reaching Kansas. However, with so many herds arriving at Red River Station, there too businesses began to emerge. The little town thrived, with saloons, blacksmiths, general merchandise stores as well as a hotel. In only a few years, Red River Station became the last stop before reaching the railhead in Kansas.” (Sneed, Montague Co. [TX] Historical Commission.)