

PARK CITY: HOW IT LIVED AND WHY IT DIED

by

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TABLE OF CONTENTS

	Page
MUELLER SCHOLARSHIP. . . . .	.iv
PREFACE. . . . .	v
INTRODUCTION . . . . .	1
Chapter	
I. HISTORY OF THE PARK CITY AREA UP TO 1870. . . . .	3
Geology and Geography	
Population	
Land Legalities	
II. PARK CITY'S EARLY DAYS. . . . .	.29
The Town Begins	
The County Seat Battle	
Park City Town Companies Start	
Park City through the Winter of 1870-1871	
III. PARK CITY AND THE CATTLE TRADE. . . . .	.55
The Chisholm Trail History	
The Cattle Trade History	
Park City and Wichita Want the Cattle Trail	
Park City's Attempts to Get a Cattle Trail	
The Four Horsemen Thwart Park City	
Park City's Cattle Trail Hopes Fade	
IV. PARK CITY AND THE RAILROADS . . . . .	.79
Early Railroad Histories	
The Battles for Railroads Start	
Park City Begins to Wane	
V. PARK CITY'S DEATH. . . . .	105
The Park City Town Company Disbands	
Wichita Ascends to Complete Supremacy	
Other Towns Develop	
Park City Citizens Disperse	
The Park City School and Post Office	

VI. THE PARK CITY TOWNSITE THROUGH 1965. . . . .122

The First Transfer  
The Townsite through 1900  
Park City and the Lanning Case  
Park City Townsite to the Present  
New Park City

CONCLUSION. . . . .131

APPENDIX. . . . .138

BIBLIOGRAPHY. . . . .148

## MUELLER SCHOLARSHIP

This study was made possible through the generous assistance of the Mueller Scholarship for Graduate Research in Kansas history. This annual scholarship was established at Kansas State in 1956 by Colonel and Mrs. Harrie S. Mueller of Wichita, Kansas for the purpose (1) of preserving the history of Kansas which includes attention to South Central Kansas; (2) of giving incentive to students to become teachers of history, especially of Kansas history, in the public schools of the state; and (3) to increase the knowledge, understanding, and appreciation of the Kansas heritage.

## PREFACE

To Colonel Harrie S. Mueller, I offer my deep gratitude. His scholarship has enabled me to unravel the mystery of Park City, Kansas, and become a teacher of his beloved Kansas history. To the staff of the Department of History at Kansas State University, I shall always be grateful, especially to Dr. Homer E. Socolofsky and Dr. Philip M. Rice for allowing me to start such a project, and for their advice, and patience, in waiting for me to finish it.

The preparation of this paper has been most difficult due to the almost complete lack of original source material on this vanished town. Thus I am deeply indebted to the many people who gave so freely of their hours, memories, and ideas in helping me piece together the town's story. My heartfelt thanks go to those mentioned in the Bibliography, including the staff members at the Kansas State Historical Society and the Wichita Public Library. Deserving special mention are Rufus Deering, Register of Deeds, who worked so long finding and interpreting documents, or the lack of them; W. E. Koop, whose many leads took me to my best sources; and to Mrs. E. L. Schaefer, who let me use her papers, the only known ones of the Park City Town Company.

All the members of my family have likewise offered encouragement and aid throughout the long period of my work. My thanks to them all. My deepest debt remains to my father, the late Harold E. Swanson, whose guidance helped me to start this project, and whose memory has inspired me to bring it through to completion.

## INTRODUCTION

The date was February 28, 1884, when James R. Mead arose to address the Wichita Old Settlers' Society. Usually the historical details he gave on such occasions had been told and printed before, often by himself. But this story would be different, for it had never been told before, nor would it ever be printed again. The historical episode told on that day related how Mead and three other horsemen took a great step towards completing the death of Park City, scarcely 14 miles northwest of Wichita on the banks of the Big Arkansas River, and at the same time, saved Wichita for a greater destiny. To the hearers and readers of his talk, the town of barely 11 years ago was hardly even a memory.<sup>1</sup>

The stature of Mr. Mead was great. Born in Vermont in 1836, to the politically and intellectually distinguished Mead and James families, Mead had achieved success and fame in the 1860's as an explorer, surveyor, trapper, Indian trader, and Indian diplomat. In the 1870's, Mead further excelled as a far-sighted city planner, banker, and financier. And now in the 1880's, and on until his death in 1910, he was to devote his days to the intellectual pursuits of science and history. He was respected

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<sup>1</sup>James R. Mead, "The Four Horsemen and the Cattle Trail," The Wichita City Eagle, February 28, 1884. Observations of other newspapers and documents bear out the rest of the paragraph.

for his intellectual shrewdness, admired for his kindness and generosity.<sup>2</sup>

When James R. Mead began his address that day in 1884, he used these words, which will be used by the writer as a thesis:

Cities are not the result of chance nor do they make themselves. Their prosperity and greatness are in a large measure due to the sagacity and enterprise of their founders and early settlers in reaching out and drawing to them the channels of commerce and trade.

It will be the aim of the writer to prove how the above statement is true, particularly in the case of the death of Park City and the growth of Wichita. It will be shown how the founders and settlers of early Wichita used every possible chance and means to create a real city on a location as advantageous as that of Park City, while the founders and settlers of early Park City had little originality and enterprise, and used only stereotyped methods which had already failed to develop other paper towns. The story of Park City, then, is comparable to that of other Kansas paper towns which lived, at best, briefly and died even more quickly. But the story of Wichita is typical of other major cities of the United States and of the world, built and maintained by the "sagacity and enterprise of their founders and early settlers...."<sup>3</sup>

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<sup>2</sup>Portrait and Biographical Album of Sedgwick County, Kansas, ed., Chapman Brothers (Chicago: Chapman Brothers, 1888), pp. 155-60. (Hereinafter cited as Sedgwick County Album). All other sources give the same facts and opinions.

<sup>3</sup>The Wichita City Eagle, February 28, 1884.

## CHAPTER I

### HISTORY OF THE PARK CITY AREA UP TO 1870

#### Geology and Geography

The lands comprising the State of Kansas were once part of the vast inland sea. The sea receded millions upon millions of years ago; then the Ice Ages came. The glaciers of the last Ice Age left their mark all over northern Kansas and even down as far south as the present town of Augusta, Kansas. From this time forward, Kansas was a grassland, flat, well-drained from rivers, streams, and undertows, all a part of the vast Mississippi basin. The climate was usually moderate, occasionally bordering on the extreme.<sup>1</sup> The soil in the area which became Sedgwick County was left a rich dark loam, nearly inexhaustible in fertility, and quickly producing a top layer of tough sod filled with the roots of tall grasses.<sup>2</sup>

The Arkansas River was very wide then, and so were many of its branches. As no hand had yet cut the sod, and as buffalo daily trampled the hard ground, all rain water ran into the rivers rather than seeping into the ground. The river was 800-1200 feet

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<sup>1</sup>Robert W. Baughman, Kansas In Maps (Topeka: Kansas State Historical Society, 1961), pp. 8-10. Other newspaper and geology sources say about the same thing.

<sup>2</sup>The Wichita Weekly Beacon, December 20, 1882.



wide.<sup>3</sup> The Arkansas then had spring rises lasting for three months. It shrank in the early fall, rose in the late fall, and stayed until the big rise of the following spring. Islands never formed because the river was too swift.<sup>4</sup> The land at the junction of the Arkansas and Little Arkansas (the future site of Wichita), was low and almost swampy, bordered several miles to the east by bluffs and ridges.<sup>5</sup> However, the land northwest of the junction (the future site of Park City), was considerably higher, well-watered by the undertow between the two rivers, but not a bit swampy (a point well-used by later Park City promoters).

The grasseaters: buffalo, elk, deer, antelope, and other smaller game, abounded in the area until their near-extinction in the 1880's. They depended on the river to quench their thirst. These animals were nomadic and wild so they naturally attracted nomadic and wild Indians who could hunt them rather than domesticate them. For most of the period up to 1870, these animals had the Arkansas Valley to themselves.<sup>6</sup>

Apparently animal instinct allowed the wild beasts to seek out the best routes over the terrain. In 1853, when Jefferson

<sup>3</sup>O. H. Bentley, History of Wichita and Sedgwick County, Kansas (Chicago: C. F. Cooper and Co.), 1910, Vol. II, pp. 522-25. James R. Mead wrote this chapter on his own scientific theories of the Arkansas River history.

<sup>4</sup>The Wichita Evening Eagle, April 25, 1931.

<sup>5</sup>Ibid., October 12, 1935. This edition quoted the legend of how Dan Cupp in 1860, refused to buy the land of future downtown Wichita in exchange for a pony team because it was too swampy.

<sup>6</sup>"Early History of Wichita," a manuscript prepared for Wichita's Golden Jubilee Celebration, 1920, in the Wichita Public Library.

Davis was appointed Secretary of War, he ordered numerous surveys made of the territory in the west Mississippi Valley. The first such survey, made by Captain R. B. Marcy, clearly revealed old buffalo migration trails from north to south following the natural topography, starting at the junction of the two Arkansas rivers. An 1858 military map made by a Major Merrill on order of Davis showed the same buffalo trails, including one starting at the river junction and going southward past the Wichita Mountains.<sup>7</sup>

### Population

The arrival time of human beings to the Arkansas Valley is likely to be disputed for many years to come. By 10,000 years ago at least nomadic hunters of Mongolian ancestry were in the area. Probably around 2,000 years ago horticulture began to be used in a primitive state, and semisedentary small-village cultures began to grow. Some grew progressively larger in size until they were almost towns. For some reason, this culture was abandoned, and most of the Indians remaining in the area became nomads again.<sup>8</sup>

Kansas became the natural habitat of related peoples of the Pawnee Nation. In eastern Kansas resided the Osage and Kanza Indians; in the west, the Kiowa, Cheyenne, Arapaho, and even a few Apache and Pueblo. Upper Mississippi Valley emigrant tribes

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<sup>7</sup>William H. Goetzmann, Army Exploration in the American West, 1803-1863 (New Haven: Yale University Press, 1959), p. 226; John Rossel, "The Chisholm Trail," The Kansas Historical Quarterly, V, No. 1 (February, 1936), 3-5.

<sup>8</sup>Baughman, pp. 8-10.

coming after 1830 included the Sac, Kickapoo, Pottawatomie, Wyandotte, and about ten other tribes.<sup>9</sup> Later Indian traders reported trading with the Comanches, Delawares, and Caddoes.<sup>10</sup>

It is highly probable that the Wichita Indians, a part of the Pawnee Nation, came originally from the Northwest, as experts have discovered that their language is similar to that of the Indians in the Columbia River region.<sup>11</sup> Others felt that the Wichitas and the Quiviras were the same. The Quiviras were known to have had the junction of the two Arkansas Rivers as their meeting place, so the site was fairly well known even in the 16th century. The early explorers believed the Quiviras were very wealthy. Coronado did not find them so when he visited Kansas north of the junction area in 1541, claiming the land for Spain.<sup>12</sup>

Whoever the Quiviras were, it is known that the Wichitas were a semihorticultural, non-aggressive people who wandered periodically over the central plains.<sup>13</sup> When they settled temporarily, they built peculiar cone-shaped houses of poles thatched with grass, some up to 20 feet in diameter. They cultivated and harvested corn, melons, beans, and other crops. Having few horses,

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<sup>9</sup>Ibid.

<sup>10</sup>"Early History of Wichita" manuscript.

<sup>11</sup>Robert Hugh McIsaac, "William Greiffenstein and the Founding of Wichita" (unpublished Master's thesis, History Department, Wichita State University, 1937), p. 23.

<sup>12</sup>John D. Bright, (éd.), Kansas: The First Century (New York: Lewis Historical Publishing Company, Inc., 1956), II, 34. The Spanish-Arabian word, "Quivir," meant big. Coronado's predecessors associated this land with a big river. Hence the name association of the area and its inhabitants.

<sup>13</sup>"Early History of Wichita" manuscript; Baughman, pp. 8-10.

they stalked buffalo on foot.<sup>14</sup> Wherever the Wichitas wandered, they left their name behind: the Wichita Mountains; the Washita River, Ouachita, Arkansas; and Wichita Falls, Texas.<sup>15</sup> Unwilling and unable to fight the war-like Osages and other central Kansas tribes, this offshoot tribe of the Pawnee Nation was badly depleted by the 1860's. Only a straggling few remained in the Kansas area; the rest had been south in Indian Territory since the late 1700's when the French had opened up the Arkansas Valley for trade.<sup>16</sup> But they found no peace there, either. Their simple agrarian ways were no match against the Five Civilized Tribes: Creek, Choctaw, Chickasaw, Cherokee, and Seminole, who were being pushed into fighting for the Confederacy by Texas Rebels.<sup>17</sup> The Wichitas are credited with being loyal to the Union, although it can be questioned as to how much these people actually knew of Civil War politics. Straggling bands collected near Ft. Sill, Oklahoma, to make the long march north in the winter of 1861-62.<sup>18</sup>

Jesse Chisholm led them. Son of a Scotch father, Cherokee mother, in-law to Sam Houston, and ancestor of Will Rogers, Chisholm was well-versed in plains knowledge.<sup>19</sup> He knew of the old buffalo and Indian trails leading from the central Indian Territory

<sup>14</sup>The Wichita Morning Eagle, April 1, 1935.

<sup>15</sup>The Wichita Morning Eagle, May 27, 1932.

<sup>16</sup>Bright, p. 34.

<sup>17</sup>McIsaac, p. 23; "Early History of Wichita" manuscript. Some members of the Five Civilized Tribes even held Negro slaves.

<sup>18</sup>William G. Cutler, History of the State of Kansas (Chicago: A. T. Andreas, 1883), p. 1385.

<sup>19</sup>The Wichita Morning Eagle, April 1, 1935.

to the junction of the Arkansas Rivers.

The Wichitas had their livestock killed and their guns stolen before Chisholm was able to get them out of the Territory over the trail. Their first miserable winter was spent in Woodson County. The powerful and war-like Osage Indians gave the Wichitas their lands along the Little Arkansas River near the junction, so under Chisholm's direction they established their village of about 1,500 inhabitants in the winter of 1863-64.<sup>20</sup> Sometime after the Civil War, Maj. Henry Shanklin was appointed Wichita Indian agent; he went to live with James R. Mead and his wife, Agnes Barcome, at their Towanda ranch and trading post.<sup>21</sup> The Wichitas kept up their little gardens until 1867, when because their land was now public domain, Jesse Chisholm led them back down the trail to their former homes in the Indian Territory.<sup>22</sup>

Chisholm may or may not have known this trail had been used as a military trail, also. In 1855, this route had been followed by six companies of Dragoons from Ft. Belknap, Texas, to Ft. Riley.<sup>23</sup> The same year that Chisholm brought the Wichitas north, 1861, federal troops located in the Indian Territory were forced to flee to Ft. Leavenworth for mobilization. The garrisons under Col. W. H. Emory, including those from Ft. Smith, Arkansas, Ft. Washita, Ft. Arbuckle, and Ft. Cobb moved north. Their maps indicated they used the old trail to the river junction, although they had no

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<sup>20</sup>The Wichita Evening Eagle, May 27, 1932. All other sources reiterate this.

<sup>21</sup>The Kansas Daily Commonwealth (Topeka, Kansas), May 27, 1869; Sedgwick County Album, pp. 155-60.

<sup>22</sup>The Vidette (Wichita, Kansas), August 13, 1870.

<sup>23</sup>Bright, p. 258.

guide maps.<sup>24</sup> Their guide for this trip was the famous old Delaware scout, Black Beaver, who led them north over the best fords of the Canadian, Cimarron, Chikaskia, and Ninnescah Rivers to the Arkansas junction where a message was sent to Ft. Leavenworth.<sup>25</sup>

Coronado was among the first white men to actually explore the Arkansas junction area on his search for Quivira gold in 1541. Another was Juan de Onate, who came to the area after leaving Mexico in 1599, to find the long-sought Northwest Passage, thinking the Big Arkansas River might be it.<sup>26</sup> Later, white explorations were carried out by Zebulon Pike in 1806, and Stephen H. Long in 1819. Their "Great American Desert" descriptions were so discouraging that no other white groups wanted to venture west.<sup>27</sup> For some unknown reason, a French cartographer, DuPratz, had made in 1757 a map of the central United States indicating a gold mine or buried treasure at the point of the Arkansas River junction. A group of adventurers hired young Jesse Chisholm in 1834, to lead them there. They found nothing, and not one remained.<sup>28</sup> Sometime in 1852, a "Judge" Greenway came to the Wichita area on a hunting and trading tour with the Osage Indians. He remained long enough with them to become acquainted with their language.<sup>29</sup>

<sup>24</sup>Rossel, pp. 3-5.

<sup>25</sup>Paul I. Wellman, The Trampling Herd (New York: Carrick and Evans, Inc., 1939), pp. 137-38.

<sup>26</sup>Bright, p. 13.

<sup>27</sup>Genevieve May Rapp, "The Founding of Valley Center" (unpublished Master's thesis, History Department, Wichita State University, 1931), p. 7.

<sup>28</sup>This story appears in all frontier accounts. Probably Chisholm told it to Mead, who later recorded it. Chisholm's keen mind commanded great respect, so the story probably is true.

<sup>29</sup>The Vidette, August 13, 1870.

A detachment of the Fifth U. S. Infantry was stationed on the Little Arkansas River just north of the junction under the command of Col. Samuel L. Barr (sometimes the name is Col. Thomas Barr), for the purpose of keeping peace with the Indians, although local traders thought their presence was most unnecessary. They built a dougout, four feet deep with sod used for additional walls and a roof. A military post office was established on July 9, 1868, under the name of Camp Beecher with Col. Barr as Postmaster.<sup>30</sup> The recently-retired governor, Samuel J. Crawford, joined this group shortly after his "resignation to keep peace with the savage Indians."<sup>31</sup> Several of the soldiers remained after their service terms expired, and wanted to permanently name the site, "Beecher."<sup>32</sup> However, traders later reported that the area had been known as "The Wichitas' Town," or "Wichita," since 1864.<sup>33</sup> At about the same time, a cavalry company under a Col. West, and a Negro company under a Capt. Rowelson were stationed there for approximately three months. Likewise, many of them stayed.<sup>34</sup>

Attempts to settle Kansas had been started with the Kansas-Nebraska Bill passage in 1854. The issues were then whether Free Staters or pro-slavery forces could fill up the territory first.

<sup>30</sup>Cutler, p. 1391. This was not an official Kansas Post Office.

<sup>31</sup>Samuel J. Crawford, Kansas in the Sixties (Chicago: A. C. McClurg and Company, 1911), p. 322.

<sup>32</sup>Cutler, p. 1385; Bliss Isely, "The Founding of a School," manuscript written for the Wichita Independent Business Men's Association Essay Contest, 1934, Wichita Public Library.

<sup>33</sup>The Wichita Morning Eagle, May 1, 1932.

<sup>34</sup>David B. Emmert, Wichita City Directory and Immigrants' Guide (Kansas City, Missouri: Tierman and Wainwright, 1878), p. 14.

However, these political issues had little real influence on settlement of the Arkansas Valley.<sup>35</sup>

The first real settlement attempts of the future Park City area came in the late 1850's, and were doomed for failure. C. C. Arnold came from Coffey County in 1857-58, and joined a party of settler-hunters northwest of the junction. Traders known only as Moxley and Moseley built an Indian trading post on the Little Arkansas. Arnold with Robert Dunlap, Jack Carey, Bob DeRacken (sometimes Jurachin or Durrachen), and Thompson Crawford built little cabins on the future site of Park City and cultivated a little land. Their main business was the capture of buffalo calves for exhibition in the eastern parks and traveling menageries.<sup>36</sup> They also did limited trading with the Indians. Moxley drowned in the river, Moseley was killed by Indians, and the rest soon vanished. Dunlap returned later to the Park City site and remained. Arnold told of the story years later.<sup>37</sup> The next attempted settlement was around 1860, again near the future Park City townsite. John Ross brought his wife and children to the area, built a cabin, and commenced farming. Soon his horses were stolen. He and his hired hand left to recover them but never returned. His wife and children escaped to the eastern settlements. Parts of the men's bodies were found later, supposedly murdered by Osage Indians.<sup>38</sup>

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<sup>35</sup>Rapp, p. 7.

<sup>36</sup>Letter from Ignace Mead Jones, daughter of James R. Mead, July 5, 1964, quoting an old Mead manuscript; Outler, p. 1384; The Wichita Evening Eagle, April 16, 1922.

<sup>37</sup>Emmert, p. 14.

<sup>38</sup>Cutler, p. 1384; "Early History of Wichita" manuscript.



However, trade and settlement attempts in the Arkansas junction area did start in the mid-1860's, and were much more successful. First and foremost in early trade and later in Wichita and Park City history was James R. Mead. Raised on the Davenport, Iowa, frontier, he had been in Kansas since 1859. An expert on Kansas geography, Indian lore, frontier animal hunting, and Indian trading, he, unlike most other pioneers, invested his money in additional trading posts and farms wherever he went. By 1863, he had located his family at his new trading ranch by Towanda Spring on the Whitewater River. In the winter of 1863-64, he had organized a buffalo hunt to the Arkansas junction and encountered there the Wichita Indians, destitute from their long march. He sold them knives and other goods on credit and won their immediate friendship. He soon established another post at the mouth of the Little Arkansas, as did other incoming traders, and began to look for other trade route possibilities. Not long after that, Mead was elected to the Legislature from Butler County, and from then on, he was influential in state politics.<sup>39</sup>

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<sup>39</sup>Sedgwick County Album, pp. 155-60; Madaleine Gladys Klepper, "James R. Mead: An Early Pioneer," (unpublished Master's thesis, Department of History, Wichita State University, 1930), entire paper; Crawford, p. 9. Crawford went buffalo hunting with Mead on this trip. Crawford then expressed his interest in town-building; Mead expressed his in politics.

Mead, like the other traders, did a lucrative Indian trade business, buying goods in Leavenworth, St. Louis, and even Philadelphia and New York on credit, taking them to Indian settlements where they were sold on credit and paid for the following spring with skins, whereupon the traders again went east to pay off debts and get new supplies. According to Cutler, p. 1413, and Sedgwick County Album, pp. 155-60, Mead averaged \$30,000 in goods handled each year.

Jesse Chisholm had stayed with the Wichita Indians, but in the fall of 1864, he took wagons of trade goods bought from Mead south to the Indians near Fort Cobb on the Canadian River, retracing the old trail.<sup>40</sup> Some of the Wichitas probably went with him to do some stock hunting and to assist him. Chisholm came back to the Wichita's village in 1865, with supplies from Leavenworth.<sup>41</sup> He established his own ranch then about three miles northwest of the village between the Arkansas and the Little Arkansas rivers.<sup>42</sup> Then he invited Mead to join him in going south to his post at Council Grove, west of modern Oklahoma City. With the help of the Wichitas, they rounded up some 300 head of cattle grazing around modern West Wichita and took them south to the Sac and Fox Agencies. Chisholm went on to New Mexico regions to fulfill government contracts. In January of 1866, he bought about \$3000 of goods on credit from Mead and went south again to the Canadian River, returning in the spring to pay off his debts in furs and 250 head of cattle.<sup>43</sup>

Two other traders were nearly as important as Mead and Chisholm: the original "Buffalo Bill," William Mathewson, and William Greiffenstein. Mathewson had been roaming the plains for years, was a good trader, and highly respected for his dealings with the Indians. He had observed the Arkansas Valley as early as 1860, and noted it was unsettled and very beautiful.<sup>44</sup> By 1865, he was

<sup>40</sup>Bright, p. 258; Wellman, pp. 137-38.

<sup>41</sup>The Wichita City Eagle, March 1, 1890. One of Mead's many addresses to the Old Settlers' Society, this one has been used extensively by about all writers of the Chisholm Trail.

<sup>42</sup>The Wichita Morning Eagle, April 1, 1935.

<sup>43</sup>Rossel, p. 4; The Wichita City Eagle, March 1, 1890.

<sup>44</sup>"Early History of Wichita" manuscript.

freighting in the vicinity. Greiffenstein, known affectionately later on as "Dutch Bill," and "The Father of Wichita," was a native of Germany, but had been in the United States since 1848. He had traveled all over the United States hunting, trading, buying, and was always known for his wisdom and financial skill.<sup>45</sup> In 1865, he opened a trading post on the Cowskin Creek, which also flowed into the big Arkansas. He, Mead, Mathewson, and a few others in the area did a big business with the Wichitas, Comanches, Kiowas, Osages, Delawares, Caddoes, Cheyennes, Arapahoes, and Plains Apache, some of them coming as far as 300 miles away.<sup>46</sup> Word soon spread that the junction traders were honest and fair, and probably for these reasons, southwest Kansas escaped many of the horrors of Plains Indian warfare.<sup>47</sup> Most of the first trading posts, stores, or ranches, were outlying from the future townsite. Chisholm's second store was on Chisholm Creek, now Hydraulic and 13th in Wichita, "Doc" Lewellen's store was at Chisholm Creek and 21st, and Messrs. Durfee and Ledrick's ranch was on the Little Arkansas.<sup>48</sup> They, like the Indians, occasionally were able to use the Big Arkansas River as a trade and travel highway up until the 1870's, when white settlers robbed it of its water by plowing the prairie sod and digging irrigation ditches in western Kansas and Colorado.<sup>49</sup>

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<sup>45</sup>Sedgwick County Album, p. 165.

<sup>46</sup>"Early History of Wichita" manuscript; Bliss Isely, "The Founding of a Business Center," manuscript written for the Wichita Business Men's Association Essay Contest, 1934, in the Wichita Public Library.

<sup>47</sup>Ibid.; Sedgwick County Album, pp. 155-60.

<sup>48</sup>Ibid.

<sup>49</sup>Bentley, p. 522.

By now it should be seen that the area around the junction was the natural rendezvous spot for Indians, traders, and even a few settlers, not the area a few miles upstream from it. Some of these people were already forecasting that a city would be built there soon.<sup>50</sup> Until the end of the decade these same men continued to trade all over Kansas and south into the Indian Territory, each time making the old trails a little plainer. In addition to what they called "Black Beaver's Trail"<sup>51</sup> and the "Wichita's Trail," they used the old California Trail which came from Arkansas, crossed the Whitewater ten miles above Towanda, and then followed the Little Arkansas. The Little Osage Trail was roughly similar, crossing the Little Arkansas just north of the junction. (These trails can be located on pre-1870 maps by these names or as branches of the Santa Fe Trail.)<sup>52</sup> None of the old trails were located near the future Park City site; all were near the Wichita site.

Thus the Wichita area was the major, and only, distributing point for south central Kansas and the Indian Territory. Abilene, Junction City, Leavenworth, Lawrence, and Topeka became the supply points for their freighting and trading business. When Mathewson went south on the trail in 1867 to Fort Arbuckle, he met a Col. Dougherty of Texas on his way north with a herd of cattle. Mathewson guided him part way. This was the first herd of Texas cattle

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<sup>50</sup>The Wichita Eagle, January 16, 1873; The Wichita Tribune, July 13, 1871.

<sup>51</sup>James Marshall, Santa Fe: The Railroad that Built an Empire (New York: Random House, 1945), p. 49.

<sup>52</sup>The Wichita City Eagle, March 1, 1890; Kansas State Historical Society, Map Files, "Kansas, 1861-79." (Hereinafter cited as KSHS.)

known to have passed over "Chisholm's Trail."<sup>53</sup> For the rest of 1867, the traders helped guide and supply drovers of the 35,000 cattle which were headed on up to Abilene.<sup>54</sup> As there were no traders left alive near the Park City site, it is not probable that any drovers went that far west.

The Osage war parties were an occasional menace to the traders, but the peaceful, orderly, and agricultural Wichitas never were. They prospered in the area, increasing their number by 100 babies ("None of them," the traders liked to brag, "half-breeds!").<sup>55</sup> When their land was lost by treaty and declared public domain in 1867, Jesse Chisholm took them the 220 miles back down the trail to their old homes. Chisholm continued his trade but died suddenly in 1868 from eating poisoned bear's grease.<sup>56</sup> He never knew that the trail he had helped establish would have the power to build, or kill, towns.

#### Land Legalities

In the pre-western colonization days, land ownership was determined solely by which country's explorers got there first. If any French or Spanish citizen ever laid claim to any land in the Arkansas Valley region, his record has not been found.<sup>57</sup> Because

<sup>53</sup>Rossel, pp. 7-9.

<sup>54</sup>Ibid.; Charles R. Stevens, "Wichita and the Santa Fe to 1874" (unpublished Master's thesis, History Department, Wichita State University, 1930), p. 10

<sup>55</sup>The Wichita Morning Eagle, May 1, 1932.

<sup>56</sup>The Wichita City Eagle, March 1, 1890. This story was Mead's personal observation.

<sup>57</sup>Paul Wallace Gates, Fifty Million Acres: Conflicts over Kansas Land Policy, 1854-1890 (Ithaca, New York: Cornell University Press, 1954), p. 12.

of the Louisiana Purchase in 1803, all the lands therein became United States domain.<sup>58</sup> After the Pike and Long expeditions, the great plains west of the Missouri gained a reputation considering it uninhabitable for white men. Congress organized the land into Indian country and provided for a permanent Indian frontier beyond the first tier of states west of the Mississippi. There, it was thought, the Indian could colonize, and become educated and civilized without white influence. Then Congress passed the Indian Intercourse Act, which forbade any white person without license from the Indian Commissioner to set foot in the Indian Country.<sup>59</sup> Thus, as early as 1818, the government started divesting the Plains Indians of some of their rights to the area which became Kansas, so that eastern Indians could be removed to there "as long as the grass is green or the waters run...."<sup>60</sup> In 1835, President Andrew Jackson heartily concurred with this policy and ordered even more Indian removals. By 1840, most of the Indians whose homes had been east of the Mississippi had been relocated in Indian country, but the white man had not stayed out. The Santa Fe Trade had prospered, which encouraged even more traders and settlers to want in. The United States broke faith with the Indians when it authorized the Indian Office, under George Manypenny, Commissioner, who nevertheless remained on the Indians' side, to negotiate for reserve cessions. On May 30, 1854, it opened the newly-created Kansas Ter-

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<sup>58</sup>Rapp, p. 5

<sup>59</sup>O. B. Gunn, New Map and Handbook of Kansas and the Gold Mines (Pittsburgh: W. B. Haven, 1859), p. 1.

<sup>60</sup>Gates, pp. 14-16.

ritory for settlement without having legal title to one acre, without having made one survey.<sup>61</sup>

Title could only be acquired by direct treaty negotiations between Indian chiefs (all too often lesser chiefs and half-breeds), and representatives of the Indian Office. The resulting treaty then had to be ratified by the U. S. Senate, meaning the peoples' voice through the House of Representatives could not be heard.<sup>62</sup> Usually the treaty talks were shams because the red men could glean but little knowledge of what was actually happening; their unsophisticated minds caused them to be the pitiful recipients of much bribery. Once title was acquired, public surveys were required preliminary to the opening of a land office. A Surveyor-General started public surveys late in the fall of 1854, in the northeast corner of the Territory. By the start of the Civil War, Kansas Territory was surveyed only west to the 6th Principal Meridian and south to the 5th Standard Parallel, just southeast of the Park City site.<sup>63</sup> The Civil War interrupted the surveys, so central Kansas had to wait until Hugo C. Ramlow was sent west in 1867 to revive the surveys. The southwest corner of the state was not finished until the 1870's.<sup>64</sup> Previous to completion, squatters rights were sanctioned.

While these surveys were being completed, Indians native to the area continued to live in Kansas until their removal by treaty.

<sup>61</sup>Ibid. The first title was acquired in July.

<sup>62</sup>Ibid. All other sources are about the same.

<sup>63</sup>Gunn map.

<sup>64</sup>Baughman, p. 51.

Although most of them had reservations, they seldom stayed on them.<sup>65</sup> Many members of the government and the invading white settlers hated Indians for their savage massacres, but mostly just because they stood in the way of settlement.<sup>66</sup>

James R. Mead had always been friendly with the Indians, counting Chiefs Satanta of the Kiowas and Heap-a-Bear of the Arapahoes, along with others, among his personal friends.<sup>67</sup> At the Treaty of the Little Arkansas, actually three separate agreements, he represented his friends and customers, the Wichita Indians. These treaties were signed near the mouth of the Little Arkansas October 14, 17, and 18, 1865.<sup>68</sup> Jesse Chisholm represented the Cherokees, Black Kettle the Cheyennes, and Satanta the Kiowas. The government was represented by distinguished frontiersmen Kit Carson and Col. William Bent, plus Gen. William S. Harney and Col. J. H. Leavenworth. The treaties were signed to bring about peace between the Wichita, Cherokee, Cheyenne, and Kiowa as well as the Arapahoe, Apache, and Comanche, and the government, which meant that their lands were transferred to the public domain.<sup>69</sup>

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<sup>65</sup>Ibid., p. 27; "Early History of Wichita" manuscript.

<sup>66</sup>Crawford mentioned such feelings all through his book, reprinting much personal correspondence with state and national government officials. Governor Harvey's files likewise indicate such thought. Congressman Sidney Clarke once said that "Negotiations with them, Quaker or otherwise, are silly; Indians should simply be told to go to Indian Territory."

<sup>67</sup>Sedgwick County Album, p. 156. Mead always contended the Indians treated white people savagely only because of the treatment they received from them.

<sup>68</sup>U.S., Congress, Senate, Indian Affairs: Laws and Treaties, 57th Cong., 1st Sess., Doc. No. 452, edited by Charles J. Kappler (Washington: Government Printing Office, 1903), II, 679-85.

<sup>69</sup>Ibid., Cutler, p. 1385. The treaties were ratified and proclaimed in the spring of 1866 and 1867.



Under the Fourth Article of the Treaty, President Andrew Johnson threw the lands partially on the market in January, 1868. This allowed squatters prior to the time of ratification to purchase their land before other settlers. The Humboldt Land Office served the Sedgwick County area until the Augusta Land Office was opened in May, 1870.<sup>70</sup> These public lands embraced the area five miles north of the Arkansas junction, running east and west, including the future Park City site. They could be acquired under the provisions of the Homestead and Pre-Emption Acts.<sup>71</sup>

By October 22, 1870, all the Osage land, ceded, trust, and diminished, was opened for sale and settlement, with receipts from the trust and diminished reserves to go for Osage Endowment. These lands occupied the area five miles north of the junction south to the border of the Cherokee Strip, about fifty miles, running east and west from the guide meridian east of the 6th Principal Meridian west to the unsurveyed border. The Wichita site was located within these lands. Settlers had to personally select a 160-acre tract, build a house and cultivate some ground, and pay for it at \$1.25 per acre within a year. As many were unable to do this, they later fled to nearby towns.<sup>72</sup>

While Mead, Greiffenstein, Mathewson, and Chisholm were trading with the Indians, who in turn were ceding their lands

<sup>70</sup>Ibid.

<sup>71</sup>Emmert, p. 133. Selling price was \$1.25 minimum per acre, or if within the bounds of the railroad grants, as the Park City site came to be, \$2.50 minimum per acre. After 1893, the Timber Culture Act also could be used.

<sup>72</sup>Ibid.; Gates, p. 222; McIsaac, p. 23; The Wichita Morning Eagle, April 1, 1935; The Kansas Daily Commonwealth, May 2, 4, 1869. The Osages realized around \$4,000,000 from these sales, from which large expenses were deducted.

which were being surveyed for settlement, railroad planners likewise thought about how railroads could be built in Kansas. As early as 1859, Col. Cyrus K. Holliday of Topeka believed that a railroad might replace the old Santa Fe Trail. As a member of the Kansas Territorial Legislature, he wrote, and put through a charter embracing this potential project. But eastern capitalists were not interested. When the State of Kansas was created, January 29, 1861, its few citizens and Holliday realized that because 90% of the land was public domain and Indian reservation, there was little state property which could be taxed to build this railroad. However, Holliday's project, by then known as the Atchison, Topeka, and Santa Fe Railway, soon received a grant of three million acres, provided that the line ran from Atchison, via Topeka following approximately the Santa Fe Trail until it reached the unsurveyed western border of the state, and provided that it was completed by March, 1873. The grant was to be given as the road was built, ten miles of alternate sections on each side of the line. In lieu lands, up to twenty miles on each side, were used to make up for previously-settled eastern Kansas lands. (This meant that by the time the railroad reached the Arkansas junction area, the grant strip would be forty miles wide.) The railroad would have to be responsible for survey costs.<sup>73</sup> Initial surveys of the Santa Fe indicated it would dip down to the Arkansas junction, then follow

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<sup>73</sup>Merle Armitage, Operations: Santa Fe, ed. Edwin Corle (New York: Duell, Sloan and Pearce, 1948), pp. 6-7; Gates, p. 206; Stevens, pp. 16-17; The Wichita Tribune, July 13, 1871. The railroads eventually received land grants from the state and national governments totaling around 15% of the Kansas land area. In 1863, nearly all the lands granted to the railroads were still Indian property.

the Arkansas River north until it intersected the old Santa Fe Trail again around Fort Zarah (just east of present Great Bend).<sup>74</sup> Such a route would have run through both the future sites of Wichita and Park City.

Sedgwick County had been created in 1867, having been named for John Sedgwick, a Union general killed May 9, 1864, at the Battle of Spotsylvania, Virginia.<sup>75</sup> On a map created in 1861, the county names Irving, Hunter, and Otoe appear on the Sedgwick County location. The land west of these counties was called Peketon. On the maps of 1861-64 and 1865-66, these names were replaced by Butler County and Peketon was changed to Marion. The 1867 map shows Sedgwick County as it was created February 26, 1867,<sup>76</sup> with "boundaries east running from the northwest to the southwest boundary of Butler County, then west to the west line of Range 4 west, thence north to the south line of Township 22, thence east to Butler County."<sup>77</sup> On the same day another act bounded Sedgwick by Howard, Sumner, Hayes, Reno, and Cowley Counties, which were all attached to Butler County for judicial purposes. Initial township organization work began that summer.<sup>78</sup> The first county election

<sup>74</sup>KSHS, Map Files, "Railroad Lines and Lands (Kansas and out of State)." Included are the E. H. Ross map, 1871, a Rufus Blanchard map of 1870, and a George F. Cram map, 1871.

<sup>75</sup>"Early History of Wichita" manuscript; The Wichita Evening Eagle, April 16, 1922.

<sup>76</sup>Helen G. Gill, "The Establishment of Counties in Kansas," Transactions of the Kansas State Historical Society: 1903-1904, VIII, 454-55.

<sup>77</sup>Cutler, p. 1385.

<sup>78</sup>The Wichita Evening Eagle, April 16, 1922.

was held the following November for the purpose of electing school officials. Presumably only 35 votes were cast. No action was taken and the whole election was declared illegal.<sup>79</sup>

By 1870, a new wave of immigration began to roll west. The new immigrants were the backwash of the Civil War, those who had gone home to nothing and fled to the West in hopes of forgetting the past and finding a future. Others were of the frontier breed who had to go west when civilization began to crowd them. Young families were lured by free, or nearly free, land. Mostly they were former Unionists from the Ohio Valley with a strong smattering of Kentuckians. A few were from New England, a few from the Old World (Germany and Britain mostly), a few were California returnees. Some were Negroes. Their pauperism and crime rates were low; their illiteracy rate was lower than most other states. Mostly they planned to be farmers.<sup>80</sup> Others wanted to build towns.

The State of Kansas and the railroad companies earnestly wanted them. Advertisements were printed in eastern newspapers to encourage settlers to get their lands through land companies in Topeka. The National Land Company, land agency for the Atchison, Topeka, and Santa Fe Railway, and numerous real estate offices were offering land in south-central Kansas.<sup>81</sup>

Town building and the intoxicating delights of real estate

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<sup>79</sup>Ibid.; Emmert, pp. 15, 127; Cutler, p. 1385.

<sup>80</sup>United States Bureau of the Census, Statistics of the Population of the United States, Vol. I, Ninth Census, 1870. The above is merely a summation of given statistics.

<sup>81</sup>The Kansas Daily Commonwealth, spring issues, 1869; Stevens, p. 16.

speculation had already come to Kansas with the building of Leavenworth in 1854.<sup>82</sup> Town promoters, presumably backed by eastern money, journeyed from place to place laying out town plats. Most "paper towns" never materialized. In the period of the sixties and seventies successful town promotion was determined largely by location: one river was necessary, two were better, and the ultimate was a site by two rivers where a trail crossed (like the Wichita site). The location, however, could only serve to get a town started; it could not keep it alive.<sup>83</sup> Many Kansas towns of this period are interesting for no other reason than the fact they never existed outside of advertising literature. Typical advertising lithographs sent east to attract settlers were colored and showed fine homes, churches, schools, beautiful farms, gracious ladies, and some form of transportation, usually steamboats, railroads, and stagecoaches.<sup>84</sup>

The town building bug began to bite the Arkansas Valley traders in 1868. Mead was then a member of the State Senate from Butler County which handled the legislative affairs from territories comprising 35 other counties.<sup>85</sup> While the legislature was in session, Governor Samuel J. Crawford along with Mead, W. H. Lawrence, A. F. Horner, and D. S. Munger, all of Topeka, and E. P. Bancroft of Emporia, formed the Wichita Land and Town Company on April 23, 1868.<sup>86</sup> There were some attempts to call it "Beecher" and "Hamil-

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<sup>82</sup>Baughman, p. 5.

<sup>83</sup>Everett Dick, The Sod-House Frontier: 1854-1890 (Lincoln, Nebraska: Johnsen Publishing Co., 1954), p. 386.

<sup>84</sup>Baughman, p. 5.

<sup>85</sup>Sedgwick County Album, pp. 155-60.

<sup>86</sup>The Wichita City Eagle, October 24, 1872. This was not filed.

ton"<sup>87</sup> after Alexander Hamilton, but Mead insisted on "Wichita." Munger was sent from Topeka that summer to preempt a quarter section of land near the mouth of the Little Arkansas. Here he opened his famous "Munger House" Hotel, and acted as the county's first Justice of the Peace.<sup>88</sup> Mead returned to his home in Towanda where his wife died April 17, 1869. He sold his post there and brought his three children to live on his land, which later became downtown Wichita.<sup>89</sup> William Finn was hired to survey the town.<sup>90</sup> Other organization was very haphazard. Mead asked Greiffenstein to join the town company and he accepted. Then the town company apparently disbanded. Thereafter Greiffenstein gave up his Indian ways and devoted his entire energies and talents to developing his city and seeing that nothing interfered with his ideas for it. He bought out Durfee and E. P. Waterman's claims for over \$1000, and wanted to plat the original town. He and Munger agreed to file adjoining claims, the Southeast Quarter of Section 17, and the East one-half of the Northeast Quarter of Section 20 of Township 27 South Range one East of the Sixth Principal Meridian.<sup>91</sup> The town was

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<sup>87</sup>The Wichita Evening Eagle, February 31, 1939. A "Hamilton Town Company" was not chartered until March 2, 1871. Organized by former Governor, S. J. Crawford, John Sebastian, and the Lyon County J. M. Steele, it was to be close to Wichita in Sedgwick County.

<sup>88</sup>James W. Spradling, "The Problem of Law and Order in Wichita and Sedgwick County, 1870-1875" (unpublished Master's thesis, History Department, Wichita State University, 1930), p. 5; Cutler, p. 1385.

<sup>89</sup>The Kansas Daily Commonwealth, May 15, 1869; Sedgwick County Album, pp. 155-60.

<sup>90</sup>"Early History of Wichita" manuscript.

<sup>91</sup>Emmert, p. 15.

registered March 25, 1870.<sup>92</sup> Greiffenstein's plan was to have the southern line of his claim become the main street of Wichita, as it led to the natural ford across the Arkansas River. He planned to give away 7/8ths of the land along the street, seeing personally that one-half of that became improved with permanent businesses; then he felt the last one-eighth would be a fortune to him. He was right.<sup>93</sup> J. P. Hilton, an Episcopal minister, soon platted the quarter section adjoining Mead's and Munger's, opposite Greiffenstein's. (This completed Wichita's famous "Four Corners," now Broadway and Central.)

Settlers began pouring in. Most had already made one Kansas stop, usually in Lawrence and Topeka or somewhere east in the older Walnut Valley.<sup>94</sup> The first homes were dugouts, sod houses, and log cabins, built with wood freighted by Greiffenstein. Cottonwood, willow switches, and buffalo hides were used extensively.<sup>95</sup> "Doc" Lewellen returned from Butler County, and opened a grocery store. Durfee and Ledrick opened an informal bank, W. C. Woodman and H. W. Vigus started a harness shop, J. P. Allen a drug store, N. A. English a real estate office, and Fred Sowers prepared to open his printing shop where he would print The Vidette. Milo B. Kellogg arrived to become the first Postmaster on February 17, 1869.<sup>96</sup>

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<sup>92</sup>The Wichita City Eagle, January 16, 1873.

<sup>93</sup>Ibid.

<sup>94</sup>The Wichita Evening Eagle, October 12, 1935.

<sup>95</sup>Bliss Isely, "The Founding of the City," Manuscript written for the Wichita Independent Business Men's Association Essay Contest, 1934, in the Wichita Public Library.

<sup>96</sup>KSHS, "Records of Appointments of Postmasters, State of Kansas, 1849-1930" (microfilm), (Washington, D. C.: National Archives and Records Service, 1958), p. 1110.

Others arriving before 1870 were J. M. Steele, Dave Payne, Dr. A. H. Fabrique, John and Mike Meagher, Walter Walker, a Mrs. Hall and family, Louis Fisher, and numerous more unlisted. Judge A. F. Greenway returned and did a thriving supply business for local citizens and some Texas trail drovers. He and Mead continued hunting buffalo on Greiffenstein's grounds.<sup>97</sup> Mead and Mathewson continued their trading business with the Indian agencies in the Indian Territory until around 1873.

Wichita soon was connected with Humboldt, Emporia, Fort Scott, Augusta, El Dorado, with all towns along the Santa Fe Trail, with agencies south on the trail, and with points directly west on the Cannonball State Lines.<sup>98</sup> The first mail route was established in January, 1870, between El Dorado and Wichita. E. M. Garrison was carrier.<sup>99</sup> No stages ran to any other parts of the Arkansas Valley.

Hugo C. Ramlow remained a surveyor in the Park City site area, joined by his brother, Otoe, in 1868. Robert Dunlap returned then, and so did C. C. Arnold. They were joined that same year by Harvey and F. H. (sometimes J. H. and T. H.) Dunlap,<sup>100</sup> and Robert L. Houston. In 1869, came T. J. Smith, O. L. Winters, and W. R. Sullivan.<sup>101</sup> Col. D. M. V. Stuart arrived there sometime in 1869, also. Born in Pennsylvania, he had fought with the Union in the

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<sup>97</sup> Emmert, pp. 14-15; The Vidette, August 13, 1870; Cutler, p. 1385. All the sources list most of the same names plus a few different ones.

<sup>98</sup> Stevens, p. 10.

<sup>99</sup> Cutler, p. 1391.

<sup>100</sup> The Wichita Weekly Beacon, December 12, 1882; Emmert, p. 15.

<sup>101</sup> Cutler, p. 1410.



Civil War, moved to St. Louis, then to Junction City in 1867. Apparently he was a man of education and some financial means.<sup>102</sup> Daniel A. Bright returned to Kansas in late 1869. Born in Ohio in May, 1836, he had come to Kansas prior to the Civil War. He settled somewhere in the general Arkansas Valley area and was active thereafter in both Wichita and Park City affairs.<sup>103</sup>

These peoples' homes, too, were largely dugouts. Most of them were made near the eight acres of cottonwood trees found close to the big Arkansas River.<sup>104</sup>

The stage had been set for the future of the Arkansas Valley. Once the hunting grounds of animals and Indians, it was now legally open for white settlement. Railroads were building; town planning ideas were bursting. The trail which had been developed solely for private business now was ready to become a national highway.

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<sup>102</sup>Sedgwick County Album, p. 400; The Wichita Evening Eagle, June 7, 1939.

<sup>103</sup>Jessie Bright Grove, "History of the Daniel A. Bright Family," Larned Tiller and Toiler, December 19, 1952.

<sup>104</sup>Vincent Keeler, present owner of part of the old Park City townsite, personal interview, June 26, 1974, Valley Center, Kansas.

## CHAPTER II

### PARK CITY'S EARLY DAYS

#### The Town Begins

The exact reasons for wanting to develop a town in this vicinity will probably always be shrouded for history. The founders and dwellers expressed no reasons in print. In fact, they scarcely left anything behind for print at all. Legal documents of Park City are extremely few. Standard histories of the period, such as Edwards, Cutler, Bentley, etc., which usually are considered quite accurate, have little to offer on this subject. Existing newspapers of the period chose not to write facts about Park City. Citizens living in the surrounding territory ignored the subject until their dying days.

It can be surmised that knowledge of the Atchison, Topeka, and Santa Fe Railway's western building plans spurred the first interest in developing Park City. Most Kansas citizens knew of the Santa Fe's plans to go west along the Santa Fe Trail, but few knew the route, probably not even the railroad officials themselves.<sup>1</sup> That the railroad should go through Park City was logical, because if it should drop as far south as the junction, it probably would follow the river north again until it met the Santa Fe Trail. And

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<sup>1</sup>Various initial surveys had been made but not put in print until 1870-71. By then the road was being built towards Newton. Probably few settlers or even town promoters ever saw these maps.

if it did not go quite that far south, why should it not meet the Arkansas at the Park City site before turning north again?

Sometime in 1869, the idea of creating a town on the Park City site was born, but it is not known by whom. Most likely it was by Col. D. M. V. Stuart, unbacked by local settlers, except perhaps the Ramlovs and Dunlaps. But Stuart for some reason did not want his name on anything. As scattered groups of immigrants moved into the vicinity, he probably encouraged them to settle fairly close together. Thus the area could have been termed a scattered "settlement" worthy of a name. Somehow it picked up three names: Valley City, Park City, and Cosmosa.<sup>2</sup>

Stuart, and probably others including Daniel A. Bright, was sincerely interested in the future welfare of the community, but there is no evidence that he, or anyone else, did anything to organize it. Apparently there were no community officers of government. To capture a railroad, namely the Atchison, Topeka, and Santa Fe, or a Junction City railroad feeder to the Kansas Pacific, or an extension of the proposed St. Louis - Ft. Scott Railroad for this settlement meant capturing the interests of railroad officials.<sup>3</sup> It also meant building a town worthy of a railroad right-

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<sup>2</sup>It is unknown how early and how often these names were used. All three appeared in newspaper articles in 1869-70, but "Park City" quickly emerged as the major name. As the settlement was in the Arkansas Valley and thickly dotted with trees, reasons for the first names are obvious. The origin of "Cosmosa" is obscure. Probably a Spanish form of the Greek "kosmos," meaning an orderly, systematic universe, it would have implied an orderly, important city around which the state and nation would revolve. As Stuart was an educated man, he probably coined this name. (Bentley and others later reported the town founders thought they owned the universe.)

<sup>3</sup>The Vidette, February 9, 1871.

of-way. Stuart perhaps realized such a project was beyond his capabilities, or else he just chose to remain anonymous, and decided to finance a town company. Members logically should be from the East where they might have had experience in town development, or from St. Louis, Junction City, or Topeka, where they might have had good connections with railroad officials.<sup>4</sup>

Stuart also knew railroads were more prone to go through county seats. As Sedgwick County still was completely unorganized, capturing this prize would have to be his first big hurdle. If this could be done, he felt his settlement should then be the metropolis of the Arkansas Valley within a very few years.<sup>5</sup>

#### The County Seat Battle

In the fall of that year, 1869, James R. Mead appeared in Topeka to handle his senatorial duties and to manage his eastern Kansas farms. On such trips as these he started a well-known Wichita custom, "The Booster Trip," designed to do a little hometown bragging while making new commercial connections. After discussing new settlers, crops, and the weather, Mead announced at the end of his interview that immediate measures were being taken for

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<sup>4</sup>Ibid. Nearly all Kansas citizens and town promoters were desperate for railroads, knowing that having them was the immediate difference between the town's life and death. All advertised on the advantages of their town's location. Yet few gave a thought as to how their towns could support a railroad, or on what their towns could live besides a railroad trade. Few saw the necessity of capturing another commercial trade or the cattle trade in the first stages of city planning. However, Wichitans Mead and Greiffenstein, while realizing the railroads' importance, were more concerned with keeping the Indian trade and starting drovers' supply businesses.

<sup>5</sup>Cutler, p. 1387.

Sedgwick County organization. He predicted it would be represented in the State Legislature that winter, but for once, he was wrong.<sup>6</sup>

Just how much of a chance Stuart, Bright, Mead, and others had to put on a real county seat campaign for the elections of October 26, 1869, remains a mystery. Probably not much. Supposedly conventions were called, tickets placed in nomination, and the elections held to decide upon a county seat, choose school officials, county officials, and select state representatives.<sup>7</sup> Although it is not probable, Park City possibly won this election.<sup>8</sup> Col. D. M. V. Stuart and F. H. Dunlap were elected to the Legislature and the Board of County Commissioners respectively. All others winning were from Wichita.<sup>9</sup> But as soon as Gov. J. M. Harvey received the election returns, he sent a communication stating the elections were null and void due to irregularities and informalities, and because the county's population was not yet big enough to justify a county seat.<sup>10</sup>

Then the battle began in earnest. Three volunteer census takers prepared the returns for the Sedgwick County townships. They revealed the county had 1095 residents, of which 1085 were

<sup>6</sup>The Kansas Daily Commonwealth, October 2, 1869. This paper consistently printed everything about Mead, "whose word no one would question." They did about the same for Greiffenstein, although with a touch of humor instead of so much praise.

<sup>7</sup>Cutler, p. 1385; The Wichita Evening Eagle, April 16, 1922. There seem to be no original sources for this election.

<sup>8</sup>The Wichita Morning Eagle, February 8, 1935.

<sup>9</sup>Cutler, p. 1385; The Wichita Evening Eagle, April 16, 1922.

<sup>10</sup>Cutler, p. 1385; The Wichita Evening Eagle, April 16, 1922, and May 27, 1932; The Wichita Morning Eagle, February 8, 1935. These later sources claim that the colorful Shanghai Pierce, famed Texas cattleman, engineered this election hoping to make Wichita a real cowtown. This is highly suspect.

white citizens, one Negro, one Indian, and the rest apparently foreign-born. But only 537 were adult males and eligible to vote. The Wichita census reported 689 residents, 680 white and nine Negro. (This implied around 350 adult males were eligible to vote.) There was no report for the town or township of Park City, Valley City, or Cosmosa.<sup>11</sup> This was probably because the settlement was unincorporated and unorganized, and possibly because the Wichita census takers managed not to go up there. Even with Wichita, there was little accuracy, as Mead, Munger, Mathewson, and other prominent citizens were not listed. The papers were again sent to Topeka, where it was shown that the county had the requisite number of inhabitants.<sup>12</sup> On February 10, 1870, 26 Wichita citizens signed a petition to the governor asking for three special county commissioners and one special county clerk, and asking that Wichita be made the temporary county seat. The requests were granted March 2, 1870, by proclamation of Governor Harvey.<sup>13</sup> He appointed William Lockard of Park City, and S. C. Johnson and Henry Stein of Wichita commissioners with power to complete the organization. They appointed John Ward, also of Park City, County Clerk, and divided the county into three districts. They called an election for early April to select county officers and a permanent county seat.<sup>14</sup>

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<sup>11</sup> KSHS, "Manuscript of the Ninth U. S. Census of Kansas, 1870, of Russell, Saline, Sedgwick, Shawnee, and Smith Counties," Archives Acc. 98.

<sup>12</sup> Possibly these papers were not the ones used in the final manuscript mentioned in the above footnote.

<sup>13</sup> The Wichita Evening Eagle, February 1, 1912. This same story is quoted in many sources. No original records have been found.

<sup>14</sup> Ibid., April 16, 1922; Cutler, p. 1385.

The campaign of the following month was supposed to have been one of the most exciting in the annals of frontier history, according to newspaper accounts and books written much, much later. Because of the lack of original sources, it can only be assumed that Stuart ran what there was of the Park City campaign pretty much by himself with the aid of Bright and a few settlers there, and possibly a few transient cowboys and travelers. Lockard and Ward undoubtedly helped, too. Mead and Greiffenstein probably ran the Wichita campaign with the aid of English, Waterman, Kellogg, and others. Wichita would have claimed her location by two rivers and a trail as a selling point. Park City would have claimed her county-centered location as best. Both claimed to be the only Arkansas Valley town on the route of the Atchison, Topeka, and Santa Fe. Park City did manage to get a head start on Wichita by claiming to be on the route of the St. Louis and Ft. Scott railroad, stating it would connect with the Santa Fe there.<sup>15</sup> But Wichita boomers soon countered with the same claims for their town. Both groups bragged on the merits of their soil, Wichita saying theirs was rich bottom land, Park saying theirs was rich bottom land located on bluffs, and that Wichita was swamp land. Wichita talked of her citizens engaged in manufacture, commerce, and trade, while Park City scarcely mentioned her farmers, but unhesitatingly called Wichitans cheats, liars, and crooked politicians. Men of both embryo towns and transient cowboys undoubtedly met in the

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<sup>15</sup>The Larned Tiller and Toiler, December 19, 1952. Here Daniel A. Bright's daughter, Jessie Bright Grove, recalled her memories of other peoples' memories.

dramshops along the way and discussed the matter.<sup>16</sup>

The election was held in early April, 1870, probably on the fourth.<sup>17</sup> The total vote was probably about 260, with no description of voting distribution throughout the county.<sup>18</sup> Col. Stuart was again elected to the Legislature and D. A. Bright was elected Clerk of the District Court.<sup>19</sup> All others elected were from Wichita. With the exception of sheriff and one county commissioner, the entire Republican ticket was elected.<sup>20</sup>

This time Wichita definitely won the county seat, and by any count it was evident it would have done so. Stories circulated that each town had turned in 1000 votes, including dogs, cats, women, and Indians, even though it was claimed each town had eligible voters numbering only around 300. Again, it was claimed that Wichita and Shanghai Pierce had agreed to import Texas cowboys for the vote.<sup>21</sup> It was said not to be so much a question of each city's legitimate votes as it was of which town had the most complete

<sup>16</sup>Ibid.; Bentley, p. 421; Cutler, p. 1385; The Wichita Evening Eagle, April 16, 1922; The Wichita Morning Eagle, February 8, 1935. No campaign records exist, but in view of what these sources say about issues then current and the rivalry of succeeding years, the above statements seem reasonable. As mention of "transient cowboys" seems to creep into many Vidette and Kansas Daily Commonwealth issues of the period, it would seem acquiring the cattle trade was becoming more important to both towns by then.

<sup>17</sup>The Wichita Evening Eagle, May 27, 1932.

<sup>18</sup>Emmert, p. 127; Cutler, p. 1385.

<sup>19</sup>"Historical Events in Sedgwick County," manuscript compiled as a Works Progress Administration Project, 1938, p. 23.

<sup>20</sup>The Wichita Evening Eagle, April 16, 1922.

<sup>21</sup>Ibid., May 27, 1932.



directory of names and the best means of knowing how many more votes were needed by getting hold of the opposing precinct's poll book.<sup>22</sup> Cutler and later sources said Park City citizens knew they were whipped, gracefully submitted, and were never again a major threat to Wichita's growth.<sup>23</sup> Yet they did continue to be a threat to some degree, especially in regard to cattle trails and railroads. Their politicians would continue for the remainder of the town's life to claim Wichitans had thrown the county seat election results into the Arkansas River.<sup>24</sup> Whatever the truth of the election results was, the fact remains that loss of the Sedgwick county seat was the first death knell for the tiny town of Park City, fourteen miles up the river from Wichita.

A number of observations need to be made concerning this election. First, through diligent study and search, not one actual record of this election has been found. Officials at the Sedgwick County Courthouse and the Kansas State Historical Society have not known of or seen such records. Until 1912, no newspaper mentioned the elections. No actual settlers living there at the time ever mentioned it for publication in later years. After Col. Stuart moved to Wichita, he would not even claim to ever having lived in Park City, much less to having managed her elections.<sup>25</sup> The W. T. Jewett family had settled near Park City in early 1870, and must

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<sup>22</sup>The Wichita Evening Eagle, April 16, 1922.

<sup>23</sup>Cutler, p. 1385; The Wichita Evening Eagle, May 27, 1932.

<sup>24</sup>Bentley, p. 421. Early issues of the Vidette, The Wichita Tribune, and The Kansas Daily Commonwealth say only Park City would like to have the county seat.

<sup>25</sup>The Wichita City Eagle, January 2, 1873; Sedgwick County Album, p. 400.

have been witness to the event.<sup>26</sup> But after the death of the prominent Judge Jewett in 1910, when a relative, E. B. Jewett, felt compelled to write of the late judge's reminiscences of the election, he found he really knew of nothing to say.<sup>27</sup> D. A. Bright never reported of it again.<sup>28</sup> The first known mention of the elections in print seems to be Emmert's Immigrants' Guide of 1878.<sup>29</sup> New to Wichita then, his account read simply:

The County Seat question cut a vigorous figure.  
The total vote was 260. Wichita scooped the  
platter over Park City.

The Edwards, Cutler, and Sedgwick County Album accounts, published in 1882, 1883, and 1888, are identical, slightly longer, and more colorful than Emmert's, but without any more facts. The vote exaggeration stories and Pierce stories do not appear until much later. Through study of the activities of A. H. (Shanghai) Pierce, there is no reason to believe he had any interest in Wichita before his employment by Wichita in 1872. It has become the opinion of the writer that the various 1880's versions of the county seat battle were the result of one man's telling, probably that of Mead's, and that the later exciting build-ups of the story were the figments of their writers' imaginations, flavored by "old timers'" memories.<sup>30</sup> All this leads to an opinion that if such an

<sup>26</sup> Ibid., p. 196; Cutler, p. 1410.

<sup>27</sup> Bentley, pp. 420-23. Jewett titled one chapter on this election, but the text included almost nothing on it.

<sup>28</sup> The Larned Chronoscope, February 5, 1879; The Larned Tiller and Toiler, December 19, 1952.

<sup>29</sup> Emmert, p. 127.

<sup>30</sup> In these sources plus The Wichita Evening Eagle, June 7, 1939, and The Wichita Beacon, July 4, 1955, editors found that none of the "old timers" interviewed had actually lived in either city in April, 1870.

election took place, and indeed it must have, it was a small heated affair involving comparatively few men. At best both places were then mere specks on the open plains; and the fact that there is not one population tally for Park City (except the figure "300" created after the turn of the century<sup>31</sup>), makes it difficult to believe there was a big, open struggle involving hundreds of people. That there was some degree of fraud is very possible. As to why no election returns were preserved raises all kinds of speculation. But as county records were not started until 1872, as mail service between Wichita and Topeka was still quite shaky, and as nobody seemed anxious to talk about the affair, a number of things could have happened to them. Maybe they were indeed thrown into the river. But the election seemed to stick, for Wichita and Sedgwick County were in good running order thereafter.<sup>32</sup>

#### Park City Town Companies Start

In spite of having a name, Park City still did not have any land. What there was of a settlement must have been scattered houses built on their owners' land claims. James M. Reagan arrived in the spring of 1870. His goals in coming were unknown. He pre-empted all the southwest quarter of Section 32, Township 25 South, Range one west of the 6th Principal Meridian. Because the Arkansas River cut across the corner, his land was designated as lots 1, 2, and 3 of the above description, containing 157 80/100 acres. The

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<sup>31</sup> Bentley, p. 420. In most later sources, Park City is credited with once having 300 citizens. Apparently Bentley was the first to use this number.

<sup>32</sup> The Wichita Evening Eagle, October 3, 1920; May 22, 1927.

land was under jurisdiction of the Humboldt Land Office.<sup>33</sup>

Customarily, returning travelers reported their observations to the home newspaper. One such traveler, unidentified, reported for the Kansas Daily Commonwealth on May 21, 1870, that he had just been in Park City and found it prospering. Six weeks earlier, he said, a town company had organized, selected a site, then had done nothing.<sup>34</sup> Probably this was the same group whose charter was not filed until December 20, 1870. This charter stated that acting under a Kansas Legislative Act of February 29, 1868, James M. Reagan, William Lockard, James M. Hammond, John B. Zimmerman, Charles Moore, G. Watson Griffin, William Van Buren, Thomas J. Smith, James Morton, Thomas J. Hamilton, D. Marfield, Thomas Raino, William M. Burham, and A. Mead would incorporate themselves as "The Park City Town Company." They would plat part of Section 32, Township 25, Range 1, and any adjoining lands as a town site to be known as "Park City and Additions Thereto." Reagan, Hammond, Moore, Zimmerman, and Griffin would be the five directors in residence. (Apparently the others did not live there.) Stock would be \$50,000, divided into shares of \$500 each.<sup>35</sup> Of this company, nothing more was heard. Only the names of Reagan, Hammond, Van Buren, Smith, and Zimmerman are repeated later.

The same Commonwealth traveler went on to report that about

<sup>33</sup>"Abstract of Title to the Southwest Quarter of Section 32, Township 25 South, Range 1, west of the 6th Principal Meridian, Sedgwick County, Kansas," compiled by Deam Abstract Co., Wichita, Kansas, No. 7932, in the possession of Floyd L. DeVore, Wichita, Kansas. Hereinafter cited as DeVore Abstract.

<sup>34</sup>This traveler wrote as if he were in Park City around the first of April, but he never mentioned the county seat elections.

<sup>35</sup>KSHS, "Secretary of State's Corporation Charter Books," Vol. III, pp. 92-93.

five weeks after the first town company failed, a second one was formed. This one, he stated, immediately laid off lots. Its policy was most liberal, giving away lots profusely to those who intended to locate there.<sup>36</sup> This second, and last, Park City Town Company charter was not filed until February 21, 1871, about two months after the previous one. This one stated that C. C. Nichols, D. A. Bright, F. C. Hawkins (Bentley calls him "Frank Hochins), J. A. McIlvaine, J. M. Steele, and A. L. Bright were incorporating themselves as the "Town Company of Park City, Kansas." Capital stock would be \$4800 with shares selling at \$75 each. Directors would be Nichols, Hawkins, and Bright. Land was not mentioned.<sup>37</sup> However, the company members had made an oral agreement to use the east one-half of Reagan's quarter section. As he did not yet have his patent, he could not legally deed the land over to the Town Company. Therefore all activity had to be done by oral agreement. The owners then hired Wichita's surveyor and schoolteacher, William Finn, to plat the town.<sup>38</sup>

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<sup>36</sup>This was in sharp contrast with Wichita's policy (really Greiffenstein's) of giving away lots only to those who built permanent structures on them. This gave Wichita greater financial stability eventually.

<sup>37</sup>KSHS, "Secretary of State's Corporation Charter Books," Vol. III, pp. 184-85. This was the only time that A. L. Bright and Wichita's J. M. Steele were associated with the town company. Steele did not sign the charter. A. L. and D. A. Bright's addresses were given as Wichita. Park City was listed for the others. Cutler and Edwards said Stuart was "Proprietor" of this company. Descendants of Bright and Nichols said the same thing.

<sup>38</sup>Isely, "The Founding of a School" manuscript. Finn had taught 14 pupils the winter of 1869-70, in the dugout made by the 5th Infantry detachment. Tuition had been \$1.00 per month per pupil.

Col. Clarkson C. Nichols had come with his family, including his son, Will, age 8, from Cochocton, Ohio, to Topeka, Kansas, in 1869. Previously he had fought with the Union and was still in Ohio military service until at least July, 1868. In December of 1869, he was licensed by Shawnee County to practice as attorney at law and solicitor in chancery. Here he also entered into a one-year partnership with Alfred H. Vance as "Attorneys, Counselers [sic], and Real Estate Agents," under the name of Vance and Nichols.<sup>39</sup> He moved to Park City late in 1870, so it is not fully known what his earlier activities there had been. Probably he stayed in Topeka until termination of his partnership trying to arrange for additional Park City land sales.<sup>40</sup>

John A. McIlvaine had come to Sedgwick County from Pennsylvania in March of 1870. He also was an attorney.<sup>41</sup> Of F. C. Hawkins nothing is known.

The Commonwealth traveler of May 21, 1870, continued to make other observations about the Arkansas Valley and its two little towns. For the benefit of Topekans wanting to move west, he talked of its beautiful, fertile valleys, and the Arkansas River's tributaries, including the Chisholm, Cowskin, and Sand. He stated Wichita had been proclaimed county seat by Gov. Harvey but never

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<sup>39</sup>The C. C. Nichols Papers, including the "Invoice of Clothing, Camp, and Garrison Equipage, 1863," "Army Communications through 1868," "Shawnee County Bar License," and "Vance and Nichols Corporation Agreement," in the possession of Mrs. E. L. Schaefer, Sedgwick, Kansas, daughter of William Finn.

<sup>40</sup>Kansas Daily Commonwealth advertisements. His comments and letters showed he was quite a literate man and a vigorous Republican.

<sup>41</sup>The Wichita Weekly Eagle, February 21, 1884.

mentioned the subsequent elections.<sup>42</sup> The traveler predicted Park City would be the better drawing card because it had two valleys, its soil was better, and its people were more harmonious than the "soreheads" at Wichita. The Atchison, Topeka, and Santa Fe Railway planned to cross the Arkansas River 15 miles north of Wichita, he said, so Park City was 12 miles closer to the main line than Wichita and stood a good chance to be on it. Thus Park City, he felt, had a good chance of having the county seat permanently moved there.<sup>43</sup>

Similar comments on the Park City founders and pushers were already being made in the dramshops of both Wichita and Park City. They were described as being "not literary," high-headed, and possessed of a goodly share of the world only in their own imaginations. They were far too confident without realizing the nature of the problems at hand and in the future. The classes of people the two towns were attracting were also different. Wichitans showed "background and education," while Park citizens showed a "ragged and barbed variety of 'sheepdip' in their talk." Park City was prospering then, perhaps as much on prospects as anything else, although surrounding settlers did come to trade at their three stores and dramshop. Many "characters" seemed to migrate there.<sup>44</sup>

Sedgwick City had been laid out in June, 1870, by the Sedgwick Town Company, surveyed by the same William Finn. It was ten miles southwest of the later town of Newton, and eight miles north-

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<sup>42</sup>Governor Harvey's files reveal nothing whatsoever about Sedgwick County Seat elections or proclamations.

<sup>43</sup>This "traveler" might very well be C. C. Nichols.

<sup>44</sup>Bentley, pp. 420-23. Other sources and interviews give the same conclusions about the citizens of Wichita and Park City.

east of Park City. Most of its citizens did not come from the Arkansas Valley, and they did not want cattle and cowboys coming through their town.<sup>45</sup>

The first post office for Park City was established June 13, 1870, with Hugo C. Ramlow as Postmaster. Its name was Cosmosa.<sup>46</sup> Based on the Act of July 1, 1864, all postmasters were to be paid in accordance to the stamps cancelled in their offices and on the amount collected on unpaid letters, newspapers, other printed matter, and box rents.<sup>47</sup> The only post offices in Sedgwick County in 1870 were Cosmosa, Wichita, and Sedgwick, and each postmaster received \$12.00 annual salary.<sup>48</sup> A postal route was established between Park City (Cosmosa) and Sedgwick.<sup>49</sup>

Finally on July 27, 1870, James M. Reagan received a final receipt for the whole Southwest Quarter, Section 32, Township 25 South, Range 1 west of the 6th Principal Meridian. A few days later on August 1, Reagan gave a warranty deed to the east one-half of the Southwest Quarter (eighty acres) to Nichols, McIlvaine, Hawkins, and Bright, in return for \$401. Witnessed by J. M. Hammond, Justice of the Peace, it was filed the same day at a \$1.25 fee with revenue

<sup>45</sup>Cutler, p. 781; The Wichita Vidette, August 25, 1870; The Wichita Tribune, May 11, 1871.

<sup>46</sup>KSHS, "Records of Appointments of Postmasters, State of Kansas, 1849-1930" (microfilm), p. 1110; Baughman, pp. 29; 226. This is the only known time the name "Cosmosa" was officially used. Having two different names for the town and postoffice may possibly have been a compromise between the town founders and Stuart.

<sup>47</sup>The Kansas Daily Commonwealth, June 12, 1871.

<sup>48</sup>KSHS, Post Office Directory, (Washington: Government Printing Office, 1870), p. 48.

<sup>49</sup>Letter from Trava E. Wilson, Postmistress, Valley Center, Kansas, to writer, July 26, 1964; Keeler interview, June 26, 1964.



stamps amounting to \$.50.<sup>50</sup>

By August 10, the plat was finished by William Finn and it was filed August 15. J. M. Steele signed the document as Justice of the Peace and J. A. McIlvaine acted as attorney for the four town company owners presenting the document. The town platted on the 80 acres was three blocks wide, seven blocks long, and ran the long way north and south. The main street, Commercial, was 100 ft. wide; the other three main streets were Park, 50 ft. wide, Farmer, and Valley streets, each 80 ft. wide. The cross streets were 80 ft. and 100 ft. wide, and named El Dorado, Santa Fe, Sedgwick, Union, Liberty, Kansas, and Lincoln Streets. Each block had two intersecting alleys and 24 narrow deep lots. Lots were numbered as they were intended for sale. Altogether there were 444 lots with one whole block marked "Reserved." Apparently this had been set aside for a town square, a park, or city buildings; if the town should be able to get the county seat, maybe the square was planned for those buildings. No other parks appeared on this plat.<sup>51</sup>

On this same day, August 15, 1870, Bright, McIlvaine, Hawkins, and Nichols gave to the public all streets and alleys as designated on the Town Plat as public land. Then they announced all other lots would be up for sale, not for giveaway, as was announced before and after by various newspapers.<sup>52</sup>

<sup>50</sup> DeVore Abstract. Judge W. T. Jewett swore to these events July 6, 1882, so that the abstract could be started and brought up to date.

<sup>51</sup> Sedgwick County Courthouse, Register of Deeds' Office, "Town Plat of Park City, Kansas, August 15, 1870." However, this was not recorded in Book "A" of Plats until January 7, 1872. By that time the town had already vanished. See Appendix C.

<sup>52</sup> DeVore Abstract; The Larned Tiller and Toiler, December 19, 1952.

Soon afterwards, on August 25, the town company members wrote an advertisement to be printed in newspapers for booming their town. Such publication first appeared on December 1, 1870, in the Kansas Daily Commonwealth. Thereafter it appeared there every day until March 1, 1871. Other papers ran the notice, also, but the number using it is unknown. It appeared under the title, "Cheap Homes" and stated Park City was destined to become the great railroad and commercial center of southern Kansas. One thousand town lots were to be given away to actual settlers who would make a permanent improvement upon them. The Company claimed it had reserved no property for speculative purposes. Grounds had been reserved for churches and pastoral residences of all Christian denominations. The advertisement further claimed Park City would be one of the most beautiful cities in the West when built up because of its four main streets, each 100 feet wide, and because of its five parks of soft maple, yellow poplar, and various evergreens. The town's location was given as being in the heart of the government reserved lands, meaning the Atchison, Topeka, and Santa Fe Railway would have to go through there soon to get the odd sections. Reports appeared that the odd sections were soon to be put on the market, since the even sections were already being occupied by actual settlers. The soil was highly recommended for unsurpassed garden truck crops, field grains, and all varieties of large and small fruits and hedge plants.<sup>53</sup> Interested persons wanting to join the "highly refined, honest, industrious, and intelligent" Park City citizens were to contact J. A. McIlvaine of Park City or the firm of

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<sup>53</sup>All issues of this period contained this advertisement, printed in big, bold letters. It was roughly typical to other town company advertisements.

Vance and Nichols of Topeka.<sup>54</sup> Large imposing maps of the City of Park were sent east, showing a perfect network of wide avenues and a large park with mythical trees planted around it.<sup>55</sup>

Years later an unknown traveler's diary entry dated August 25, 1870, was quoted in the Historical Atlas of Sedgwick County, Kansas:<sup>56</sup>

At Park City we found a store kept by H. M. Lakin,<sup>57</sup> and if our memory serves us right, there were one or two houses in the immediate neighborhood.

The Railroad terminus of the Atchison, Topeka, and Santa Fe ends at Emporia. But it has already been decided to run the line west along the north side of the Great Arkansas River.

Park City through the Winter of 1870-1871

Beginning on Saturday, August 13, 1870, publication began for the Wichita Vidette. Owned and edited by Fred A. Sowers and W. B. Hutchison, it was to be published as a Republican journal every Saturday evening until March 11, 1871. It was a lively frontier paper, depicting many advertisements, local news, tidbits about the neighboring towns, and a number of antiquated stories of national and international interest. This was the only nearby paper where Park City's voice could be heard, and the Vidette usually received

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<sup>54</sup>The Kansas Daily Commonwealth, December 1, 1870 - March 1, 1871; The Vidette, December 8, 1870.

<sup>55</sup>Bentley, pp. 420-23; The Wichita Weekly Eagle, February 21, 1884. Here McIlvaine said he had sent such a map to the Old Settlers' Association, but unfortunately, no such maps or posters have been found anywhere.

<sup>56</sup>John P. Edwards (ed.), (Philadelphia: Bracher and Bourquin, 1882), p. 5.

<sup>57</sup>Possibly H. M. Lakin was a relative of D. L. Lakin, the prominent A. T. & S. F. official then living in Topeka.

and published it. Park City's Town Company advertisement was never published, however.<sup>58</sup>

Park City began its newspaper propoganda with the Vidette the first day of September:

Park City is so named because it has five beautiful parks. That is, they will be beautiful parks after the trees are planted and have about 10 years' time in which to grow.

The October 27th edition commented:

Mr. Van Buren, the Nimrod of Park City and President of Park City shot a deer on the square in the southwest part of the townsite of Park City.

"Townsite" instead of "town" was used. Perhaps Mr. Van Buren was president of the first town company, or a sort of mayor for the town. Other than that, this title is unexplained.

Not until November 23, 1870, was Park City's first lot sold. A Fred Attmiller sold on mortgage two lots on Liberty Street to a Levi Pickens. Pickens paid \$1.00 down and promised to pay an additional \$150.00.<sup>59</sup> It should be noted that since Reagan did not have a deed to the land yet, the Park City Town Company of course did not either. Their sales and giveaways of land could only be done by oral and written agreements of a promise to grant a deed later. The activities of the Park City Town Company, like the activities of numerous other town companies of the same era, were not legal in the strict sense.

Soon after this a charter for the Ft. Scott, Park City, and

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<sup>58</sup>Cutler, p. 1392; The Vidette issues.

<sup>59</sup>DeVore Abstract. As the abstract was not compiled until 1882, some activities were necessarily missing, such as how Attmiller got the land to sell to Pickens. All Park City land transactions are listed in Appendix A.

Santa Fe Railroad was signed at Stuart's instigation.<sup>60</sup> By then a strong sense of publishing rivalry between the two towns of Wichita and Park City was evidenced in the Wichita and Topeka papers. Wichita talked of its enterprise and of its wealth gained from being on a cattle trail. Park City talked of its railroad prospects, especially how the newly created Ft. Scott, Park City and Santa Fe Railroad would join with the Atchison, Topeka, and Santa Fe Railway at Park City.<sup>61</sup>

At the same time Wichitans were reading an editorial urging them not to engage in petty spites nor abusive talk with rival towns. The writer stated that men of sound sense and investment knew of Wichita's advantages and would seek them if the people would keep aloof from the petty jealousies that had made farms out of so many well-projected towns. Wichitans were congratulated for being self-confident, self-reliant, energetic, and prosperous. If they would be steadfast in building a town superior in growth and enterprise to any other Kansas town, their destiny was certain and secure.<sup>62</sup> This language apparently aimed at Park City sounds more like Mead's than either Hutchison's or Sowers.' A delightful story appeared one month later:

We regret to learn through our Park City neighbors that Wichita is dead -- deader than a dead dog's tail; deader than a rotten mackerel on the sea shore - or anything else that has passed beyond the possibility

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<sup>60</sup> KSHS, "Corporation Charter Books" December 2, 1870, Vol. III, pp. 44-46.

<sup>61</sup> The Vidette; The Kansas Daily Commonwealth, fall issues. Park City leaders had a tendency to insult Wichita and her leaders needlessly with crude, tactless remarks. Normally Wichitans showed great skill in handling the English language. Usually they were tactful, but could be subtle and cutting when necessary.

<sup>62</sup> The Vidette, November 3, 1870.

of resurrection. Well, we have the consolation of knowing that if Wichita is a corpse, it lays out beautifully.<sup>63</sup>

C. C. Nichols finally moved to Park City sometime before the end of the year. He reported enthusiasm for building to be high and praised the several good businesses, grocery and provision stores, land and insurance offices, two law offices, and one lumber yard. He pleaded for a good blacksmith and repairman, a shoemaker, drug store, physician, baker, and furniture store. He claimed there were 250 families there already, which the surrounding country could well support. He insisted Park City would be the junction for the Ft. Scott - Santa Fe Railroads and that a stage line might soon be established between Cottonwood Falls, via Florence to Park City.<sup>64</sup>

Only a few names of these other "250" families have survived. Nereus Baldwin had been born in Dalton, Indiana in 1840. As a young man he learned the photographer's art and opened his first studio. He came west to Lawrence, Kansas, in 1869. Sometime in 1870, he too had moved west to Park City, pre-empting the land adjoining Reagan's, the Southeast Quarter, Section 32, Township 25, South, Range 1 west of the 6th Principal Meridian.<sup>65</sup> Perhaps his hope was to eventually become the photographer for the area.

The Paul family had come from Illinois in 1870, accompanied by their three children, Lucy, 19, already a school teacher, Mason, 10, and Susan, a baby. They took out a claim east of Park City on

<sup>63</sup>The Vidette, December 8, 1870.

<sup>64</sup>The Kansas Daily Commonwealth, January 6, 1871.

<sup>65</sup>Sedgwick County Album, p. 770; Bentley, p. 418; DeVore Abstract.

the Arkansas River. Mr. Paul died before the end of the year and was buried in the Mt. Hope cemetery several miles west. The family stayed on their farm for many years.<sup>66</sup>

Frank J. Canton arrived in April and at some time married the daughter of F. H. Dunlap. He remained in the township through 1883. C. L. Duncan likewise came in 1870, and stayed through 1883. S. A. V. Hartwell came that year also, and became one of the state's best orchard farmers. W. W. Turner moved there at the year's end to grow orchards and raise hogs.<sup>67</sup> An odd character from Germany, a Mr. Dreyfus, later known as "Lord D," arrived that year, to become well known as a cattleman.<sup>68</sup>

Nichols' son, Will, later recalled that at this time, the winter and spring of 1870-71, Park City was at its height. He said it had three grocery stores: Van Buren's, Lakin's, and Ward's; one dry goods store: Hall and Willy's; one hardware establishment: Thompson Brothers; one saloon or dramshop: Fred's Saloon; one blacksmith shop run by two Englishmen; and one hotel: the Pickens' House. A Dr. White was the town physician.<sup>69</sup>

A photograph, probably taken by Nereus Baldwin sometime in

<sup>66</sup>Interview with Mrs. Max Wilson, Valley Center, Kansas, July 18, 1964. Mrs. Wilson lived with the Paul family for many years and knew them intimately.

<sup>67</sup>Cutler, p. 1410.

<sup>68</sup>Letter from Mrs. Janet Wright, July 10, 1964; letter from Mrs. J. Ford Fitzgerald, August 3, 1964; letter from Mrs. Lisle Congdon, September 1, 1964.

<sup>69</sup>The Wichita Evening Eagle, June 7, 1939. Although Will Nichols was only 9 and 10 when he lived in Park City, he was credited by Eagle editor Victor Murdock as having an excellent and accurate memory. McIlvaine recalled for The Wichita Weekly Eagle, February 21, 1884, that the town may have had 40 buildings in all.

1870, showed only eight typical frontier-type buildings in Park City. Four were grouped closely together; the other four were scattered. None appeared to be homes, indicating residents lived on scattered farms. Only one building was whitewashed; the rest appeared to be unpainted wood, not stone. One was obviously the two-story dram-shop. Another was marked for a livery stable. The rest looked like stores. All were very small and did not look at all substantial. A pathway led into the town; a water tower or windmill stood nearby.<sup>70</sup>

At this same end-of-the-year period, Wichita claimed three churches, one Masonic Hall three drygoods stores, five grocery stores, two hardware and drug stores, two saddle and harness shops, one furniture store, three hotels, four real estate offices, one jewelry shop, plus the usual blacksmith, carpenter, wagon, paint, and shoe shops, brickyards, livery stables, restaurants, liquor stores, billiard saloons, and plenty of lawyers.<sup>71</sup> Without doubt, this was more than Park City had to offer.

Wichita began to appear on a few maps, but seldom Park City. The first known map marking Park City was a Johnson's Kansas and Nebraska map, possibly published in late 1870 or early 1871.<sup>72</sup>

Sedgwick County then had 3,422 acres of improved land with farm values standing at \$259,374. Farm machinery was valued at \$2,137, with real estate valued at \$234,613. The total tax levied stood at \$20,142.85.<sup>73</sup>

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<sup>70</sup> Photograph of entire Paul family with Park City in the background, owned by Mrs. Max Wilson, Valley Center, Kansas.

<sup>71</sup> Edwards, p. 10. Judging from the Vidette advertisements, this list seems fairly accurate.

<sup>72</sup> KSHS, Map Files; Gazetteer and Directory of the State of Kansas (Lawrence, Kansas: Blackburn and Company, 1870).

<sup>73</sup> "Historical Events in Sedgwick County" manuscript, p. 37.



When Nereus Baldwin received the receipt for his land, he granted the west one-half of the Southeast Quarter, Section 32, Township 25, Range one west, to Hawkins, Nichols, Bright, and McIlvaine for \$500 with a warranty deed dated February 9, 1871. This beautiful wooded land was to be used by the company for expansion. However, it was never platted so lots were never sold on it.<sup>74</sup> Baldwin apparently had no further role in the development of Park City other than perhaps taking a few pictures. He may have moved immediately to Wichita.

A March 21, 1871, notice in the Kansas Daily Commonwealth stated that Park City wanted a blacksmith, shoemaker, baker, and saddler. A town lot was promised to each one who would put up a house thereon to prosecute business. Chris Hoch left Topeka to become a butcher in Park City, and in the April 4th edition, he reported prospects were "lovely."

Park City's election results were sent to The Wichita Tribune by George Stiles. He reported the town's happiness in winning several county offices, even though Wichita was the county seat. T. J. Smith had been elected Trustee; J. H. Lakin, Clerk; J. L. Zimmerman and Joshua Flowers, Justices of the Peace; C. C. Nichols, Treasurer; A. L. Bright and Nathan Alpach, Constables; C. Beck, Road Overseer.<sup>75</sup> Additional propaganda announced that Messrs. McClintock and Thompson had an immense stock of dry goods and machines.

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<sup>74</sup> DeVore Abstract. However, 28 recorded lot sales did take place on the Reagan land in the following few months. Lot sale prices ranging from \$1.50 to \$355 indicate the owners were happy to get whatever they could for the land. Agreements for additional payments must have been oral.

<sup>75</sup> Here Stiles said Park City had welcomed the recent visit of "Mr. Bright of Wichita." Possibly this was D. A. Bright, one of the Town Company owners.

James A. Hadley, he reported, of the Emporia News had recently been in Park City and was currently in Cincinnati getting a printing press for a Park City newspaper. Stiles finished by saying immigration was continuing to pour into the town, and that many Wichitans were coming to Park City to transact their official and professional business.<sup>76</sup>

The next day, April 21, the post office there was changed from "Cosmosa" to Park City." Hugo C. Ramlow remained Postmaster.<sup>77</sup>

W. W. Turner helped organize Park Township on May 2, 1871. Township property valuation amounted to \$124,908, as compared to Wichita Township's property assessed at \$331,940. Park Township remained staunchly Republican until 1882.<sup>78</sup> By this time, Wichita had been incorporated as a 3rd class city and claimed a population of 1200 with 400 buildings.<sup>79</sup>

The four Town Company owners, Nichols, Hawkins, Bright, and McIlvaine sold on June 24, 1871, about 550 lots to the Park City Town Company for \$500.<sup>80</sup> On the same day three of them took an "Oath of Directors," witnessed by J. L. Zimmerman, Justice of the Peace:

<sup>76</sup>The Wichita Tribune, April 20, 1871. A different section announced that Hadley had just joined the Delano Town Company. This would indicate he did not have much interest in Park City.

<sup>77</sup>KSHS, "Records of Appointments of Postmaster, State of Kansas, 1849-1930" (microfilm); Baughman, pp. 99, 227.

<sup>78</sup>Cutler, p. 1387; Edwards, p. 9.

<sup>79</sup>Cutler, p. 1390; Edwards, p. 10; Isely, "The Founding of the City;" The Vidette, February 9, 1871.

<sup>80</sup>DeVore Abstract. Perhaps this was a means of incorporating themselves. The Town Plat only showed 444 lots. Perhaps they were thinking of the unplatted Baldwin land, too.

We, C. C. Nichols, F. C. Hawkins, and D. A. Bright, Directors of the Town Company of Park City, Kansas, do solemnly swear that we will faithfully discharge the duties of the office of such directors. So help us, God.

The three men personally signed this paper; McIlvaine's absence was unexplained.<sup>81</sup> The purpose and importance of this document is unknown. It might have been drawn up as a public showing of good faith that the Town Company of Park City would continue to operate. As will be shown in the next two chapters, Park City was already near its final gasp for life, and probably rumors were circulating that its leaders were financially embarrassed and ready to leave. Most likely it was meant as a reassurance for the town's future. It seems not to have been published, so it might have been circulated around the town by poster.

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<sup>81</sup>The Nichols Papers, "Oath of Directors" manuscript, June 24, 1871.

## CHAPTER III

### PARK CITY AND THE CATTLE TRADE

#### The Chisholm Trail History

The known facts concerning the development of the roadway known at various times as Black Beaver's Trail, the Wichitas' Trail, Chisholm's Trail, the Kansas Trail, the Abilene Trail, McCoy's Trail, the Texas Trail, the Cattle Trail, the Eastern Trail, and finally, the Chisholm Trail were described earlier.<sup>1</sup> In review, it had been an old buffalo migration route. Then the Plains and other immigrant Indians had taken it over because they realized the buffalo would have used the best natural topography, making the trail the shortest, highest, and safest route with adequate watering places. Map makers working under Jefferson Davis, Secretary of War, first mapped this trail in the 1850's; then it was used by Yankees during the Civil War. Jesse Chisholm used it in 1861, to bring the Wichita Indians north to the Arkansas River junction. From 1864 on to 1873, it was used by Chisholm and other Indian traders, notably James R. Mead, William Greiffenstein, and William Mathewson, to deliver supplies, often under government contract, to the Indian Agencies in the Indian Territory.<sup>2</sup> Thus, though the trail was known and used by only a few, it was well established by

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<sup>1</sup>Bright, p. 258.

<sup>2</sup>Chapter I, pp. 4, 5, 7, 8, 13-15; Rossel works.

the dawn of the cattle era.<sup>3</sup>

It has been noted that no natural trails ever appeared around the Park City site. No outstanding traders had come into the area, or stayed there. Thus by the start of the cattle era, tiny Park City had not established any trade or commercial relations with any other place.<sup>4</sup> Wichita definitely had had the head start in all ways.

### The Cattle Trade History

The wild Spanish cattle roaming Texas were descendants of those left behind by Spanish explorers in the 16th and 17th centuries. A few of them had been driven north through eastern Kansas to Ft. Leavenworth in the 1850's, where they were sold to immigrant traders and the Army.<sup>5</sup> However, they were thought valuable only for their hides, tallow, and horns, and sometimes sold for just a cent per pound.<sup>6</sup> The so-called "Texas Fever" broke out in 1858, fatal to Kansas domestic cattle, and as a result the Kansas Territorial Legislature passed on February 1, 1859, an act stipulating that no diseased cattle could enter Kansas. This lacked enforcement and was soon violated. In May of 1861, the new State Legislature made it illegal to drive cattle anywhere in Kansas between April 1,

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<sup>3</sup>An assumption might be made that Wichita would have had a reasonably good future even if the cattle and railroad eras had never dawned, solely because of the skill and enterprise of these traders.

<sup>4</sup>Chapter I, pp. 11, 27; Chapter II, pp. 30, 50-52.

<sup>5</sup>Bright, p. 255; J. Frank Dobie, The Longhorns (Boston: Little, Brown and Company, 1941), pp. 3-43.

<sup>6</sup>The Kansas Daily Commonwealth, June 3, 1871.

and November 1, but the Civil War broke out before its effectiveness could be tested. "Jayhawking"<sup>7</sup> persisted between 1862 and 1865, but the statute passed against it in 1865 was repealed; so technically the law of 1861 was still in effect.<sup>8</sup>

A few sizable herds moved north between 1865 and 1867, going through Baxter Springs, Kansas, to Sedalia, Missouri. As much Northern-Southern antagonism still persisted, plus Texas fever memories, many cattle drovers preferred to trail west to the Arkansas River and head north away from the line of settlement up the Santa Fe Trail. But because of poor management, Jayhawking, lack of buyers, and irate farmers, such small percentages reached profitable markets that by 1867, the drives were reduced.<sup>9</sup>

The "Texas Cattle Prohibitory Law" was passed on February 27, 1867, repealing some of the 1861 law and stipulating that no cattle could be driven into the state between March 12, and December 1, except for a part of southwest Kansas. This area, west of the 6th Principal Meridian and south of township 18, proved to be the salvation of Texas cattlemen and Kansans, for they would receive millions of dollars from the cattle trade for the next 20 years.<sup>10</sup>

The McCoy brothers had been wealthy cattlemen in Illinois. Joseph G. McCoy had realized for some time that the huge Texas herds of wild longhorn cattle were a vast untapped source of wealth.

<sup>7</sup>Jayhawking here meant the rustling of fairly small herds on various threats to their owners, after which the thieves sold the cattle to eastern buyers.

<sup>8</sup>Bright, p. 255; Crawford, p. 255.

<sup>9</sup>Bright, p. 257.

<sup>10</sup>KSHS, The Laws of the State of Kansas (Leavenworth: Bulletin and Job Office, 1871), p. 263; Stevens, pp. 43-45; Kansas Daily Commonwealth, August 15, 1871.

With the Civil War over, the East had money to spend and it wanted the luxury of beef. Transcontinental rail transportation was nearly a reality. McCoy carefully studied the stories and rumors of the central and southern central United States, and decided that if the wild longhorns could only be driven inexpensively to shipping points and then shipped inexpensively to the east, a great service would be done and great wealth could result.

McCoy came west to find cooperation from a railroad, but only the Kansas Pacific agreed to work his plan, and even then did so reluctantly. He went west on their line to find a suitable location away from fences and hostile farmers. Junction City was too progressive, he thought, but tiny Abilene farther west was so sluggish he did not think its few citizens would mind.<sup>11</sup> He knew the site was about nine miles east of the 6th principal meridian, but no one seemed to care. A few Abilene citizens even encouraged him, as did the Governor, Samuel J. Crawford. McCoy knew this location was almost directly north of an established north-south trail (the Chisholm Trail) used by traders, so while building his pens, he sent his representative, W. W. Sugg, south to contact and intercept drovers and recommend Abilene as a market.<sup>12</sup> Wichita William Mathewson later met the Col. Dougherty herd and guided them north on the trail. Even though this 1867 season had a late and unpublicized start, 35,000 cattle were shipped from Abilene that summer, undoubtedly with the aid of some of the Wichita site

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<sup>11</sup>McCoy, p. 44.

<sup>12</sup>Bright, pp. 258, 261; Kansas Daily Commonwealth, August 15, 1871.

traders.<sup>13</sup>

During the 1867-68 winter, McCoy sent many men south to Texas to build up Abilene as the shipping point north of the old trail. Advertisements were sent all over the East for buyers. Also, he sent a survey team under T. F. Hersey to mark out a northern extension of the trail from the ford near the Arkansas junction. For the 1868 season, W. W. Sugg was stationed there to direct herds north.<sup>14</sup>

With cattle shipping success assured, McCoy and the Kansas Pacific were determined to satisfy all the needs of cattle and drovers alike. "The Drovers' Cottage" and supply stores were erected, and a bank was organized. Saloons, dance halls, and houses of prostitution came in from somewhere, much to the consternation of Abilene's few citizens. The cattle trade had already become the distinguishing feature of Kansas.<sup>15</sup>

The average herd at first was composed of less than a thousand head of cattle; later the herd size grew to 3000 and 4000 head of cattle apiece. On the trail, the herd might be one-quarter of a mile wide and one mile long. At first professional drovers purchased herds for driving north; later, ranchers themselves drove them north or hired trail bosses to do so. Herds started north in March or April, and after traveling about 40 days,

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<sup>13</sup>Rossel, pp. 7-9.

<sup>14</sup>Ibid.; Bright, p. 261; Joseph G. McCoy, Historic Sketches of the Cattle Trade, (Kansas City: Ramsey, Millett, and Hudson, 1874), reprinted 1951, p. 121. McCoy never considered the possibility of there being another crossing.

<sup>15</sup>The Kansas Daily Commonwealth, June 3, 1871; McCoy's example of well preparing for all drovers' and cattle needs may be a partial reason for Wichita's ultimate superiority over Park City.



arrived at the railhead from which they were shipped in late summer or early fall. Herd losses from trailing amounted to five to ten percent. The cost of trailing averaged \$1 to \$3 per head. The young cowboys earned up to \$40 per month plus food.<sup>16</sup>

The trail was extended south from Ft. Sill, I. T. to include various small trails in Texas and southern Oklahoma. It consolidated into the one long trail in central and northern Indian Territory at the Cimarron River, entered Kansas at Caldwell, ran north to Wichita, crossed the Arkansas River at the ford meeting Douglas Avenue, and ran north into Abilene. It became 200 - 400 yards wide and was pounded solidly into the earth.<sup>17</sup>

The following list represents the best available statistics on the number of cattle shipped each year. Made in 1885, it cannot be completely accurate:<sup>18</sup>

YEAR	CATTLE SHIPPED	YEAR	CATTLE SHIPPED
1866	260,000	1874	166,000
1867	35,000	1875	151,618
1868	75,000	1876	321,998
1869	350,000	1877	201,159
1870	300,000	1878	265,646
1871	600,000	1879	257,927
1872	350,000	1880	394,784
1873	405,000		

#### Park City and Wichita Want the Cattle Trail

It can be assumed that most of the 350,000 cattle of the first big season, 1869, crossed at the Wichita ford. The few traders and citizens there realized large profits in their first

<sup>16</sup>Bright, p. 259.

<sup>17</sup>Ibid., p. 258; Stuart Henry, Conquering Our Great American Plains (New York: E. P. Dutton and Company, Inc., 1930), cover map.

<sup>18</sup>Edward Everett Dale, The Range Cattle Industry (Norman, Oklahoma: University of Oklahoma Press, 1930), p. 59.

attempts to supply and accommodate the drovers.<sup>19</sup> The first known newspaper mention of Wichita commented on this when Capt. Chester Thomas reported that during his trip to "Witchita" [sic], he had seen great activity with Texas cattle swarming through on their way to the Kansas Pacific.<sup>20</sup>

Although the 1870 season dropped to 300,000, Wichitans realized even greater profits as they were better able to handle the situation. It had been incorporated as a village and had a few town officers. Their early meetings were mostly concerned with finding ways to better cope with the Texas cattle and their drovers, and to better supply their needs.<sup>21</sup> Wichita wanted both the cattle trail and more settlers desperately, though realizing the settlers would eventually want "plowboys instead of cowboys." Nearby farmers complained the longhorns were dreadful, vicious pests, stripping their feed stocks and destroying their gardens.<sup>22</sup>

Some city settlers complained the cowboys invested little money there, did not pay taxes, and had no interest in the permanent benefit of the community.<sup>23</sup> But most Wichitans were wise enough to attempt to hold the cattle trade while it lasted.<sup>24</sup>

<sup>19</sup>The Wichita Evening Eagle, October 3, 1920.

<sup>20</sup>The Kansas Daily Commonwealth, June 16, 1869.

<sup>21</sup>KSHS, "First Record of the City of Wichita, July 22, 1870-May 20, 1874," (microfilm), p. 43.

<sup>22</sup>Dick, p. 144.

<sup>23</sup>John Rossel, "The Chisholm Trail," (unpublished Master's Thesis, History Department, Wichita State University, 1937), p. 127. Hereinafter cited as Rossel Thesis.

<sup>24</sup>Dick, p. 144.

The first Vidette issue, August 13, 1870, was filled with all sorts of cattle notices, reporting that "millions" of cattle had already passed through Wichita on their way to Colorado, Nebraska, Iowa, and the East.<sup>25</sup> Another notice read that the cattle trail was permanently located there, and that when the railroads reached it, "Think, wise men of the East, and study a way to this Cattle Mecca." Still another notice read:

#### Texas Cattle

Drovers of Texas cattle are guaranteed full protection by our citizens in passing the old Wichita trail. Our citizens, without a dissenting voice, have determined that they shall not be molested while passing through the town.<sup>26</sup>

Apparently, some drovers had described the trail through Wichita as the best and most direct route between Texas and Abilene.<sup>27</sup>

The August 25th edition of the Vidette listed the names and numbers of numerous drovers and their herds which had passed through town the preceding week. Many new advertisements listed new drovers' services, including that of wintering cattle. But the most significant item was a letter addressed to "The Texas Cattle Drovers" and signed by "Many Citizens." In strong, but tactful, language the drovers were told to beware of parties south on the trail who stated a trail was open up the Arkansas River at a crossing near Park City. Drovers were warned these people would

<sup>25</sup>The November 16, 1869 issue of the Kansas Daily Commonwealth indicated farmers bought longhorns to cross with first class domestic stock. Offspring were supposed to be an excellent grade of cattle.

<sup>26</sup>The Vidette, August 13, 1870. Pioneers always put "old" in front of everything possible. Apparently this gave things a feeling of stability.

<sup>27</sup>This might indicate Wichita was already feeling competition from surrounding villages, especially Park City.

also say this route to Abilene was 20 miles shorter than through Wichita. Wichita then claimed its route to be 35 miles shorter. Their advertisements stated their prices were lower than anywhere on the trail and their suppliers gentlemen in every respect. Full protection was again promised from the Cowskin crossing south of town to 15 miles northeast of town. "Come up the old trail through Wichita and we will do you good, and allow you to go on your way rejoicing."

It is unknown when Park City initiated its campaign to change the trail to its own location. Probably it was in July when the Town Company was better organized. If the cattle entered Kansas at Caldwell and went straight north to Abilene, the claim about Park City being 20 miles closer was true. There was no natural ford at that point, however, and crossing would have been more difficult because of the high bluffs. Also, the cattle would have had to cross both the Arkansas and the Little Arkansas rivers.

Park City answered with a letter addressed to "Many Citizens."<sup>28</sup> T. C. Hamilton and James M. Reagan wrote it and harshly criticized the "rash liars" who had not signed their names to the Wichita letter. They stated Park City did indeed have the trail and a crossing, and they would prove for all that cattle were stopped and Texas drovers persecuted in Wichita. Additional notices went out to other Kansas newspapers announcing the trail had changed to Park City (did not say from where), and mentioning (with-

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<sup>28</sup>The Vidette, September 1, 1870.

out listing) new drovers' supply businesses.<sup>29</sup> Such comments were part of the Park City Town Company's daily advertisement in the Kansas Daily Commonwealth through March 1, 1871.

#### Park City's Attempts to Get a Cattle Trail

In early January of 1871, C. C. Nichols wrote that both the Atchison, Topeka, and Santa Fe, and the Ft. Scott, Park City, and Santa Fe Railroads would want to hurry to completion at Park City in time to capture the huge Texas cattle trade. They would have to come to Park City, he said, as cattle were not permitted to enter Kansas east of the 6th principal meridian under the 1867 law. As Park City was the only town west of the meridian, it would naturally become the great city of southern Kansas, and the frontier's supply headquarters.<sup>30</sup> He was, of course, correct in his statement of the law and in his subtle hint that Wichita and its trail were doing business illegally as they were east of the meridian. As a licensed Shawnee County lawyer, he may have been trying to call public attention to this illegality, and to the unwillingness of the governor to enforce the law.<sup>31</sup>

Wichita started work on the 1871 season just after Christmas. Property owners agreed to attempt to secure the trail for another year. A committee collected a contingent fund for paying damages, costs, etc., assessed against cattle drovers by settlers

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<sup>29</sup>The Kansas Daily Commonwealth, December 1, 1870. Such stories making great, but unspecific, claims appeared throughout the spring.

<sup>30</sup>The Kansas Daily Commonwealth, January 6, 1871.

<sup>31</sup>KSHS, Files of Governor Harvey. The governor indicated in an 1870 letter to a B. F. Holmes that he could not guarantee safety for cattle driven east of the 6th principal meridian, but he would not enforce the law either.

for damages sustained in driving herds through their lands in Sedgwick County. Following McCoy's example, a Mr. Fitzgerald and a D. C. Hackett were sent to Texas to attempt to secure the driving of all herds through Wichita exclusively.<sup>32</sup> Prominent committee members were N. A. English, William Greiffenstein, D. S. Munger, "Doc" Lewellen, and E. P. Waterman.<sup>33</sup>

Wichitans were most pleased to learn in early February that the Southern Kansas State Company would soon start running Concord coaches between Wichita and Ft. Sill. This would help enforce the existing cattle route, and would take the drovers quickly home after disposition of their stock. Mail would be more quickly received from north Texas. And the government would benefit as the coach line would put it into closer contact with its Indian Agencies.<sup>34</sup>

A letter from Sam Wood, one of the foremost Texas cattle owners (who also loved to write letters to newspapers), was published in February. If Wichita could guarantee safe passage from Salt Fort on the Arkansas through Wichita north to wherever the Atchison, Topeka, and Santa Fe had then reached (at that time Upper Doyle or Florence), without molestation from farmers and citizens, Wichita would undoubtedly have the trade that year. If such a guarantee were printed as a circular and sent to him, he would circulate it among cattlemen and have it published in the Texas papers. He concluded that unless all towns in southwest

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<sup>32</sup>The Vidette, January 12, 1871.

<sup>33</sup>Ibid., January 5, 1871.

<sup>34</sup>Ibid., February 2, 1871.

Kansas would unite to hold the trade, and not bicker among themselves, the trade would soon be lost to other areas.<sup>35</sup>

C. C. Nichols wrote another long advertisement-type letter to the Commonwealth in late February. Again, he reiterated the claims that Park City was on the "air line" route to Abilene, that it was the only legal cattle town, and that it was the actual rail center for central Kansas. He claimed the trail had changed way back in September, even though there were then no houses. Now, he said, there were 30, all large and comfortable. He reported that Wichitan A. F. Greenway had been at the state border at Bluff Creek to turn the cattle to Wichita, but this had so incensed the drovers, they vowed never to go to Wichita again.<sup>36</sup>

The important thing in this letter was the fact that Nichols announced Park City's juncture with the Kansas Pacific Railroad to open a new cattle trail. This one would head straight north from the Ninnescah crossing, bypassing Wichita altogether. The trail would cross the Arkansas at Park City, and would go northeast to Abilene or northwest to Ellsworth.

Abilene announced its refusal to have any more cattle herds ever again, and McCoy could not change that stand.<sup>37</sup> This meant that the Kansas Pacific had lost its trade unless it could secure a new trail, a new town, and build new facilities in time for the 1871 season. It chose Ellsworth.<sup>38</sup> At some time it agreed with

<sup>35</sup>The Vidette, February 2, 1871.

<sup>36</sup>The Kansas Daily Commonwealth, March 9, 1871. This also advertised for a steam grist mill, offering \$500 to the settler who would develop one. Nichols predicted by October this grist mill would have 20,000 mouths to feed.

<sup>37</sup>Bright, p. 261.

<sup>38</sup>The Vidette, February 25, 1871.

Park City to lay out a new trail through both places. Maj. Henry Shanklin, the former Wichita Indian Agent who had once lived with Mead, was chosen to do the survey.<sup>39</sup> If this Kansas Pacific-Park City alliance was not successful, it meant all cattle trade would continue to go through Wichita north to an Atchison, Topeka, and Santa Fe Railroad terminus. Thus the Kansas Pacific could not afford to have Wichita kept alive and was willing to unite with Park City in an effort to stop Wichita's growth, making Park City the major Arkansas Valley town.<sup>40</sup>

The Atchison, Topeka, and Santa Fe Railway was pushing west rapidly, but it was by then evident it could not be completed to its announced site on the cattle trail, 25 miles north of Wichita, by the start of the season. From there the railroad planned to go straight west instead of dipping southwest 18 miles more to Park City.<sup>41</sup>

So Park City's only chance for cattle trade was placed with the K. P.'s power to draw its former customers back. As the K. P. men were experienced advertisers and the Santa Fe personnel were not, the town had good reason for its high hopes. Nichols' published hopes remained undaunted when he reported Park City had been designated to be on the right of way of the Arkansas Valley and Rocky Mountain Railroad. "With a steam grist mill, the cattle

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<sup>39</sup>The Wichita City Eagle, February 28, 1884.

<sup>40</sup>Guide Map of the Great Texas Cattle Trail from Red River Crossing to the Old Reliable Kansas Pacific Railway, edited by the Kansas Pacific Railway Co. (Kansas City: Ramsey, Millett and Hudson, 1874, reprinted December, 1955), p. 1..

<sup>41</sup>The Wichita Tribune, July 13, 1871. Chapter IV will discuss Park City and the various railroad problems.



trail, and two or more railroads," he asked, "what other Kansas town can be doing more business?"<sup>42</sup> A later letter said Park City citizens were making arrangements to handle any trouble arising from the cattle being driven through the city.<sup>43</sup>

April of 1871 proved to be a busy month for Wichita. The City Council had daily meetings, appointing extra marshals, deputies, and a citizens' police force. An ordinance against carrying deadly weapons was drafted; funds for building a jail or calaboose were approved. The citizens themselves demanded sidewalks be built down Douglas Avenue so that the cowboys would be duly impressed.<sup>44</sup> Most of the law officers appointed at that time were not outstanding, but with the aid of E. B. Jewett, police judge, W. P. Campbell, district judge, Mike Meagher, police chief, and the citizens' police force, Wichita could look forward to a fairly orderly season. Wichitans felt confident that mob law and vigilance committees would not be necessary, and time proved them right.<sup>45</sup> Some businessmen must have realized that shrewdly managed banks always played a key part in the success of a frontier town.

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<sup>42</sup>The Kansas Daily Commonwealth, March 9, 1871; This railroad was never chartered. An Arkansas Valley and Northwestern Railroad was chartered in 1873, to go from Wichita to Ellsworth via Hutchinson. The Park City site was not mentioned.

<sup>43</sup>Ibid., March 18, 1871. No definite arrangements were ever reported.

<sup>44</sup>KSHS, "First Record of the City of Wichita" (microfilm), April, 1871, pp. 40-55.

<sup>45</sup>Spradling, pp. 40-50; Wellman, pp. 192-93; "Early History of Wichita," manuscript. Wichita luckily escaped the "reign of terror" characteristic of other cattle towns. This partially was because the town of Elgin, later Delano, still later West Wichita, had started in December, 1870, directly west across the Arkansas River. This became Wichita's "red hot" suburb during the cattle seasons, allowing Wichita to remain respectable.

The first banks organized by W. C. Woodman and M. M. Levy proved to do an enormous and lucrative business, fortunately for Wichita's future.<sup>46</sup>

At the end of the month the legislature established a state road through Wichita which crossed the river there. The Hon. J. M. Steele (now well severed from any Park City ties), had been working hard for Wichita in Washington. He announced the Land Office would move from Augusta to Wichita on July 15.<sup>47</sup> He also had secured the right to establish a national bank in Wichita. He concluded Wichita was in a condition to "dry up all the little towns rivaling it."

Due to the absence of any city records for Park City, it is impossible to know what arrangements they might have made for the approaching 1871 cattle season. But it seems reasonable to conclude they could not have made elaborate preparations nor received outside help due to the lack of far-sighted citizens and keen-minded businessmen, which Wichita had somehow managed to attract. How much each group knew of the other town's plans is unknown.

#### The Four Horsemen Thwart Park City

Maj. Shanklin had completed the survey for the Kansas Pacific - Park City Trail, and had gone south "with his African cook,

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<sup>46</sup> Ibid.; Rossel thesis, p. 127; "Historical Events of Sedgwick County" manuscript, p. 41.

<sup>47</sup> The Kansas Daily Commonwealth, May 4, 1871. Augusta continued to fight this removal and Wichita did not get the Land Office until the following summer.

mules, and ambulance," to mark the new trail with signboards.<sup>48</sup> At the Red River, he met the first herd of the season, a small one of only 500.<sup>49</sup> He guided them north, informing them that because Abilene wanted no more cattle, the old trail through Wichita was closed. Thus, he, as the K. P. agent from Ellsworth, would take them north on the new trail. On April 30, 1871, they arrived at the Ninnescah Crossing, then the McLain farm (now Clearwater, Kansas).

A McLain farm dweller immediately rode into Wichita with the news that rival Park City had outmaneuvered Wichita's trail committee and was about to get away with it. A council was quickly called where it was decided to send N. A. English, Mike Meagher, J. M. Steele, and James R. Mead down to try to turn "this living river of life and wealth" back to Wichita.

Impressed with the importance of their mission, the four horsemen quickly covered the 20 miles to McLain's, only to find the herd had already gone north. Knowing they could not ride through the cloudy night, they waited until morning. Then, after following the Kansas Pacific - Park City signboards for two hours, the horsemen caught up with the herd and Shanklin ten miles west of Wichita. Shanklin told the Wichita delegation they were too late: he had already convinced the Texans of "the truth" about

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<sup>48</sup>There seems to be no map or Kansas Pacific document to verify the survey of this trail. But because of the Mead and other newspaper stories which mention it, and because of the Town Company's "Final Account Sheet" which lists bills for it, it seems reasonable to assume such an event happened.

<sup>49</sup>The Wichita Tribune, May 11, 1871; The Kansas Daily Commonwealth, May 7, 1871. "Buffalo" signed this letter from Wichita. Probably this was Mead, as the letter content and language were in his style.

Wichita. The four horsemen noticed Shanklin's tent was full of whiskey and cigars, and decided this was his means of convincing them of "the truth." They rode on to the trail boss who then had the drovers gather around the Wichitans. They told the Texans how they had been misled off the trail, how they probably would soon be lost, and how Wichita was a paradise of a town. They then promised them safe escort and payment of all losses. Shanklin persisted saying the old trail was closed because the Wichitans would stampede and shoot the cattle, and because the Chisholm Creek crossing was a quagmire. The arguments lasted a long time. Traveling the ten miles east to Wichita would mean driving the cattle over recently burned prairie stubble. Finally, one of the horsemen took the trail boss aside "and used an argument in the way of a handsome consideration which proved more potent than words."<sup>50</sup>

The herds were turned east and Wichita received them triumphantly. After much rejoicing, the four horsemen led the drovers and cattle east on Douglas Avenue to Chisholm Creek, crossed it, and turned north. (One beef died in the quagmire, for which the horsemen paid \$15.) North of town (probably around 17th and Hillside), Maj. Shanklin appeared again "with a fresh installment of bugaboo stories." The four horsemen had the drovers stop here and sign a statement that Wichita was on the shortest, best, safest, and only practical route, and that the Wichita folks were the "cleverest" people they had ever met. The final sentence advised

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<sup>50</sup>This "consideration" probably was cash from the cattle trail committee's damages fund, plus free whiskey and a day on the town.

all Texas drovers to go only on a trail through Wichita. The four horsemen took this signed statement back to the Vidette press where circulars were made and sent all the way down to the Red River crossing.<sup>51</sup>

Park City did not hear of this event until the cattle herd was already headed north and northeast to Florence, then the Atchison, Topeka, and Santa Fe shipping terminal. They must have known immediately that they had lost their main chance to control the cattle trade for the summer and thereafter. Their good intentions in advertising about the legality of their town were no match for the sagacity and shrewdness of Wichita's city father giants. Their only recourse was to continue positive advertising by stating how many businessmen and cattle herds they had, and hope a few would come their way.

#### Park City's Cattle Trail Hopes Fade

Immediately after this event, the Wichita City Council voted to make Douglas Avenue a cattle thoroughfare clear through

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<sup>51</sup>The Wichita City Eagle, February 28, 1884. Mead told this story for the first time to the Old Settlers' Association in his customary beautiful, romantic language, but with amazingly accurate attention to detail and statistics. The other three had never mentioned the story nor left behind any trace of it. By 1884, Meagher had been killed on the Chisholm Trail, Steele had moved to Washington, and English still lived in Wichita. Mead was only 48 years old when he told this story, but he never repeated it or hinted at it again. His family has no record of it.

Shanklin left no reports behind. The Wichita Eagle and Beacon have no record that such a circular was printed. Kansas State Historical Society officials claim to have seen such a circular, but do not have one. None has been found. Owing to the stature of Mead and the reliability of his writings, plus knowing the circumstances of the time, there is every reason to believe the story is true in its entirety.

town.<sup>52</sup> Afraid to sit still after their triumph, they sent in more notices to the Commonwealth that first 3,000, then 20,000 head of cattle had just passed through.<sup>53</sup> The Wichita Tribune notices again urged Arkansas Valley towns to cooperate with Wichita since the Atchison, Topeka, and Santa Fe would soon get all the shipping business anyway.<sup>54</sup> If anyone really objected, a notice read, the cattle trail could be prevented from coming through Wichita, as it would be wrong for businessmen to benefit if the farmers suffered. Still, Wichitans would continue to ride with the herds all through Sedgwick County between settlements.<sup>55</sup> Another "Trail Executive Committee," consisting of Messrs. Mead, Kohn, Lewellen, Glasgow, Johnson, Smith, Steele, Bromwell, and English, was formed late in May to continue to fight to have the trail permanently in spite of continued opposition from Park City and the Kansas Pacific Railroad.<sup>56</sup>

A rather sarcastic article appeared in The Wichita Tribune on June 1, 1871, entitled "THE CATTLE TRAIL CHANGED--WHAT THE CHANGE WAS MADE FOR--PARK CITY ON A BENDER--THREE MEN BUTCHERED!"

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<sup>52</sup>KSHS, "First Record of the City of Wichita" (microfilm), p. 52.

<sup>53</sup>The Kansas Daily Commonwealth, May 9 and 29, 1871.

<sup>54</sup>The Wichita Tribune, May 11, 1871. Such comments were, of course, plugs for this railroad, ignoring the Kansas Pacific and a Park City trail. Even then Wichitans were negotiating for a branch line down from the railroad terminus at Newton.

<sup>55</sup>Ibid. Mike Meagher was later put in charge of herd-drover escort duty across the Arkansas ford, down Douglas Avenue, and north out of Wichita. His men stripped the drovers of their guns at the Harris House Hotel. "First Record of the City of Wichita" (microfilm), p. 56.

<sup>56</sup>The Wichita Tribune, May 18, 1871.

It stated that for months previously, Park City had been devising means of diverting the trail from Wichita. When money, town lots, and legal measures failed, they had agreed to survey the new trail running through their town on north to Ellsworth. But the first herd had arrived in Park City only one week previous, and apparently "joy and bad whisky were unconfined and all joined in the jubilee." The cattle were left unguarded and roamed at will, eventually into a cornfield. A boy was sent to drive them out, and while doing so, was seen by a herder who in his drunken state, threatened to kill him. The herder was killed by another who overheard him. A third party killed this one. A man hearing the shots rode in and killed that man, too. After this battle, The Wichita Tribune said, the trail was immediately removed to Wichita, and Park City would not attempt to move it again. The newspaper reader was here cautioned to note that these three murders had happened in Park City, not Wichita.<sup>57</sup>

The first Park City claim published in Topeka stated 30,000 Texas cattle had passed through in the last ten days, their drovers testifying Park City was better than "Witchita." They further said all town claims had filled up, but that Harvey Dunlap or the firm of Hammond and Zimmerman would help settlers find available claims seven and eight miles out of town. Fifteen new houses had been erected, they said, and a steam grist mill and brewery had been started by Newton Miller and the firm of Attmiller

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<sup>57</sup> Doubtless the story is stretched, but surely there is some truth in it. It does seem to illustrate Park City's unpreparedness for the cattle trade, and its inability to cope with the situation.

and Kahl.<sup>58</sup> The June 6th edition contained Wichita's total cattle claim of 98,799.

A scorching letter about Park City's claims and comments soon received Commonwealth publication, the only known time James R. Mead showed real anger in a published work. The trail had not changed from Wichita to "so-called Park City" or any place else, he declared. Park City writers had been flooding the Kansas press for six months with such obviously erroneous facts, he did not see how a real editor could even have considered printing them. Mead continued that a dozen frame houses scattered over a half section of land and containing two or three groceries scarcely constituted "the most promising town of the southwest," especially when it was off all highways with no communication or trade anywhere. He concluded by saying Park City's willful and persistent misrepresentation of her enemies could not change the great thoroughfare which daily bustled with drovers, teamsters, freighters, and long trains of wagons headed to and from Texas and government posts in the Indian Territory.<sup>59</sup>

A small quip in the Tribune of the same date stated that J. A. McIlvaine of Park City had been in Wichita attending court for a few days. He had said Park City was improving rapidly. Wichita answered it was pleased to learn of that.

Newspapermen must see a great deal in Sedgwick County, Topeka editors observed, as Wichita had two newspapers and Park City

<sup>58</sup>The Kansas Daily Commonwealth, June 3, 1871.

<sup>59</sup>Ibid., June 15, 1871. The same issue announced the new 90-mile state road being established between Wichita and Salina.



was still wanting one.<sup>60</sup> Newton, the new Atchison, Topeka, and Santa Fe Railway shipping terminus being built 25 miles north of Wichita, was to get a newspaper soon. Its post office had just been established.<sup>61</sup>

Mead traveled all over Kansas during the rest of June and as usual had his observations reported in the Commonwealth. Of Newton, which had been filling up rapidly since late March when the Santa Fe had first announced its plans, he observed it had no natural advantages except the almost-built railroad and the cattle trail. But this had already been enough to insure lively times for Newton as it still had no law organization of any kind.<sup>62</sup>

Joseph G. McCoy had built stockyards west of town at a cost of \$10,000. They were 300 x 450 feet, with a capacity for 4000 cattle. Six chutes had been built.<sup>63</sup> Newton, like Wichita, was east of the 6th principal meridian, but this seemed all right with the state government.<sup>64</sup> The Atchison, Topeka, and Santa Fe finally reached Newton on July 17, 1871, and began cattle shipping immediately for a brief, bloody, and reckless season.<sup>65</sup>

<sup>60</sup> Apparently James A. Hadley's venture to Cincinnati for a Park City newspaper had been a failure, if the April 20, 1871, Tribune story was true. No other mention of a Park City newspaper was ever made.

<sup>61</sup> The Kansas Daily Commonwealth, June 16 and 19, 1871.

<sup>62</sup> Ibid., June 30, 1871. Newton had been started after the legislature had adjourned; therefore it could not be incorporated until the next session in 1872.

<sup>63</sup> Ibid., August 15, 1871; Cutler, p. 772; Bright, p. 263; McCoy, p. 229. McCoy indicated he never liked Newton.

<sup>64</sup> Stevens, pp. 43-45.

<sup>65</sup> Ibid.

In mid-summer, Park City reported that 50,000 head of cattle had come through the town so far that summer.<sup>66</sup> This was the last cattle claim ever made by Park City citizens. With Newton then shipping, the small town was miles out of the way and it no longer even claimed to be on that trail. And with Ellsworth building up more all the time, the drovers soon realized the trail through Park City was much longer than if they went directly north from Cimarron Crossing, I. T. Thus it is impossible to know just how successful the Kansas Pacific - Park City Trail ever really was; A Kansas Pacific - Park City Trail never appeared in cattle trail histories or maps.<sup>67</sup> Old settlers in later years never mentioned a Park City cattle business at all. However, the Old Time Trail Drivers' Association in 1917, adopted a statement saying the Chisholm Trail crossed at Chisholm Creek near the Arkansas junction, then followed the river northwest to Fort Zarah.<sup>68</sup> This would have gone through Park City.

By late August of 1871, the Kansas Daily Commonwealth had

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<sup>66</sup>The Wichita Tribune, July 20, 1871. This edition also reported that Park City's hotel had been bought by L. M. Hammond, formerly of Topeka, who would make it one of the finest of the southwest. Also announced was that Mrs. Childs of Park City was the new County Agent for the Singer Sewing Machine Company.

<sup>67</sup>KSHS, Map Files. An exception might be Wellman's inside-cover map where a Wichita-Ellsworth Trail is identified as going through the undesignated site. The book content makes no comment on this. Other histories show tiny side trails in the general area, but the trail is not named and the town is not mapped. McCoy made no comment about such a trail, town, or Shanklin.

<sup>68</sup>Henry, p. 30. Obviously the Chisholm Trail statement is erroneous, but it may be partial evidence that such a path once went through Park City.

decided to push Wichita as the major Arkansas Valley town. The editors predicted it was definitely the city of the future, as it had managed to control the large and lucrative trade with the Indian Territory, and it had managed to hold the cattle trail, deriving full enjoyment from all its benefits. Wichita was to be congratulated on her cultured, quiet, and orderly society, maintained even during the cattle season. Its buildings of a permanent nature made the city more beautiful. The surrounding farms were well-run and contributed greatly towards Wichita's trade and commerce. The editors continued by congratulating Mead for wanting only men of "enterprise, capital, and labor" to build in "this remarkable city," and "sturdy farmers" to settle on the farmlands "as good as Iowa's" nearby. The article concluded by calling the trail "the great thoroughfare of the southwest."<sup>69</sup>

Loss of a trade trail was Park City's second, and worst, blow. Her founders seemed to realize too late the importance of establishing trade routes. They made a valiant try for a cattle trail, but they were too late. Their founders lacked the skill of knowing how to attract trade to their city. As acquiring railroads hinged largely upon personal finance and skill, plus established trade, the town probably was prepared for its final defeat at the hands of the railroads.

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<sup>69</sup>The Kansas Daily Commonwealth, August 17, September 30, October 14, 1871.

## CHAPTER IV

### PARK CITY AND THE RAILROADS

#### Early Railroad Histories

George Walter's History of Kansas, published in 1854, mentioned a map showing how a railroad would eventually parallel the old Santa Fe Trail, and how the central route of the Pacific Railroad would come from the southeast, cross the Arkansas at its junction with the Little Arkansas, and then cross the Santa Fe Trail at Ft. Atkinson.<sup>1</sup> The following year Edmund Hill of Kansas wrote from Washington that an application for a public land grant might be made at the next Congressional session for a railroad from Kansas City to Council City on the Santa Fe Trail or to some other part of the Territory. It would be an extension of the Pacific road then being constructed from St. Louis westward. In 1857, the Kansas Territorial Legislature granted a corporation charter to the St. Joseph and Topeka Railroad. The Legislature of 1859, under the guidance of Col. Cyrus K. Holliday, incorporated the outgrowth of the St. Joseph and Topeka Railroad, the Atchison and Topeka (changed by stockholder vote in 1863, to Atchison, Topeka, and Santa Fe Railway). The charter said the road would build from Atchison to Topeka, thence to the southern or western boundary on in the direction of Santa Fe. This legislature also

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<sup>1</sup>Baughman, p. 65; George Walter, History of Kansas (New York: New York Kansas League, 1854).

authorized counties to vote aid not exceeding \$100,000 per county.<sup>2</sup>

Even after Congress granted 3,00,000 acres to Kansas for the Atchison, Topeka, and Santa Fe landgrant, Holliday still could not interest Eastern capitalists. Not until 1867 did George K. Beach of New York enter into a contract to build one section. He defaulted and assigned his contract to Col. Thomas J. Peter of Cincinnati. Peter came west in 1868, to become one of the greatest railroad managers of the time. He traveled throughout the land of bison and Indians, and felt it to be a potentially rich region. He studied the attitude and quality of the few settlers, the soil fertility, climate conditions, natural trade routes, and existing county records. He became convinced a railroad would have great success.<sup>3</sup> Construction finally started in September, 1868, from Topeka to Burlingame. Each time the road crossed into a new county, it was eligible for any voted county bonds.<sup>4</sup> Nevertheless, Peter had to continually bring the moneyed men of the East to the West in an effort to get money to push the road on west.<sup>5</sup>

Building a railroad out from St. Louis running west through southern Missouri and Kansas had long been an idea. Actual construction of such a railroad started under the charter of the Pacific Railroad before the Civil War. After the war, the company de-

<sup>2</sup>KSHS, "Atchison, Topeka, and Santa Fe Railroad clippings, 1855-1904," Vol. I, pp. 82-84, 244; The Wichita City Eagle, June 7, 1872. This was raised to \$200,000 per county in 1864.

<sup>3</sup>Armitage, p. 7; The Wichita City Eagle, June 7, 1872.

<sup>4</sup>Marshall, pp. 44-45.

<sup>5</sup>Armitage, p. 7; The Wichita City Eagle, June 7, 1872; Robert L. Zane, Jr., Chief Clerk to the Gen. Supt. of the Atchison, Topeka, and Santa Fe, interview in Kansas City, Mo., July 20, 1964.

faulted and was bought by Gen. John C. Fremont, famous scout and son-in-law of the former Missouri Senator, Thomas Hart Benton. Based on his survey of 1845, he decided to build the railroad clear to San Francisco. He failed financially in 1868. His federal land grant of millions of acres and his plans were taken over by the Atlantic and Pacific Railway Company. Its charter agreed to unite with the Atchison, Topeka, and Santa Fe somewhere for a combined push to the west coast. This company was able to do little before it was sold at public auction in 1876 to Andrew Pierce of New York, who then conveyed it over to the newly organized St. Louis and San Francisco Railway Company.<sup>6</sup> Because the people of southern Kansas felt their small towns could not survive unless this railroad were built quickly, numerous charters were signed to build such a road. However, their plans were as doomed for failure as were the plans of the original charter holders. Park City and Wichita were two of the towns which felt such a railroad was necessary.

#### The Battles for Railroads Start

Sam Wood, the Texas cattleman, wrote the Kansas Daily Commonwealth in 1869, suggesting a system of railroads. One should go from Emporia to the mouth of the Little Arkansas, running on south to Red River Station and ultimately connect with the Southern Pacific at Ft. Belknap. This then would be the trunk road for

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<sup>6</sup>William E. Bain, Frisco Folks (Denver: Sage Books, 1961), p. 58; Glenn Danford Bradley, The Story of the Santa Fe (Boston: The Graham Press, 1920), pp. 216-18.

cattle and cotton shipping.<sup>7</sup>

Park City was concerned with acquiring railroads from its very start in late 1869. Wichita likewise was concerned with them by the winter of 1869-70.<sup>8</sup> Other than the county seat battle of April, 1870, whatever the two towns did about acquiring railroads was unrecorded until the first issue of The Vidette, August 13, 1870. This first issue not only talked about Park City news and cattle trail news, it also announced that the Wichita, Junction City, and Springfield, Missouri, Railroad Company had been incorporated and would construct one railroad to Junction City and another to Springfield, Missouri.<sup>9</sup> It was wanted quickly to bring down the price of lumber and provisions for central Kansas as well as to be a means for shipping Sedgwick produce and Texas cattle. Of course, this railroad would go too far east to include Park City.

A notice printed in this same paper from the Board of County Commissioners read that Sedgwick voters would vote on September 25, for approval of \$200,000 railroad bonds to be given

<sup>7</sup>Kansas Daily Commonwealth, July 23, 1869. Wood felt this and other proposed roads would do more to civilize the Indians "than all the Quakers of Philadelphia." Armies would no longer have to be stationed and the Indians would quickly be absorbed, ending the Indian problem. Also, northern immigration pouring south would "loyalize" Texas. Wood's 1871 letter is mentioned in Chapter III, p. 65.

<sup>8</sup>Numerous charters in the "Corporation Charter Books" include Wichita's name in the 1869-72 years. Prominent names appear on only a few. Park City's name appears only on the charters mentioned in this paper.

<sup>9</sup>KSHS, "Corporation Charter Books," Vol. II, pp. 528-29. Prominent Wichita signers were Greiffenstein, English, Van Trees, and David Payne. Others were from Junction City, Emporia, and Marion. Such a railroad would have connected Wichita with both the Kansas Pacific and the proposed St. Louis Railroad.

to the first approved railroad built to Wichita, along with a depot, by January 1, 1872. The approved four railroads were the Atchison, Topeka, and Santa Fe; the Kansas City, Burlington, and Santa Fe;<sup>10</sup> the Humboldt and Arkansas River, and the St. Joseph and Wichita Railroad. Stock would be paid for in 30 years at 7% interest.

The citizens of Marion approved a resolution that a railroad from the Missouri River to Wichita was "one of the most feasible and important of modern enterprises" because of the immense cattle trade waiting to pass over it.<sup>11</sup> The Wichita Vidette used this resolution heavily in its advertising campaign for the bonds.<sup>12</sup>

The bond vote was held September 26, 1870, and was passed by a majority of 317. Altogether 525 citizens voted.<sup>13</sup> No mention was made of how Park City voted, but it can be assumed many of the negative votes came from there. Actually, as there were no published routes for any of the four approved railroads, there was no real reason why Park City should have been opposed to the bonds.

This same issue of the Vidette printed a Commonwealth article which reported the Atchison, Topeka, and Santa Fe was being pushed forward to the Arkansas immediately, following the level valley of the Cottonwood River. It had not yet been determined where the

<sup>10</sup> Mead had an interest in this railroad, chartered February 4, 1870.

<sup>11</sup> Bradley, pp. 82-84.

<sup>12</sup> August 25, 1870.

<sup>13</sup> The Vidette, October 13, 1870; Cutler, p. 1385; "Historical Events of Sedgwick County" manuscript, p. 36.



road would cross the Arkansas, but it was certain a large town would spring up there. Possibly the railroad company would donate a site to Texan interests who would build a town to be the depot for their cattle traffic.

The following issue severely chided Sedgwick County for its "silly railroad fever," while losing sight of her real wealth: rich land, mineral wealth, climate, and natural cattle trail. As the railroads knew this, they should seek Wichita, rather than Wichita and Sedgwick County seek them. The paper predicted the Atchison, Topeka, and Santa Fe would be held up at the Doyle Creek junction with the Cottonwood River (Florence, Kansas) for several years, so if another of the approved four railroads could reach Wichita first, the gigantic claim of the bonds, commerce, and the cattle trail would be theirs.<sup>14</sup>

Park City's first known railroad activity was the December 2, 1870 incorporation of the Ft. Scott, Park City, and Santa Fe Railroad Company, by D. M. V. Stuart, D. A. Bright, J. M. Hammond, and T. N. Dunlap. Stuart was instigator and president.<sup>15</sup> It would connect at Ft. Scott with the air line railroad being constructed from St. Louis, go through Humboldt, Eureka, and El Dorado to Park City (avoiding Wichita completely), connecting there with the Atchison, Topeka, and Santa Fe Railway.<sup>16</sup> Such a railroad would

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<sup>14</sup>The Vidette, October 20, 1870.

<sup>15</sup>Edwards, p. 11; Larned Tiller and Toiler, December 19, 1952.

<sup>16</sup>KSHS, "Corporation Charter Books," Vol. III, pp. 44-46. It would be 175 miles long, in perpetual existence, and built of standard gauge track. Capital stock would be five million dollars with fifty thousand shares selling at \$100 each. Business would be carried on at Park City, although nine of the directors lived in Pennsylvania, Ohio, Missouri, and eastern Kansas.

give Kansas direct communication with the East.

At the start of 1871, a C. C. Nichols letter was printed in the Commonwealth which claimed surveys for the Ft. Scott, Park City, and Santa Fe Railroad were already underway from St. Louis. He added that the section between Ft. Scott and Humboldt should be done by the coming spring. Park City felt confident, he said, that this road would build hurriedly in order to reach Park City, the Atchison, Topeka, and Santa Fe connections, and the cattle trade bonanza coming through there.<sup>17</sup> Another letter quickly followed in The Vidette stating "the number of new railroads pouring into it [Park City] is immense, coming in from all directions."<sup>18</sup>

Announcement was made soon thereafter of the formation of the Wichita, San Antonio, and Red River Railroad Company. W. B. Hutchison and Fred Sowers, owners of The Vidette, N. A. English, one of the "four horsemen," and Messrs. Greiffenstein, Hackett, Price, Van Trees, Smith, and Walker were to be directors.<sup>19</sup> This was a company such as was suggested by Sam Wood in his letter of July 23, 1869. Probably it was formed with the idea of attracting the Atchison, Topeka, and Santa Fe to that point, connecting there with the new railroad's Wichita depot, and then being able to control the Indian Territory trade and the cattle trade. Obviously, such a plan completely ignored Park City. Wichita apparently still

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<sup>17</sup>Kansas Daily Commonwealth, January 6, 1871.

<sup>18</sup>January 12, 1871.

<sup>19</sup>The Vidette, January 26, 1871; KSHS, "Corporation Charter Books," Vol. II, pp. 613-14. The charter was actually filed October 24, 1870. Other signers were from Sumner County, Leavenworth, and Junction City.

felt sure she would be the southern Kansas terminus for the Atchison, Topeka, and Santa Fe Railway because she published a notice that iron and bridge timbers were being piled up there ready for the advance work crews out of Emporia.<sup>20</sup> The following month the paper reprinted a letter from the Attorney General, Amos T. Ackerman, to the Secretary of the Interior, Columbus Delano, stating that the Atchison, Topeka, and Santa Fe had filed a map of their proposed railroad to be built from Emporia to Wichita. Wichita rejoiced at this confirmation, but did not expect the railroad to get past Florence that year. The paper also reported that the Kansas City, Ottawa, and Santa Fe Railroad would soon start building, and hoped to reach Wichita within a year.<sup>21</sup>

Sometime in the spring of 1871, fearful rumors began to circulate that the Atchison, Topeka, and Santa Fe would build to neither Wichita nor Park City.<sup>22</sup> Still, Topeka editors continued to praise Wichita for her enterprise in getting the railroad.<sup>23</sup> The Land Office, still at Augusta, received a letter from the Commissioner of the General Land Office at Washington with the plats, maps, etc., stating that the final location of this railroad would be at or near Wichita. A private letter to The Vidette said that "the road will cross the Little Arkansas at this point, run between

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<sup>20</sup>The Vidette, January 26, 1871.

<sup>21</sup>Ibid., February 25, 1871.

<sup>22</sup>Actually, no evidence has as yet been found to indicate that the Atchison, Topeka, and Santa Fe ever considered Park City in its plans.

<sup>23</sup>Kansas Daily Commonwealth, March 3, 1871. Commonwealth writers seldom commented directly on Park City's and Wichita's letters, but when making comments on the two cities themselves, they seemed to show a slight preference for Wichita by 1871.

the two rivers to Park City, thence up to the big bend of the Arkansas.<sup>24</sup>

Many late 1870 and early 1871 maps indicated this to be true. An 1870 Rufus Blancherd map printed in Chicago showed that the Atchison, Topeka, and Santa Fe was to stop at Wichita. Park City, Newton, and Sedgwick were not even located at all. A George F. Cram map indicated the same thing. A Railroad and Sectional Map of Kansas published by E. H. Ross, St. Louis, Missouri, showed the railroad entering Wichita from Cottonwood Falls rather than Emporia and Florence. It also showed the proposed Kansas, New Mexico, and Santa Fe Railroad going from Wichita through the Park City site (not mentioned by name) to the Santa Fe Trail. A similar railroad went north from Wichita through the Valley Center site (not mentioned by name either) to Ellsworth.<sup>25</sup>

But sometime in mid-March, 1871, the dreaded announcement finally came: the Atchison, Topeka, and Santa Fe Railway would not build south to either Park City or Wichita; instead it would build immediately to a site 25 miles north of Wichita on the Chisholm Trail, the site to be named after Newton, Massachusetts.<sup>26</sup> No actual document giving the exact reasons for this has been found, but a number of things undoubtedly entered in this decision, all of which could have caused the final change. Perhaps the most important reason was the fact that the Osage Indian Lands, extending to five

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<sup>24</sup>The Vidette, March 11, 1871. More proof of this newspaper story has not been found.

<sup>25</sup>KSHS, Map Files, "Kansas, 1861-79," "Railroad Lines and Lands (Kansas and out of state)."

<sup>26</sup>Marshall, pp. 44-45.

miles north of Wichita, could not have been given as landgrants to the railroad. As the landgrant would be forty miles wide at that point, the railroad would have to go at least twenty miles north of the Osage Land border to get all its promised lands.<sup>27</sup> Also, the railroad was so pushed for time and money, as it had to reach the unsurveyed Colorado border by March 1, 1873, under the terms of the charter, that it would not have wanted to take the time or the money to build clear down to Wichita, even though promised \$200,000 in County railroad bonds to do so. As the Arkansas River was still quite wide in the early 1870's, and as the Wichita-Park City region was all bottom land, railroad surveyors might have considered the area a bad building risk, subject to shifting soil and flooding.<sup>28</sup> The Santa Fe did not have a policy of avoiding old established towns and building its own, as did some railroads, but it would not hesitate to do so where necessary. They preferred to keep a number of small towns along its tracks rather than one or two large towns.<sup>29</sup> Perhaps officials felt Wichita might be so large soon that it would dry up the other small towns around her. Whatever role politics played seems to be unknown.<sup>30</sup>

Rumors circulated that Park City's leaders were so confident that the Atchison, Topeka, and Santa Fe would have to come through

<sup>27</sup>The Wichita Tribune, July 13, 1871; KSHS, Map Files, "Railroad Lines and Lands (Kansas and out of state)."

<sup>28</sup>Robert L. Zane, Jr. interview, July 20, 1964; Marshall, p. 51.

<sup>29</sup>Armitage, pp. 8-9.

<sup>30</sup>Undoubtedly Mead, Steele, Greiffenstein, and others fought hard to get the line. The fact that Wichita did not get it might well be the origin of the Topeka-Wichita and Newton-Wichita feuds which still continue today.

their town in order to get their landgrants, and indeed, even in order to exist, that they made little effort to convince officials of their town's attributes. Another rumor hinted that the Santa Fe had offered to come through Park City in exchange for one-half the townsite, but Park City had stood defiant and refused to consider it unless the company paid them instead.<sup>31</sup>

By the end of March, 28 homesteads had been taken out near the new Newton, located in Section 17, Township 23, Range 1 east in Sedgwick County.<sup>32</sup> Grading crews, gambling tents, saloons, prostitutes, etc., soon arrived and the roughest kind of lawlessness prevailed.<sup>33</sup> As the legislature had already finished its session, the town could not be incorporated nor city officials elected. Since most of the townspeople were transients anyway, such an election could scarcely have made any difference.

The Atchison, Topeka, and Santa Fe pushed rapidly west to its new terminus at Newton. Desperately short of cash, officials realized they would have to depend largely upon cattle shipping for money. One hundred stock cars were delivered.<sup>34</sup> T. J. Peter, in particular, analyzed the cattle shipping situation. When cowboys observed that steam engines and whistles caused the cattle to stam-

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<sup>31</sup> Bentley, p. 422; The Wichita Evening Eagle, March 19, 1941; Mrs. Alex Clark, Valley Center, Kansas, personal interview, August 1, 1964. As Park City was only five miles north of the Osage Trust Lands, the Santa Fe could not have had her full land grant there either. Both rumors sound quite unrealistic.

<sup>32</sup> Kansas Daily Commonwealth, March 21, 1871.

<sup>33</sup> Marshall, pp. 44-45.

<sup>34</sup> Kansas Daily Commonwealth, April 16, 1871.

pede and thereby lose tonnage at a rapid rate, Peter ordered the engineers to merely coast with engines off when cattle were sighted.<sup>35</sup> But Peter also knew that the more quickly the railroad was built to handle the cattle trade, the more quickly farmers would arrive to close off the trail with their small farms and barb wire. Knowing this would eventually happen to Newton, he probably was favorably inclined to any plan to build branch railroad lines to towns further south on the Chisholm Trail.<sup>36</sup>

Indeed, Wichita rose out of her gloom about not being on the main line and began agitation immediately for a branch line south from Newton. There was fear of losing most cattle trade profits to Newton, losing thousands of cattle altogether to Ellsworth (possibly using the Park City trail to get there), and ultimately losing the county seat. Speculation abounded that the other three of the approved railroads in the bond election would not build there.<sup>37</sup> Wichitans therefore realized that their entire immediate future depended upon immediately securing a branch line from Newton for complete control of the cattle trade. Steele, Hutchison, Mead, and other city leaders began talks with Peter and other officials in Topeka. By the end of May, The Commonwealth released a statement that railroad officials had assured prominent Wichitans a line would be built to Wichita from Newton.<sup>38</sup> Peter even went to New York hoping to get eastern capitalists to invest

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<sup>35</sup> Marshall, p. 55.

<sup>36</sup> Ibid., pp. 55-57.

<sup>37</sup> Stevens, pp. 21-22.

<sup>38</sup> The Kansas Daily Commonwealth, May 30, 1871.

in such a project, but they would not.<sup>39</sup> It was realized that private local financing would have to build the road. James R. Mead started local action when he wrote the following letter:

Wichita, Kansas  
June 2, 1871

T. J. Peter, Superintendent and General Manager

Dear Sir:

Upon what terms will you build a branch of your road to Wichita?

Very respectfully yours,  
J. R. Mead

The following letter soon answered his:

Osage City, Kansas  
June 5, 1871

Hon. J. R. Mead  
Wichita, Kansas

Dear Sir:

In answer to yours of the 2nd will say, if your people will organize a local company and vote \$200,000 of county bonds, I will build a railroad to Wichita within six months.

T. J. Peter  
Supt. & Gen. Mgr.

Soon after the above letters<sup>40</sup> were exchanged, a charter was signed for the Wichita and Southwestern Railroad. The directors were C. K. Holliday and T. J. Peter of Topeka, J. R. Mead, C. F. Gilbert, J. M. Steele, William Greiffenstein, H. C. Sluss, Sol H. Kohn, S. C. Johnston, George Schlichter, and G. H. Smith of Wichita, Frank Fulton of Sedgwick, and R. P. Muse of Newton. Starting

<sup>39</sup>Marshall, p. 57; Bradley, pp. 84-85.

<sup>40</sup>Sedgwick County Album, pp. 155-60. Several histories quote these letters, and each says the originals have not been found.



between Peabody and Newton, the road would continue through Wichita to the south line of Kansas; a total distance of 90 miles. Five thousands shares would be sold at \$100 each.<sup>41</sup>

Noticeably lacking were any signers, or even any comment, from Park City. Probably the Wichita men kept these plans secret or else refused to admit any Park City signers. During this March-May period, the Park City leaders had been busy with other railroad ideas. A letter had reached the Commonwealth from "Z" (probably J. L. Zimmerman), of Park City telling of a meeting between the Ft. Scott, Park City, and Santa Fe Railroad officials with Col. D. M. V. Stuart. "Z" disputed the statement that this was only a paper railroad and claimed the part to Humboldt would still be built that year. When connected with the St. Louis line, the entire southwest would be opened, he said.<sup>42</sup> "Z" also said that the Arkansas Valley and Rocky Mountain Railroad would be second only to the Union Pacific. Starting at Napoleon, Arkansas, it would go the entire length of the Arkansas Valley through Park City to the Rocky Mountains. This would open the Middle West, he claimed, to European shipments coming up the Mississippi from New Orleans to the mouth of the Arkansas at Napoleon.<sup>43</sup> Also, Park City leaders were out on the Park City trail during this time trying to get more

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<sup>41</sup>KSHS, "Corporation Charter Books," Vol. III, pp. 380-82. The charter was filed June 22, 1871. Only Mead, Greiffenstein, Holliday, Peter, and Gilbert actually signed the charter. Topeka predicted that with men of this quality, Wichita would grow with unprecedented speed.

<sup>42</sup>Other small Kansas papers, such as the El Dorado Times, always discussed this line as if it were going through Wichita. They never mentioned Park City.

<sup>43</sup>Kansas Daily Commonwealth, March 18, 1871. As was previously cited, this road was never chartered.

herds to come through, and probably were not able to keep up with the news.<sup>44</sup>

Just as the Wichita and Southwestern Railroad charter was signed, Wichita issued a plea for surrounding rival towns to stop trying to get the county seat and instead unite in building up the one town which had the greatest natural advantages of becoming a metropolis. Wichita predicted a 20,000 population and complete trade control of the southwest within ten years.<sup>45</sup> The only things still lacking were the land office, which they would soon get, a railroad bridge, and wagon bridge.<sup>46</sup> Park City never made any known effort to get the land office (they did not seem to appreciate its value toward city growth at all) or to build a bridge at her cattle trail crossing.<sup>47</sup>

In Mead's June findings for the Commonwealth he extended congratulations to the surveyors on their choices of Florence and Peabody as station points, but of Newton, he said the site had nothing to recommend it except the cattle trail and the new railroad. He added Newton would be the connection point for the new Wichita and Southwestern Railroad if Newton would cooperate and

<sup>44</sup>The Nichols Papers, "Final Account Sheet." Numerous "Trail" expenses are listed for this period by the four owners, indicating they were away from the town.

<sup>45</sup>The Wichita Tribune, June 22, 1871.

<sup>46</sup>Ibid. A Wichita Bridge Company charter had been filed in the "Corporation Charter Books," Vol. II, p. 522, on August 16, 1870, with Greiffenstein, Waterman, English, David Payne, and others as directors.

<sup>47</sup>J. A. McIlvaine reported in The Wichita Weekly Eagle, February 21, 1884, that he, W. T. Jewett, and others always talked about such things but never quite got them done. This is quite in line with other historians' opinions.

take the proper interest.<sup>48</sup> Newton definitely had its problems. Other than the few homesteaders near town, there were scarcely any real citizens. The railroad men had nothing to do in their leisure time but drink and gamble, and the incoming drovers did likewise. These people were not much interested in Wichita's railroad problems.<sup>49</sup>

The Wichita and Southwestern Railroad directors had realized that the previously-voted \$200,000 county bonds were void because theirs was not one of the four approved railroads. New elections would be necessary. Park City was certain to fight as was Sedgwick, because neither was on the direct line. Newton would strongly oppose, maybe, because the new railroad would cause her to lose her southwest supremacy. Mead, Steele, and Fulton circulated a petition for submission of the bond question to the Sedgwick County voters. Peter came to Wichita to help with the petition.<sup>50</sup> The July 13th Tribune printed the petition for the bond vote with its 80 signatures. Most of these were known Wichita names with only two known signatures from Park City: John A. McIlvaine and William T. Jewett. Santa Fe officials Holliday and Peter also signed it. The \$200,000 would be payable 30 years from date of issue at 7% per year. Sedgwick County would be the sole stockholder. The bonds would be paid as ordinary taxes at less than one cent per acre per annum tax on the land. The interest

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<sup>48</sup>Kansas Daily Commonwealth, June 30, 1871.

<sup>49</sup>Marshall, p. 51. A later issue of the Commonwealth, August 15, 1871, said that Newton was a living legend of "roughness, chaotic society, and original sin...." Its population then included 1200-1500 transient people, among them 200 drovers and buyers.

<sup>50</sup>Stevens, p. 28; Kansas Daily Commonwealth, July 12, 1871.

would be paid for by the tax on the rolling stock and track of the railroad. It was claimed that if the bonds were passed, settlers would be free of land grabbers and extortionists as all money expended would be within the borders. Laborers, merchants, and mechanics would be well supported by this. The company would control its own road and would connect quickly with a road built from Salina or Junction City, resolving the big complaint that theirs would be just a branch road. The final surveyed route was announced as starting at Newton (not between Newton and Peabody) thence down Sand Creek and the Little Arkansas to Wichita. The extension south would come later. This meant that Sedgwick's vote had been assured by promise of a station, even though it was somewhat out of the way. Park City, far out of the way, was not even considered.<sup>51</sup> Apparently, the directors felt the town was no longer worth worrying about or else decided to take their chances rather than go to so much added expense by building that far west.

The issue continued with the plea that unless the county was willing to build up the railroad system, all Sedgwick County would be just a tributary to a large city built where the Atchison, Topeka, and Santa Fe crossed the Arkansas River in the southeast corner of Rice County. Then Sedgwick County would lose all profits and communication derived from the Arkansas Valley inner-trade, the Indian Territory trade, and the Texas cattle trade.

Newton still loomed as the major hurdle. This was evidenced by a letter addressed to "Honorable Narrow'gauge" in Topeka, signed by a "J. R. M." It strongly suggested that a "Topeka and South-

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<sup>51</sup>Edwards, p. 5.

western" line be laid from Topeka to Wichita, via Council Grove, Marion, and Peabody, as Newton was doing nothing to secure the Sedgwick County \$200,000 bond election. It also suggested that if the Kansas Pacific wanted any more business after that season, it would have to build a road from Topeka or Junction City to Wichita.<sup>52</sup> However, sometime before the election, an agreement with Newton was reached saying Wichita would not fight a proposal for the northern end of Sedgwick County to be cut off and a new county formed with Newton as its county seat.<sup>53</sup>

Until the election, Park City opposed the bond issue bitterly, but offered no other solution. Whatever citizens she had then apparently realized an extension that far west was impossible.<sup>54</sup> Nevertheless, W. T. Jewett and John A. McIlvaine publicly retaliated by claiming the bond petition they had signed was a fraud, a swindle, and would be an unjust burden on Sedgwick County citizens. Saying they were the official representatives of Park City's citizens, they met with Mead, Sluss, Steele, and Kohn, and declared that only if the railroad would go through Park City would the city give its 200-majority (no claim of 300 citizens here) to the bond issue passage. Otherwise, they would vote united against it. The Wichita men declared that "Jewett and Company" could vote against

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<sup>52</sup>The Kansas Daily Commonwealth, August 2, 1871.

<sup>53</sup>Stevens, p. 28; The Wichita Evening Eagle, April 16, 1922; Cutler, p. 722. Newton's few citizens were unhappy in Sedgwick County supposedly after their Republican delegate number was cut back from seven to three at the county Republican convention.

<sup>54</sup>Bentley, pp. 418-20.

it.<sup>55</sup>

Another story in the same edition said that "a disaffected section of Sedgwick County known as Park City" was circulating a notice to the unsuspecting urging them not to make their county the best, saying the Wichita and Southwestern Railroad Company was dishonest, and the bond interest impossible to pay. Wichita continued to answer saying Park City had engaged in name calling against the County Commissioners for wanting to hold an election and against the men who had the county's welfare at heart. Then Park City was severely accused of juggling the bond figures around to suit its own purposes. Park City should realize, Wichita editors wrote, that if the bonds passed, their town as well as others near the railroad would get a large portion of the trade coming from the northwest and west. If they continued to work to defeat the bonds, Park City, Wichita, Sedgwick, and all the other Sedgwick County towns would continue to pay ox team rates while other counties got all the business. A final announcement was made for Park City citizens that on Monday, August 7, 1871, Governor Samuel J. Crawford, Col. C. K. Holliday, and other able speakers would speak in Park City on the wonders of the railroad.<sup>56</sup>

An apologetic story appeared just before the election, saying The Tribune was sorry it was not able to print Park City's copy against the bond issue. The copy had been set up for print, but some over-zealous enthusiast stole the rollers with the copy

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<sup>55</sup>The Wichita Tribune, August 3, 1871. McIlvaine and Jewett also said they would raise the bond issue to \$250,000 if they could be on the route, perhaps not knowing that \$200,000 was the legal limit.

<sup>56</sup>Ibid. Unfortunately, this meeting and its results apparently were not recorded.

set; thus the story could not be run. The paper said that while it was whole-heartedly for the bonds, it was still sorry this unfortunate, undemocratic thing had happened.<sup>57</sup>

The election was held on order of the Board of County Commissioners August 11, 1871,<sup>58</sup> and probably was far more exciting and high-pitched than was the county seat election of 15 months previous. Certainly more was at stake this time. Park City had lost the county seat to Wichita and the cattle trail to Wichita and Newton. Now the town feared being shut off forever by the railroad which would serve Wichita, Sedgwick, and Newton. This was a fight for life and her citizens knew it. Wichita felt that loss of the bonds would cause her growth to stop, but did not fear immediate death. Sedgwick probably did. Newton knew her small rough town would remain important either way.<sup>59</sup>

The first newspaper report on the elections came from Topeka rather than Wichita. It announced Wichita's future was secured, as all Sedgwick County precincts, except Park City, had voted for the \$200,000 Wichita and Southwestern Railroad bonds by a vast majority. The editors said they hoped this would quell forever the nasty rumors of Wichita's low society continually sent in by small rival towns.<sup>60</sup> Wichita's first newspaper report of the elections was not printed until September, when it announced

<sup>57</sup>The Wichita Tribune, August 10, 1871.

<sup>58</sup>Cutler, p. 1385; "Historical Events in Sedgwick County" manuscript, p. 36.

<sup>59</sup>Edwards, p. 8.

<sup>60</sup>Kansas Daily Commonwealth, August 1 and 17, 1871. Making snide remarks about a larger town's morals seemed a common practice on the Kansas frontier, with Wichita getting the brunt of it in the Arkansas Valley.

that although the railroad bonds had been passed, the bridge bonds had been defeated four to one. The editors felt that a "nasty little clique" was responsible for this.<sup>61</sup> Later, Topeka reported the bonds had passed by a 500-majority with Wichita giving 599 "yes" votes, Newton 124, Waco Township 24, "and Park City dead against it."<sup>62</sup> Still later, Wichita said Park City had submitted 400 negative votes.<sup>63</sup> Other writers said the majority for the bonds was only 336.<sup>64</sup> As county records did not start until 1872, there is no exact way of knowing the true results.<sup>65</sup> Bentley wrote in 1910, that there was evidence some Wichitans voted twice, plus having all the drovers vote. But in Park City, he added, fictitious names had been compiled of people to vote against the bonds; all available trail hands voted, and so did even all the numerous dead relatives back in the Ohio Valley. Altogether, Park City had submitted 1000 votes, which were so obviously fraudulent, the County Commissioners had ordered them thrown out.<sup>66</sup> A story added to the legend much later said name inventing and voting went on in both cities all through the night.<sup>67</sup>

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<sup>61</sup>The Wichita Tribune, September 7, 1871. In previous issues, The Tribune editors had frequently called Park City "a nasty little clique."

<sup>62</sup>The Kansas Daily Commonwealth, September 15, 1871.

<sup>63</sup>The Wichita Tribune, November 16, 1871.

<sup>64</sup>"Historical Events in Sedgwick County" manuscript, p. 36; Stevens, p. 28.

<sup>65</sup>Stevens, p. 24.

<sup>66</sup>Bentley, pp. 418-20.

<sup>67</sup>The Wichita Morning Eagle, January 13, 1957. These stories are much the same as stories told long years after the county seat election. The degree of truth in any of them is questionable.



The obvious fact remained. Whatever Park City's vote was, it lost. It accused Wichita of foul play but could not substantiate those claims. It could no longer offer any resistance to the growth of any town in the Arkansas Valley. The Town Company and the citizens themselves must have realized that there was no longer any hope for future growth. The owners did manage two more lot sales, probably planning to use the money to help balance the huge debt they had incurred.<sup>68</sup> Sometime during that fall, Eright, McIlvaine, Hawkins, and Nichols agreed that as of the year's end, December 30, 1871, their town-building attempt would be all over.<sup>69</sup>

#### Park City Begins to Wane

Once the elections were over, it seemed all Kansas except Park City plunged with enthusiasm into following the progress of the Atchison, Topeka, and Santa Fe Railway and the Wichita and Southwestern Railroad. The Santa Fe officials announced the road west of Newton would go to old Ft. Zarah (later Great Bend).<sup>70</sup> C. C. Hutchinson announced that in contract with the Santa Fe officials, he would lay out a town directly west of Newton where the Santa Fe railroad would meet the Arkansas River. With its Santa Fe roundhouse and repair shops, Hutchinson would soon become

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<sup>68</sup> DeVore Abstract.

<sup>69</sup> The Nichols Papers, "Final Account Sheet."

<sup>70</sup> The Kansas Daily Commonwealth, September 15, 1871. This meant the Park City land was within the landgrant strip owned by the Atchison, Topeka and Santa Fe, but according to its Landgrant Map of 1878 (KSHS, Map Files, "Kansas, 1861'79"), it was on an alternate section now owned by the railroad. There is no indication that the sale of these lands (sometimes at \$4.71 per acre) influenced in any way the life or death of Park City.

the county seat of Reno County.<sup>71</sup> This completely dispelled stories that the Santa Fe had accepted the Park City Town Company's rumored offer of their townsite and \$15,000 in bonds to build southwest to there.<sup>72</sup>

Ground was broken for the Wichita and Southwestern Railroad September 27, at Wichita. Local labor worked under the supervision of T. J. Peter, contractor, and Fred Lord, engineer. The company, with Mead as President, decided the depot would be on Mead's land. It determined the right-of-way from Newton and secured the land, much of it donated. Although contracts and sub-contracts were let in September, actual construction between the two towns did not get underway until the following spring.<sup>73</sup>

Even though the bridge bonds had been defeated, Mead and others felt one must be built anyway to complete all cattle trade facilities and to insure supremacy over the entire area. Financed privately at \$27,500, it was built across the ford at Douglas Avenue, on Greiffenstein's land, over the Arkansas River by Baker's Truss Bridge Company of St. Joseph, Missouri. Tolls the following season would pay for the rest of the \$64,000 cost.<sup>74</sup>

Wichita continued to report that the Ft. Scott, Humboldt,

<sup>71</sup>The Kansas Daily Commonwealth, October 15, 1871; Cutler, p. 1371. Hutchinson planned his town with streets each 100 feet wide. He further stated that no liquor or saloons would be allowed there. He later found he could not enforce this, and when he asked Santa Fe officials for help, they said they had neither the money nor the manpower to back him on this.

<sup>72</sup>The Wichita Tribune, September 7, 1871.

<sup>73</sup>The Kansas Daily Commonwealth, September 28, 30, 1871; Stevens, p. 28; Rapp, pp. 49-55.

<sup>74</sup>Ibid., September 28, 1871. Probably the Wichita Bridge Company built this.

and Western Railroad would come to Wichita within 12 months. Apparently Park City's being on this route had long ceased to be considered.<sup>75</sup> Yet a later Commonwealth indicated the route had been permanently set to cross the Arkansas at Wichita, then proceed up the river to Park City, and then go on to Hutchinson. There it would cross the Atchison, Topeka, and Santa Fe tracks and go on north to Ellsworth, joining there with the Kansas Pacific. This would have to be financed through settler aid as the lands along the route had already been sold.<sup>76</sup> No mention was made here of the former plan to unite with the Atchison, Topeka, and Santa Fe, going on southwest to Santa Fe, New Mexico.

On November 13, 1871, county elections were held, and almost the entire Democratic ticket was elected. Newton was elected county seat of Harvey County, even though the new county was not officially created until February 29, 1872.<sup>77</sup> The Park City votes were disputed as it was thought the ballot box was stuffed and the polls kept open illegally. The votes were thrown out completely when the elections were over.<sup>78</sup> The November 16th issue of the Tribune published this satirical account of Park City:

In the railroad bond election, there were 400 votes, but at the County Officers Election, the township turned in only 137 votes. Previously the township threatened to leave the county if the bonds passed. Now they are putting their threat into execution.

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<sup>75</sup>The Kansas Daily Commonwealth, October 14, 1871.

<sup>76</sup>Ibid., January 16, 1872.

<sup>77</sup>The Wichita Tribune, September 21, 1871. When the division became final, Newton refused to pay her Sedgwick County railroad bond obligations, resulting in long court battles and hard feelings between the two cities even to this day.

<sup>78</sup>The Kansas Daily Commonwealth, November 15, 1871; The Wichita Weekly Eagle, February 21, 1884. McIlvaine recalled four times as many votes were cast as there were remaining citizens.

Such an article referring to township, rather than town, or even townsite, indicates that Park City had become quite depopulated since the bond election, or else had been guilty of the irregularities described by later writers.

Until the year's end, Wichita continued to write about her railroads. Park City remained silent and the Town Company was not heard from again. Toward the end of December, The Commonwealth reported on a new railroad company supposedly composed of the best railroad men of Kansas and the East incorporated with the name of the Sedgwick and Cimarron Valley Railroad Company. Its initial point would be Sedgwick and it would run southwest by way of the great salt plains to the line of the proposed Southern Pacific Railroad. The preliminary survey ran through old Park City, to which the railroad planned to be by July, 1872.<sup>79</sup> W. T. Jewett had helped with this survey.<sup>80</sup> Signers had been T. S. Floyd, W. Hard, C. K. Holliday, J. Safford, and John Guthrie. Additional directors would be William Cargden of Sedgwick and former Governor Samuel J. Crawford of Lyon County. The same paper also announced the formation of the Southwestern Land Company, composed largely of the same men. Its purpose was to buy lots and townsites all along the railroad's route, and then sell the same. The men reported they had bought the entire townsite of Park City and even laid off an addition, making it the fourth railroad town of the

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<sup>79</sup>The Kansas Daily Commonwealth, December 21, 1871; KSHS, "Corporation Charter Books," Vol. III, pp. 619-21. This had been filed October 30, 1871. Park City had not been mentioned here in the route's intentions at all.

<sup>80</sup>The Wichita Weekly Eagle, February 21, 1884.

county, even though less than two years old. This charter had been filed October 31, and November 1, 1871, with few additional names, notably W. W. Gavitt, and Edwin and C. G. Scott, General Agents, and a J. M. Steele, listed as being from Lyon County. Different signers and directors were from eastern Kansas and the East. The charter's purpose was the same as The Commonwealth stated. Park City was not mentioned.<sup>81</sup> The "purchase" of Park City by this company was never legally recorded.<sup>82</sup>

A February edition stated that the township (not town) of Park City and Sedgwick had voted \$50,000 in stock for the Sedgwick and Cimarron Valley Railroad. Work would not start until late spring.<sup>83</sup> This was the last thing heard from either company. The railroad was never built, and apparently the two companies disintegrated along with Park City.

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<sup>81</sup> KSHS, "Corporation Charter Books," Vol. III, pp. 617, 623.

<sup>82</sup> DeVore Abstract. Neither company was mentioned at all in the Abstract.

<sup>83</sup> The Kansas Daily Commonwealth, February 10, 1872.

## CHAPTER V

### PARK CITY'S DEATH

#### The Park City Town Company Disbands

The four Park City Town Company owners, C. C. Nichols, D. A. Bright, F. C. Hawkins, and J. A. McIlvaine, settled their final debts incurred from trying to promote a town on a "Final Account Sheet" dated December 30, 1871. As the owners of the Park City land, James M. Reagan and Nereus Baldwin, still did not have deeds to the land, and as the town had never been incorporated, there was no need to file Vacation Proceedings or to give any other kind of legal notice.<sup>1</sup> Probably the men met privately and quietly, and then dispersed to try to forget the whole affair as quickly as possible.

Under the terms of the "Final Account Sheet," with J. A. McIlvaine acting as Treasurer, each of the four men was required to pay James M. Reagan \$104 and Nereus Baldwin \$125 for their lands used by Park City.<sup>2</sup> Also outstanding was a \$100 loan from Col. D. M. V. Stuart, \$11.28 for boarding the surveyors (unknown if this was the town surveyor, William Finn, or the Park City -

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<sup>1</sup>The Nichols Papers, "Final Account Sheet;" Sedgwick County Courthouse, "Vacation Proceedings, Sedgwick County, Kansas: From Beginning to April, 1940." No Vacation Notice of any kind is given for Park City. Rufus Deering, Sedgwick County Register of Deeds, says that under the circumstances, none was needed.

<sup>2</sup>The DeVore Abstract shows that Reagan sold his land for just \$401; Baldwin's land was exactly \$500.

Kansas Pacific surveyor, Henry Shanklin), \$60 due to The Kansas Daily Commonwealth for their advertisements, \$15 to A. W. Yale, editor and publisher of The Wichita Tribune, \$6.75 plat recording fee, and \$365.70 in "Trail" costs which included posters, sign-boards, use of Pauls' horses and their feed, circulars, and costs of living while stationed on the trail. Hammond, Reagan, Hamilton, Charles Gross, A. Eikenberry, and the four owners personally ran up "Trail" bills, but Nichols ran up the highest, \$165.00. These plus other interesting and sundry bills, including some to most of the stores previously mentioned, ran the total indebtedness of the Park City Town Company up to \$1561.34. Split four ways, each man owed a total of \$390.33½. McIlvaine as Treasurer showed that Bright had already paid to the Treasury just that amount. Hawkins owed the Treasury \$7.57½ beyond bills he had already paid, and McIlvaine owed \$66.62½. The Treasury owed Nichols \$74.20, the above two amounts totaled.<sup>3</sup> The "Account Sheet" was meticulously kept and is a tribute to McIlvaine's financial skill. Land lot sales by the Park City Town Company as shown on the DeVore Abstract amounted to \$1658.50. As terms of sale were not enforceable by the Company, and as the sales were not actually recorded until 1882, there undoubtedly was some inaccuracy. Apparently none of the town founders made any kind of profit.

D. A. Bright always had maintained close ties with Wichita since his home had been there. He had been elected Clerk of the District Court in April, 1870, when Wichita won the county seat

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<sup>3</sup>This probably is why the "Final Account Sheet" was retained by Nichols. It is unknown whether he ever was paid, but as McIlvaine and Hawkins soon left the mid-Kansas area, it is doubtful. Nichols said nothing of such a debt in any of his other papers.

election, but by the fall of 1871, he had had enough of Sedgwick County. He resigned before his term expired on September 7, 1871,<sup>4</sup> and left after his debts were settled for Pawnee County. He settled on a farm near Larned in the spring of 1872, and remained there until his death, February 5, 1879. His obituary praised his good work when holding Pawnee County and Masonic offices. Although much detail of his life was given in this death notice, there was no mention of Park City.<sup>5</sup> His daughter, Jessie Bright Grove, who was only seven at his death, knew only the barest scraps of Park City information in later years.<sup>6</sup>

John A. McIlvaine took over the remainder of Bright's term as Clerk of the District Court and was re-elected to his own term.<sup>7</sup> By May of 1872, he had moved to Wichita and was working with the Police Force Committee.<sup>8</sup> The Wichita City Eagle reported on July 12, 1872:

John A. McIlvaine, Deputy Clerk of the District Court, has left for his old home in Pennsylvania. All wish him happiness and success.

His name did not come into print again until he wrote a message for the Old Settlers' Society picnic of February 28, 1884.<sup>9</sup>

F. C. Hawkins was obscure when his relationship with Park City was first announced, and his retirement from the scene is

<sup>4</sup>"Historical Events in Sedgwick County" manuscript, p. 13.

<sup>5</sup>The Larned Chronoscope, February 5, 1879.

<sup>6</sup>The Larned Tiller and Toiler, December 19, 1952.

<sup>7</sup>"Historical Events in Sedgwick County" manuscript, p. 23.

<sup>8</sup>"First Record of the City of Wichita" (microfilm), May, 1872, p. 17.

<sup>9</sup>The Wichita Weekly Eagle, February 21, 1884.



just as much so. The Kansas State Historical Society's "Dead Town File" says that: "F. C. Hawkins, President of the Town Company, left for Pratt, 1872." This is the only known time he was ever called "President." However, O. H. Bentley, who always wrote of him as "Frank Hochins," reported that he was the last to leave the townsite, gathering up a collection of coyotes, wolves, polecats, deer, and buffalo, and setting out for Indiana and the East to exhibit them.<sup>10</sup>

Only Col. C. C. Nichols remained in central Kansas. He moved to a farm in the Sedgwick-Newton area in late 1872, and practiced law until his death in 1877. In a January 7, 1875 letter to his brother, he thanked him for a \$100-draft to make up for his farm losses suffered in the grasshopper plague of 1874; yet, he said, this very plague had helped his law practice so much that he had been elected Harvey County Attorney at a salary of \$700. Thereafter he wrote and spoke vigorously against fraudulent school land sales, women's rights, Democrats, and the South. The Atchison, Topeka, and Santa Fe Railroad presented him with a yearly pass in 1877, "In account for legal service," his friendship with them apparently restored. He never mentioned Park City in any of his work.<sup>11</sup>

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<sup>10</sup>Bentley, pp. 418-20. Perhaps Bentley had Hawkins confused with Bob DeRacken and Thompson Crawford, who in 1857-58, had done the same thing. Cutler, p. 1384; The Wichita Evening Eagle, April 16, 1922.

<sup>11</sup>The Nichols Papers. Will Nichols kept his father's papers until his own death, at which time his widow gave them to Mrs. E. L. Schaefer, retired school teacher in Sedgwick, Kansas. These papers are about the only known first-hand materials and documents left on the Park City subject.

## Wichita Ascends to Complete Supremacy

Wichita city leaders had worked hard for complete Arkansas Valley supremacy, and the 1872 season saw their hopes come true. With the bridge completed over the Arkansas River ford, "the old government road" or "the old Texas cattle trail" was connected to Wichita and the new railroad depot. This proved vitally important to the government as shipping was made easier to Ft. Sill and the Cheyenne Agency in the Indian Territory.<sup>12</sup>

The U. S. Land Office finally was moved from Augusta to Wichita in March, 1872, and embraced the counties of Butler, Cowley, Harvey, Reno, Sedgwick, Sumner, Harper, Kingman, and parts of seven others.<sup>13</sup> Even though Wichita was still listed in trade journals as a trading post with a shifting population of 800, the town had already been made a second-class city. Not until then were real records kept.<sup>14</sup>

The Wichita City Council hired James Bryden, an old experienced Texas cattleman, to go down the trail in Wichita's interest, and private citizens secured the services of Joseph G. McCoy to do the same thing. The Atchison, Topeka, and Santa Fe hired A. H. (Shanghai) Pierce and Cols. Hitt and Gross to handle shipping interests in Wichita.<sup>15</sup> Ellsworth was expressed as Wichita's only

<sup>12</sup>The Kansas Daily Commonwealth, March 9, 1872. In all original sources, Wichita always put cattle shipping after discussion of her extensive Indian Territory trade.

<sup>13</sup>Outler, p. 1391.

<sup>14</sup>Ibid., p. 1390; The Wichita Morning Eagle, April 1, 1935.

<sup>15</sup>The Wichita City Eagle, May 24, 1872; Bright, pp. 268-69; "First Record of the City of Wichita" (microfilm), May 20, 1872; McCoy, p. 144, and Emmett, p. 60, both say Pierce had fled Texas for Kansas in June of 1871, to escape possible murder charges.

competition, saying "Newton, Abilene, Solomon City, and Salina were no longer cattle markets."<sup>16</sup> Drovers' facilities were completed, and twelve acres of stockpens were built at the present corner of Kellogg and Santa Fe with five runways and chutes.<sup>17</sup> Citizens purchased a "right of way" through Sedgwick County so that farmers would not be bothered and could not complain. Wichita claimed no settlement law conflict, though slightly east of the 6th principal meridian.<sup>18</sup> Delano remained unincorporated outside Wichita's city limits, so that it could be a "safety valve" for the rougher, lawless elements coming with the herds.<sup>19</sup> Wichita businessmen continued extensive "booster trips," selling their city, seeking further cooperation, not conflict, with other Kansas towns, and encouraging other businessmen to visit. Eastern buyers were stationed in the city.<sup>20</sup>

During the building period of the Wichita and Southwestern Railroad, Mead had written messages in many Kansas newspapers to defend the railroad from the "lies" circulated from other small

<sup>16</sup>The Wichita City Eagle, May 24, 1872.

<sup>17</sup>Howard C. Clark, A History of the Sedgwick County Medical Society, n. p., n. d., n. p.; The Kansas Daily Commonwealth, spring, 1872; The Wichita City Eagle, spring, 1872.

<sup>18</sup>The Wichita City Eagle, May 24, 1872.

<sup>19</sup>Nyle H. Miller and Joseph W. Snell, Why the West Was Wild (Topeka, Kansas: Kansas State Historical Society, 1963); Wellman, p. 193.

<sup>20</sup>Wichitans like to write of their town and other towns constantly. Nearly always their comments were fair and objective, giving praise wherever possible. Although Wichita suffered under quite abusive criticism, particularly from Emporia and Park City, retaliations were rare.

Arkansas Valley towns about how the road was a fraud.<sup>21</sup> Finally the first train reached Wichita on May 16, 1872.<sup>22</sup> Now connected with the Kansas Pacific at Topeka and with the St. Louis and Chicago at Atchison, Wichita immediately became the commercial and financial center of south Kansas.<sup>23</sup> At some time during the year, the Atchison, Topeka, and Santa Fe directors leased the Wichita and Southwestern, according to an apparently prior oral agreement. When this occurred, Peter and his associates retained 35% of the gross earnings.<sup>24</sup>

Wichita businessmen had long realized that the cattle shipping and Indian Territory trade bonanza could not last longer than a few more years. Thus other shipping was encouraged, including feeder and stock animals and grain crops from the new settlers' farms.<sup>25</sup> By the end of the 1872 season, Wichita was well known in other ways. Many heavy industries had come, including that of supplying pine lumber for a 60-mile radius. The Southwestern Stage and the Wells Fargo Company had established express offices there.<sup>26</sup>

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<sup>21</sup>The Kansas Daily Commonwealth, January 4, 1872, and all during the spring.

<sup>22</sup>The Wichita City Eagle, May 17, 1872. Forty-four passengers and several Atchison, Topeka, and Santa Fe officials were aboard.

<sup>23</sup>Ibid., May 24 and 31, 1872; Bentley, p. 558; Sedgwick County Album, p. 559. Cutler, pp. 1390-91, reported \$2,000,000 exchanged hands in Wichita cattle traffic as 350,000 cattle came through and 3500 cattle carloads were shipped east.

<sup>24</sup>Marshall, p. 57; Bradley, p. 85; Stevens, p. 28. Only sketchy details are given with no facts and dates. Actually, Kansas State Historical records show that the Wichita and Southwestern is still running under that name, even though on all maps and railroad materials the line appears under the Atchison, Topeka, and Santa Fe name.

<sup>25</sup>Stevens, pp. 39-45.

<sup>26</sup>The Wichita City Eagle, May 24, 1872.

In July the Wichita Postal Office had been established to handle matter for 28 other offices in the southwest, including those along the Texas Trail and the Ft. Sill and Cheyenne Agencies. Prophets declared that the stagecoach routes used for this mail transport would be future highways.<sup>27</sup> The first issue of The Wichita City Eagle, with Col. Marsh M. Murdock as editor and proprietor, occurred April 22, 1872; the first Wichita Daily Beacon publication, with former Vidette editor, Fred Sowers, occurred October 26, 1872. These papers helped bring fame and praise to Wichita as the newspaper center for the southwest part of the state.<sup>28</sup> New settlers flocked in from the east, Newton, and the Osage Trust Lands.<sup>29</sup>

Of Park City and her trail, there was no mention. However, a strange note was inserted into the highly successful Wichita season by the remnants of Park City. Myron Camp, Chairman, and T. J. Smith, Secretary (of an unknown group), sent a letter saying the people of Park City and surrounding townships had unanimously adopted resolutions that the driving of Texas cattle through their area must be stopped. They further stated they would notify all Texas drovers of this, and they would prevent such movement peaceably, or forcibly, if necessary.<sup>30</sup> This was the last newspaper notice of any kind about Park City as a live town.

<sup>27</sup>The Wichita City Eagle, July 26, 1872.

<sup>28</sup>Cutler, p. 1392.

<sup>29</sup>The Kansas Daily Commonwealth, December 8, 1871.

<sup>30</sup>The Wichita City Eagle, June 28, 1872. T. J. Smith had been a member of the first Park City Town Company. Such a statement sounds like a classic example of "sour grapes."

The three County Commissioners, Sol. H. Kohn, R. A. Neely, and Hugo C. Ramlow of Park City, met at the first of July. Park Township was assessed \$75.00 while Wichita City was assessed \$180.00.<sup>31</sup> For the Republican State Convention to be held in September, 1872, it was decided Park Township could have three delegates: C. C. Nichols, Ch., J. T. Carpenter, and W. T. Jewett. Wichita could have six.<sup>32</sup> Thereafter, Park City attracted no attention from either public or private sources.

#### Other Towns Develop

Hutchinson continued to grow as county seat of Reno in Section 3, Township 23, Range 6. Pens were built for cattle shipping whenever the Atchison, Topeka, and Santa Fe reached the town, but the citizens petitioned against allowing such shipments. Soon Reno County law prohibited all cattle driving through the county, and published an alternate route instead. Hutchinson was incorporated as a 3rd class city, August 26, 1872.<sup>33</sup>

John T. Carpenter had come to Kansas in the late 1860's, and started a farm about five miles east of Park City. When the survey for the Wichita and Southwestern Railroad ran near his land, he decided to start a town, Valley Center. He purchased Section 36, and with his family as townsite officers, platted a new town. About ten miles north of Wichita, it soon had a post office run by B. Watson,<sup>34</sup> three stores, two blacksmith shops, considerable

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<sup>31</sup>The Wichita City Eagle, July 5, 1872.

<sup>32</sup>Ibid., August 16, 1872.

<sup>33</sup>Ibid., August 9, 1872; Cutler, p. 1371; The Kansas Daily Commonwealth, April 25, 1872.

<sup>34</sup>Baughman, p. 100. This was established April 25, 1872.

grain storage capacity, a railroad section house, and a depot. Wichita published praise for its quick growth, although it scarcely had any settlers until years later.<sup>35</sup>

Halstead, west of Newton and northwest of Sedgwick, all in Harvey County, also was started in 1872. It was on the mainline of the Atchison, Topeka, and Santa Fe, and experienced a slow, steady growth. Many of its citizens were Mennonites brought from Russia by railroad immigration officials.<sup>36</sup> Wichita recognized their value as agricultural experts, but did not fear any city competition from them.

#### Park City Citizens Disperse

Nereus Baldwin received a United States Government Patent to his land, the Southeast Quarter, Section 32, Township 25 South, Range 1 West of the 6th Principal Meridian, Sedgwick County, at the Augusta Land Office, January 5, 1872. No mention was made of the fact that he had once granted the west half to the Park City Town Company for an addition.<sup>37</sup> Apparently he abandoned his land and moved permanently to Wichita, where he became a prominent photographer and leading Quaker citizen.<sup>38</sup>

James M. Reagan did not get the patent to his 157 acres in the Southwest Quarter, Section 32, Township 25 South, Range 1 West of the 6th Principal Meridian until August 15, 1872, from the Independence Land Office. There was no mention of Park City.

<sup>35</sup>The Wichita City Eagle, April 19, 1872; The Kansas Daily Commonwealth, May 2, 1872; Rapp, pp. 49-57; Cutler, p. 1402.

<sup>36</sup>Cutler, p. 784.

<sup>37</sup>DeVore Abstract.

<sup>38</sup>Sedgwick County Album, p. 770.

Reagan's name does not turn up again, and the Abstract shows that he was gone by 1873.<sup>39</sup>

A Commonwealth letter of early 1872, signed by "Justice" and sounding like Mead, indicated that the rival towns in the Arkansas Valley composed of one-half dozen houses, were all miserable failures and were dying fast.<sup>40</sup> It is impossible to know when Park City began to disintegrate physically, but it surely must have been before then. What few citizens were on Reagan's land must have realized they had no real legal right to be there since there were no deeds to the properties, and especially since the Town Company owners had departed. Because there were no legal rights involved, there were no public records of their activities.<sup>41</sup> A fire destroyed one or two of the wooden structures. Some of the remaining buildings and homes were dismantled and taken to Hutchinson, Newton, Valley Center, Sedgwick, and a few even to Wichita.<sup>42</sup> Remaining vacant buildings were reported simply as "blown away." Park City's buildings were not substantial structures, and as many of the citizens lived in dugouts near the cottonwood groves, the town was easily abandoned. Many of the settlers left stoves, crockery, kitchen utensils, and other homemaking implements behind

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<sup>39</sup> DeVore Abstract: Sedgwick County Courthouse, "Deed Records," Vol. XXVIII, p. 21.

<sup>40</sup> The Kansas Daily Commonwealth, February 29, 1872.

<sup>41</sup> Sedgwick County Courthouse, "Transfer Records of Lands in Townships Ranges 1 and 2 West, Sedgwick County, Kansas;" "Vacation Proceedings, Sedgwick County, Kansas: From Beginning to April, 1940."

<sup>42</sup> The Wichita Evening Eagle, June 7, 1939: interview with Will Nichols; Cutler, p. 1410; Edwards, p. 11; Bentley, pp. 418-20.



them.<sup>43</sup> Although there were still many settlers in the surrounding farming area, the last vestiges of a town had vanished by 1873, according to J. A. McIlvaine and C. C. Nichols son, Will.<sup>44</sup> The ground quickly surrendered to thistles and sunflowers. The only evidence remaining that a town had once been there were the few dug-out depressions and the stone foundation of the dramshop.<sup>45</sup>

Col. D. M. V. Stuart moved to Wichita sometime in 1872, established the first pork-packing firm, became connected with the Citizens' Bank and Citizens' Sand Company, and became involved with all the educational institutions. In later years, he had the reputation of being a wealthy and illustrious citizen. In the various biographies written of him in the 1880's, his Park City activities were never mentioned.<sup>46</sup>

Members of the W. T. Jewett family stayed on their farm near the Park City area for many years. Several writers and editors mistakenly reported that Jewett bought out the site for his farm, but this is not shown on the Abstract. W. T. Jewett remained active in stock and agricultural associations for the rest of his life. The subject of many biographies, his personal Park City activities were unrecorded. His son, E. B., became a

<sup>43</sup>The Wichita Beacon, July 4, 1955; Keeler interview, June 26, 1964.

<sup>44</sup>The Wichita Weekly Eagle, February 21, 1884. McIlvaine said all evidence was gone by July, 1872. The Wichita Evening Eagle, June 7, 1939.

<sup>45</sup>Ibid.; Bentley, p. 420; The Wichita Sunday Eagle, January 13, 1957. The foundation and some depressions are pictured in Appendix D.

<sup>46</sup>The Wichita City Eagle, January 2, 1873; Emmert, p. 90; Sedgwick County Album, p. 400.

prominent Wichita lawyer until he was disabled when struck by lightning.<sup>47</sup> He did not add to the Park City subject, either.

Captain George W. Griffin, who had been a signer for the first Park City Town Company, remained there as a resident. He then moved to Newton, and in 1872, he was found shot and scalped by Indians on the Cimarron River.<sup>48</sup>

John Ward, a store owner, was the only known Park City resident who advertised his departure.<sup>49</sup> His notice read simply:

Mr. Ward of Park City is offering his entire stock of dry goods, etc., at cost, for cash or for stock.

The State Census of 1875, revealed that 166 white citizens and 20 Negro citizens lived in Park City Township (not Park City). All were farmers listing small real estate and personal values, usually between \$500 and \$800. Most were from the Ohio Valley and just a few were from Canada, England, Sweden, Germany, Prussia, and Ireland. Prominent among the names listed were the Paul, Ramlow, Jewett, and Dunlap families, J. B. Zimmerman, F. J. Canton, and T. J. Smith.<sup>50</sup> No other familiar Park City names appeared. T. J. Smith later became a Park Township Justice.<sup>51</sup> Robert Dunlap became in 1883, a signer for the Wichita and Western Railroad

<sup>47</sup>The Wichita City Eagle, May 10, 1872; Bentley, p. 420; Cutler, p. 1389.

<sup>48</sup>The Newton Kansan, September 12, 1872; letter of W. E. Koop to writer, July 16, 1964.

<sup>49</sup>The Wichita City Eagle, July 26, 1872.

<sup>50</sup>KSHS, "Manuscript of the State Census, 1875," Vol. LV "Sedgwick." Many "free colored" came to the West after the Civil War with money to buy land. Prominent among the Park Township Negroes were the McWhorters and the Clarks, whose descendants are still living there today.

<sup>51</sup>Emmert, p. 124.

Company.<sup>52</sup> In all the biographical studies made in later years of people living in Newton, Sedgwick, Halstead, Hutchinson, Garden Plain, Wichita, and other mid-Kansas cities, and of people in various organizations, not one of them ever mentioned for print having once lived in Park City, except those persons previously named.<sup>53</sup>

#### The Park City School and Post Office

The Paul family remained prominent in the area for the remainder of their lives. Sometime around the demise of Park City, School District No. 9 was established which embraced Section 32 and all the surrounding territory.<sup>54</sup> Apparently a small school was built, or an older Park City building taken over, for the children of the area. The fifth teacher's certificate issued in Sedgwick County went to Jarvis F. Major of Park City on October 21, 1871, although markings in the old volume indicate he did not teach that year. The 21st teacher's certificate, also a Second Grade Certificate like Major's, was issued January 8, 1872, to Miss Lucy D. Paul of Park City. She was the first teacher to teach in that area of Sedgwick County. After December 15, 1873, her certificates were for Sedgwick, Kansas, and elsewhere. Although teaching certificates were renewed regularly, teaching records in Sedgwick County were not kept until 1875. The first

<sup>52</sup>KSHS, "Corporation Charter Books," Vol. XVI, p. 46.

<sup>53</sup>Cutler, pp. 772, 1371, 1389, 1402-04; Edwards, p. 5. It is unknown whether these people were ashamed of having once lived in a failure of a town, or whether they just did not feel this experience was important enough to mention.

<sup>54</sup>Sedgwick County Courthouse, "School District Boundries" [sic] p. 72; Oscar P. Loevenguth, Director of Elementary Education, Sedgwick County, personal interview, June 25, 1964.

recorded teaching record for District # 9, A. F. Austin, teacher, does not appear until 1881-82.<sup>55</sup> After that, the District # 9 records are continuous until it was finally disorganized on March 1, 1946.<sup>56</sup> Elliott Clark and his sister, children of the prominent "free colored" Mr. Clark who settled there after the Civil War, were the only ones who ever wrote of having attended this Park School.<sup>57</sup> Lucy Paul continued to live with her family near the former townsite and ride daily to her school in Sedgwick. Her own teaching records begin in 1880.<sup>58</sup>

At least one legend of Park City has proved to be true, and concerns Lucy Paul. Twentieth century writers talk of the Park City Cemetery, probably based on Bentley's legend of how one girl tended the grave of her love who had died on their wedding day. Lucy Paul had been engaged to marry Mason Williams in 1872. He rode through a rainstorm to get to her home for the scheduled event, developed pneumonia, and died on their wedding day. He was buried on the Paul farm, a few miles east of Park City. Thereafter Lucy Paul never married, but continued to tend his

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<sup>55</sup> Sedgwick County Courthouse, "Record of the First Book of Teachers Certificates Issued in Sedgwick County, 1871-72 to 1937-38," edited by Mrs. Ora Call, (Works Progress Administration, Project #5015, 1937-38), pp. 1, 119.

<sup>56</sup> Sedgwick County Courthouse, "School District Boundaries," Vol. I, p. 10.

<sup>57</sup> The Wichita Beacon, July 4, 1955; Valley Center, Kansas, personal interview with Mrs. Alex Clark, August 1, 1964.

<sup>58</sup> Sedgwick County Courthouse, "Record of the First Book of Teachers Certificates Issued in Sedgwick County, 1871-72 to 1937-38," p. 119.

grave until her death.<sup>59</sup>

Kansas histories and atlases printed in the 1880's mentioned that the old abandoned school house in District #9 was all that was left in Park City. If existing drawings were accurate, the building was typical of its period.<sup>60</sup> At some time, another Park School was built about four miles east of Valley Center, in Kechi Township. It, like the Park Methodist Church built nearby, was later abandoned.<sup>61</sup>

Mrs. Laura Paul, widowed mother of Lucy Paul, had been appointed Park City Postmistress on December 27, 1872.<sup>62</sup> With the aid of her son, Mason, who brought the mail down from Sedgwick,<sup>63</sup> she kept this office until the Park City Post Office was finally discontinued, April 24, 1876.<sup>64</sup> This event passed unnoticed except in the Kansas Daily Commonwealth and the Arkansas City Traveler.<sup>65</sup> Park City, whose founders had built it on land

<sup>59</sup>Bentley, p. 420. This seems to be the first source of the story, but no names are used. Mrs. Max Wilson, while living with the Paul family, often visited the grave with Miss Lucy Paul. Present owners of the townsite say there is no cemetery on it. Mrs. Wilson thought Park Township citizens were usually buried in the Mt. Hope Cemetery.

<sup>60</sup>The Official State Atlas of Kansas (Philadelphia: L. H. Everts and Company, 1887), p. 68; Edwards, p. 11.

<sup>61</sup>Mrs. Max Wilson interview, July 18, 1964.

<sup>62</sup>KSHS, "Records of Appointments of Postmasters" (microfilm), p. 1110.

<sup>63</sup>Keeler interview, June 26, 1964; Mrs. Clark interview, August 1, 1964.

<sup>64</sup>KSHS, "Records of Appointments of Postmasters" (microfilm), p. 1110; letter of Treva E. Wilson, Postmistress, Valley Center, Kansas, to writer, July 26, 1964.

<sup>65</sup>May 10, 1876.

not legally theirs, whose elections had never gone unchallenged, and whose citizens had never incorporated it, was gone. Its one legal aspect, the post office, had ceased to exist.

## CHAPTER VI

### THE PARK CITY TOWNSITE THROUGH 1965

#### The First Transfer

Walter B. Beebe was the bartender at John (Red) Beard's dance hall saloon in Wichita's wild suburb, Delano. Red Beard was slovenly and shiftless. Across the street from him was the dance hall of Rowdy Joe Lowe, his worst competitor. On the night of October 27, 1873, Red Beard was shot to death, probably by the gun of Rowdy Joe. Acquitted, Rowdy Joe was soon charged with another crime, and fled. Walter Beebe was then charged with aiding a criminal to escape custody. Beebe was brought before the District Court, found guilty, and sentenced to three years in the state penitentiary.<sup>1</sup>

While Beebe was serving his term, Wichita's cattle trade days faded into oblivion. Pierce, Bryden, and McCoy helped Wichita through the 1873 season, but all knew it would be the last major season.<sup>2</sup> The Panic of 1873 did not hit the cattle business until late fall, but was disastrous then on the owners, causing losses up to \$2,000,000.<sup>3</sup> Mead lost his estate of \$250,000 in the Panic,

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<sup>1</sup>Miller, p. 272; Spradling, p. 27; Wellman, pp. 191-92. This is a standard story found in most frontier histories.

<sup>2</sup>Bright, pp. 268-69.

<sup>3</sup>Ibid., p. 270. This was an estimate made by Joseph G. McCoy.

but eventually regained it, as did other prominent Wichitans.<sup>4</sup> Thus, the city was prepared for the diminished 1874 cattle season with much of the trade going to Ellsworth on "the new shortened trail." It compensated for the loss by building up the flour milling industry and controlling that trade with southern Colorado, New Mexico, and Arizona,<sup>5</sup> and by additional development of a hog shipping and pork packing industry,<sup>6</sup> probably under the leadership of Col. Stuart. By 1875, Wichita was as well known for shipping wheat, flour, bran, oats, and hogs, as it had been for the cattle, then being trailed to Dodge City.<sup>7</sup> An 1876 Kansas Legislature Act set the quarantine line for Texas cattle much farther west, so Wichita (and the Park City site) were definitely cut off from all cattle trails, even though a few herds were still shipped.<sup>8</sup> However, Wichita's Arkansas Valley supremacy was definitely secured for the future by then with her current and proposed transportation facilities, industries, and record of good business leadership.

To such a scene, Walter Beebe returned after serving his prison term. He attended a Sedgwick County Tax Sale on July 12, 1877, and bought the entire Park City townsite, for \$13.02, "taxes,

<sup>4</sup>Sedgwick County Album, pp. 155-60.

<sup>5</sup>Bright, p. 271; Cutler, p. 1393; Isely, "The Founding of a Business Center;" Guide Map of the Great Texas Cattle Trail from Red River Corssing to the Old Reliable Kansas Pacific Railway, pp. 1-9.

<sup>6</sup>Edwards, p. 10.

<sup>7</sup>Ibid.; Bright, p. 271.

<sup>8</sup>Ibid.



costs, and interest due on land since 1873."<sup>9</sup>

#### The Townsite Through 1900

Walter B. Beebe retained the land only until October 25, 1878, when he sold it to John F. Reese for \$153.50 on a quit claim deed. Reese sold it to O. F. Pearcy for \$400 on a quit claim deed, September 12, 1879. However, Pearcy had already mortgaged this land to John W. McClees for \$248 on July 28, 1879. Not until early 1881, did the Attorney-in-Fact release the mortgage and allow the land to go back to Pearcy. Then on July 2, 1881, Pearcy sold the townsite to Zaven (or Zaron) Lanning for \$650 on a quit claim deed. Shortly thereafter, Lanning acquired the rest of Reagan's land, the west one-half of the southwest quarter, from William Lowry for \$2150 and a warranty deed. Lanning held all the land until his death, April 27, 1904.<sup>10</sup>

Although there had been no population recorded for Park City since before 1875, the town remained on maps long after it had been reduced to private farms. The Atchison, Topeka, and Santa Fe maps indicated it by name and a dot as late as 1888. The Kansas Pacific Railroad maps designated Park City until 1879. Cutler and Edwards both included maps showing Park City in their 1880's publications, although their write-ups told of the town's death years previous. Other map companies dropped Park City after 1875.<sup>11</sup>

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<sup>9</sup> DeVore Abstract.

<sup>10</sup> DeVore Abstract. As much of the date on the Abstract was confusing, Rufus Deering, Sedgwick County Register of Deeds, made the above interpretation.

<sup>11</sup> KSHS, Map Files, "Kansas, 1861-79," and "Railroad Lines and Lands (Kansas and out of state);" Edwards, p. 61; Outler forward.

The once-cherished dream of the Ft. Scott, Park City and Santa Fe Railroad never came true. Not until 1880 did the St. Louis and San Francisco, or "Frisco," reach Wichita from Oswego with the aid of Sedgwick County bonds.<sup>12</sup> There it stopped. In 1881, work began on the Ft. Scott, Wichita, and Western Railroad, later known as the Missouri Pacific.<sup>13</sup> An undated Cram map, probably of 1882, showed that a railroad was still proposed to go from Wichita northwest through Park City, north to Burrton, and northwest to Lyons, meeting there with the northern branch of the Atchison, Topeka, and Santa Fe.<sup>14</sup> Probably for lack of funds and support from the Frisco, the Kansas Midland Railroad was chartered and built from Wichita to Ellsworth by 1888.<sup>15</sup> For an unknown reason, the route had been changed and built east through Valley Center, then on to Burrton, Lyons, and Ellsworth. The Frisco took over this line in 1890.<sup>16</sup> The Missouri Pacific had built northwest to Hutchinson, likewise missing the Park City townsite.<sup>17</sup> The final end of Park City's former hope of being on the Texas cattle trail came in the 1880's, when surveyors for the Chicago and Rock Island

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<sup>12</sup>The Wichita City Eagle, September 28, 1899; Bradley, pp. 216-18.

<sup>13</sup>"Historical Events in Sedgwick County" manuscript, p. 39; Sedgwick County Album, p. 152.

<sup>14</sup>This date is given because the map shows the Sedgwick-Halstead cut-off, completed in 1881, abandoned in 1895.

<sup>15</sup>KSHS, "Corporation Charter Books," Vol. XXI, p. 246. Chartered in 1886, this was to have been built north to Red Cloud, Nebraska. It never was built farther than Ellsworth.

<sup>16</sup>Bain, p. 58; KSHS, Map Files, "Kansas, 1861-79."

<sup>17</sup>"Historical Events in Sedgwick County" manuscript, p. 49.

Railroad decreed the old buffalo, Indian, trade, and cattle trail (by then definitely called the Chisholm Trail), was the best route for the new railroad to follow. It had the best natural topography in the area, and even when the track was laid, few grading changes had to be made.<sup>18</sup>

#### Park City and the Lanning Case

As Wichita's population soared to 23,853 despite a severe depression in the 1880's,<sup>19</sup> Zaven Lanning continued farming on the former Park City site, raising corn and alfalfa.<sup>20</sup> After his death, his Last Will and Testament was filed for probate. He had willed that all his lands be sold and the money be "devided equally betwen" his wife, three sons, and six daughters. Then it was noticed that the title to the lands was not clear because of its connection with Park City. Title on the land was quieted in a decree setting November 13, 1905, as the due date for claims by:

C. C. Nichols, J. A. McIlvaine, D. A. Bright, F. C. Hawkins, if alive or dead, the unknown heirs, devisees, administrators, executors and trustees, and the Town Company of Park City, Kansas, its successors or assigns who claim to have some interest in said real estate adverse to said plaintiffs which claim of said defendants is a cloud upon the title to the said property, and plaintiffs, allege that they are the actual and legal owners of said property.

This notice was printed in The Wichita Weekly Beacon from September 29, to October 18, 1905. The trial reconvened November 20. As no defendants, heirs, or assigns had presented a plea, the

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<sup>18</sup>Rossel, p. 10; Sedgwick County Album, p. 152.

<sup>19</sup>The World Almanac and Encyclopedia (New York: Press Publication Company, New York World, 1905)

<sup>20</sup>The Wichita Evening Eagle, September 8, 1937.

Title was "forever" cleared. Eight of the children then sold the entire Southwest Quarter to the ninth child, Amanda Jane Lanning Crum and her husband, Nathan Crum, for \$11,000. The east one-half, which had been the site of Park City, was mortgaged to the Citizens Bank of Sedgwick.<sup>21</sup>

#### Park City Townsite to the Present

The Crums sold the entire Southwest Quarter on February 8, 1911, to Mrs. Elizabeth A. Keeler.<sup>22</sup> When she and her five children moved there, they found that the Park City site had never been plowed. When it was, old bits of stoves, crockery, pottery, and other household and farm implements were dug up. The cottonwood grove was cut down where many of the old dugouts still remained. The Keelers filled in most of them.<sup>23</sup>

In 1928, Mrs. Keeler gave oil and gas rights to the east one-half of the Southwest Quarter, the Park City site, to J. O. Tilly and J. E. Sweatt. After several changes of lease holders, the lease was turned back to Mrs. Keeler in January, 1930.<sup>24</sup> No oil was ever found on the old site, although there are several oil wells nearby.<sup>25</sup>

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<sup>21</sup> DeVore Abstract, including the "Last Will and Testament," "Death Notice," "Probate Petition," and newspaper notices. If there were any claims at all, and it is highly doubtful, they were settled, unrecorded, out of court.

<sup>22</sup> DeVore Abstract.

<sup>23</sup> The Wichita Beacon, July 4, 1955; Keeler interview, June 26, 1964.

<sup>24</sup> DeVore Abstract.

<sup>25</sup> D. A. Bright's daughter, Mrs. Grove, and several other newspaper writers have stated Park City is now a rich oil field. However, both the present owners, Mr. Keeler and Mr. DeVore, deny this.

Mrs. Keeler's death occurred September 13, 1941. Her Will declared that her son, Vincent J. Keeler, was to thereafter manage her land. Title was again pronounced "cleared."<sup>26</sup> The southeast quarter of the Southwest Quarter was transferred to A. D. and Fannie Botts in 1945. Then on April 9, 1956, this land was sold to DeVore Printing Company in Wichita, owned by Floyd L. DeVore. At the same time Mr. DeVore also purchased the adjoining Southeast Quarter, the Nereus Baldwin land which had once been planned as a Park City addition.<sup>27</sup>

However, this sale did not go so smoothly. The Title which had been marked "cleared" since 1905 was now returned by DeVore's lawyer marked "uncleared." The lawyer had found that the Park City Town Company had dedicated the town's streets and alleys to the public back in August of 1870. Although these streets and alleys had never been built, the lawyer required that they be vacated according to the General Statutes of Kansas, 1949, 12-504 and 12-506.<sup>28</sup> The lawyer also required that since the Nereus Baldwin land had never been vacated or transferred since Baldwin received the Patent, January 5, 1872, the Title would have to be cleared through his descendants. Two penciled marginal notations dated several days later said "settled" and "ok" by each of these requirements. Then Mr. DeVore received the Title, marked "cleared."<sup>29</sup>

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<sup>26</sup>DeVore Abstract.

<sup>27</sup>Ibid. Not only had Park City been killed by Wichitans, it now is even owned by Wichitans.

<sup>28</sup>DeVore Abstract, containing a letter from the law firm of Cooper, Esso, Cooper, and Foster, April 19, 1956.

<sup>29</sup>Ibid.

However, it was later found by the writer and Sedgwick County officials that these technicalities had never been handled legally.<sup>30</sup>

Today wheat, corn, milo, alfalfa, and soy beans grow on the land. Mr. DeVore lives in Wichita and has his land farmed. He has noticed no physical evidence that a town once existed there. Mr. Keeler lives on his land. Well aware that Park City once flourished briefly there, he has never touched the land around the few remaining dugouts or the one remaining stone foundation. Every once in awhile, his plow turns up a bit of something from the tiny town that once stood hopefully on the vast plain.<sup>31</sup>

#### New Park City

In an attempt to meet Wichita's growing residential needs, developers Don Morris and Eddie Zongker purchased in 1953, a quarter section of farm land just east of Broadway, Highway 81, on the north side of 61st Street, known as the Kechi Road. This area adjacent to Wichita was to be an "Improvement District" where low and moderate cost houses would be built for Wichita's medium-wage earners. The two developers met with Dick Long, The Wichita Morning Eagle editor, to discuss the project. When Long learned the proposed district had not yet been named, he suggested that it be named after a tiny, forgotten town about nine miles northwest which had once been a rumored rival to Wichita, Park City. The

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<sup>30</sup>It is interesting that in all the history of tiny Park City, scarcely any of its activities had ever been handled with benefit of law, not even its last.

<sup>31</sup>Keeler interview, June 26, 1964; DeVore interview, June 22, 1964.

developers immediately agreed. Many newspaper articles published the event and the new district's namesake, although very little new information about old Park City was added.<sup>32</sup>

New Park City has been somewhat of a problem, like old Park City. Its houses and buildings have been cheaply constructed and often give the appearance of being rather shabby, temporary structures. Not annexed to Wichita, its maintenance costs by Sedgwick County have been high, especially as the area floods easily. So far its citizens have been average, and have not as yet produced leaders of Wichita's quality. As Wichita's medium-wage earners' population periodically recedes, new Park City's population declines heavily. An observer might wonder if it is not headed for the same fate as came to the old Park City.

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<sup>32</sup>The Wichita Morning Eagle, January 13, February 8, July 25, 1953; The Wichita Beacon, July 4, 1955; personal interview with Eddie J. Zongker, developer of new Park City, June 26, 1964. Col. Marsh Murdock's son and successor, Victor Murdock, loved Sedgwick County history and saw to it that the Eagle staff members did, too. Victor Murdock was well acquainted with the Park City townsite, having explored it many times. Perhaps this is why Long was quick to name the new district after the old town. Very few Park City or Wichita residents are at all aware of the name's history, or even that an old town by that name once existed.

## CONCLUSION

The aim of this paper has been to present all the known facts of the life of Park City, Kansas, and the reasons why it died. In doing so, it has been necessary to constantly compare it with the main force which ultimately hastened its death, Wichita. In drawing conclusions, the same must be done.

That Park City's location hastened her death is partly true. The location had never been a natural gathering place for animals, Indians, and traders. Although by one big river, it had not been on a natural trail. The Wichita site at the Arkansas River junction had for centuries been known and used by plains animals, Indians, explorers, and traders, who followed a natural trail and the two rivers to the area. A modern-day surveyor attempting to locate a new city site might not think the Wichita location had any advantages as the trail is no longer used (now replaced by the Rock Island Railroad) and the two rivers no longer navigable. He might think Park City's bluffs were a greater advantage than Wichita's river ford, no longer used because of modern bridges. But the location question has to be settled in terms of "then" needs, rather than "now" needs. The question of location is partially composed of the "if" factor, too: "If Wichita had never developed. . .," "If Abilene had been directly north of Park City rather than Wichita. . .," "If the railroads had chosen Park City instead of the Newton site. . .," and on and on. Perhaps the final story might have been the same anyway.



But of far greater importance to the story of the life struggle of Park City as opposed to Wichita is the study of the quality and character of the early town founders. There appears to be no reason to doubt the intelligence, integrity, honesty, and sincerity of the founders of either town, but there the similarities end.

From the very beginning, the young Wichita founders realized the importance of trade and good business relations. Each had become prominent as an Indian trader, and each had acquired a reputation for honesty. When they decided to channel their energies into town-building, they realized the importance of maintaining their old trade and building new trade with other towns. Naturally, this was done for personal gain, but each expected to invest most of that gain in the one new town, thereby building its reputation and giving it a solid financial backing. The Park City founders arrived fresh at the scene and had no established trade on which to build. Thus, they had no financial income with which to keep investing in their town. Whereas the Wichita founders stayed right with their town from the start, the Park City men did not. C. C. Nichols, who seems to have been the most outstanding of the four, did not move there until at least nine months after its start. D. A. Bright apparently never did live there permanently, staying mostly around Wichita. John A. McIlvaine seems to have been in Wichita much of the time, and F. C. Hawkins left no record, although he apparently did live in Park City. The Wichita founders were able to get new settlers and prominent families to unite under their leadership. The Park City founders never seemed to give real leadership to families of apparent good quality like the Dunlaps, Ramlovs, Pauls,

Stuarts, and Jewetts. Thus a strong town spirit was not built.

The plans of the two Town Companies developed in a far different manner, mainly because Wichita had a strong one and stuck with it. From the very beginning Wichita was interested only in building a city, with city-type buildings, city-type businesses, manufacture and industry, city culture, and city people. Her appeals were always for people of "enterprise," "culture," "means," "commerce," "ability," and similar adjectives. Under Greiffensteins's powerful leadership, work began immediately on building a downtown section with wholesale and retail houses. He was liberal in giving away downtown lots only if people would build "permanent" structures upon them of pine, brick, and stone, (materials which he likewise sold). Mead was immediately concerned with building churches and schools, maintaining old trade and building new commerce, and fostering city culture. Steele, English, Waterman, and others set about immediately to bring in outside business and government offices and trade. The few new citizens themselves demanded that streets and sidewalks be built before new areas were laid out. Tremendous profits were made, but the important thing was that the money stayed in Wichita and was reinvested there. The founders insisted upon Wichitans, even if only themselves, financing all local projects. They did not want outside money unless the financiers agreed to move there.

Park City wanted people, without making distinction as to whom. There is no evidence that the founders ever knew what went into town building. They advertised once for a grist mill and a blacksmith, but they failed to advertise for real industry, trade connections, or for men of financial means. They claimed they

would give lots to people if they would agree to stay, but this in no way assured permanent buildings. As they continually talked about the good farm land, they seemed to want to build a farm community which would serve the surrounding farmers and not much else.<sup>1</sup> Wichita was much more interested in serving the state and nation, with the surrounding farmers serving her.

That both towns got what they advertised for is evidenced by the various Censuses of the 1870's, and by comments in various newspapers. Citizens of Park Township and other townships near the former town called themselves "farmers" in 1875. However, citizens in the townships surrounding Wichita called themselves "dairymen," "gardners," "farm suppliers," "stockmen," and other specialized terms which indicated they served a city. On the average, farmers near Wichita had much larger farms with more acreage under fence and farm machinery valued at twice the price of that of the farmers near old Park City. Wichita citizens called themselves "capitalists," "financiers," "manufacturers," "lawyers," "educators," and other terms denoting much professional and commercial activity.<sup>2</sup> The Kansas Daily Commonwealth consistently praised Wichita for its "beauty," its leaders for their "enterprise," "foresight," and "devoted action," and its citizens for their "intelligence," "liberal mindedness," "snap and backbone," and "ability to work together for the common goal." As early as 1871, Wichita was called a "commercial center, built on a solid

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<sup>1</sup>Edwards township maps. Actually, these maps indicated that most of the "citizens" owned farms a mile or so away from Park City.

<sup>2</sup>KSHS, "Manuscript of the State Census, 1875," Vol. LV, "Sedgwick."

financial foundation."<sup>3</sup> Little Park City received no such compliments. Later settlers said the town attracted odd characters, people of no culture or education, and people who "sat around and did nothing rather than work for the town's success."<sup>4</sup> Even though the Park City area farmers did not start off as well as did the Wichita area farmers, they eventually achieved good success at raising wheat, corn, and alfalfa, and at pork production, cattle and sheep raising.<sup>5</sup>

That Wichitans had "foresight," is shown in abundant ways. Park City leaders were short sighted when they promoted their town. Wichita leaders never allowed their town to become dependent on one thing or industry and were constantly looking for something new to bring in and create. They surveyed the cattle trade prospects closely. They knew of the financial advantages it could bring and the boost it would give to growth. But in all the articles they wrote about, they always placed it after new trade and the Indian trade. They knew at best it would be seasonal for just a few years. Their control of the trade was a masterpiece. To protect farmers, they purchased a "right-of-way" through the county, insisted that citizens stay with the herds and drovers all the time they were in the city and county, paid all damages, and provided for all the needs of the trade by establishing good banks and allowing Delano to grow across the river, away from the citizens.

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<sup>3</sup>Nearly all editions cited in the Bibliography use similar phrases.

<sup>4</sup>Comments by various Valley Center and Sedgwick citizens, 1964, partially based on "old timers' "memories." Standard histories of the period say about the same thing.

<sup>5</sup>The Wichita Evening Eagle, September 8, 1937.

Thus they got the maximum of financial benefit from the trade with the minimum of inconvenience. Normal business and commerce could continue to prosper and grow, and indeed, numerous new industries started during that period. Park City spent money and energy getting a trail, but without the natural location and without the dynamic leadership of citizens who could analyze and handle the whole situation, they could not make it. When a herd did travel to Park City, reports circulated that it was a fiasco to both drovers and citizens. They just did not have the foresight to realize that getting a trail was only one step towards managing the cattle trade. They failed to realize that acquiring other year-round trade was far more important, as Wichita did.

Park City's location in relation to Osage Trust Lands and the Santa Fe Trail was against her getting railroads, but again her leaders did not have the forceful skill needed for such acquisition. Wichita could have been doomed by her railroad loss, but she rose above the gloom and built her own line by sheer push and pull and investments from her own leaders.

In the final analysis, Wichita's leaders and founders were men of high intelligence who set for themselves a lofty goal. Through gifts of superior foresight and leadership, they were able to bring to Wichita all the necessary ingredients for the permanent growth of a real commercial city at the junction of the two Arkansas Rivers. Everything written by and about them and their city indicates they were realistic men of great tact who knew how to handle and lead people. Of the Park City founders, it can only be said they were good men who had a nice dream but they failed, failed

because they did not have the ability, foresight, and leadership for understanding the steps needed for the creation of a real city. The story of Park City, her founders, and settlers, shows the negative side of James R. Mead's statement made long ago in 1884, that cities'

...prosperity and greatness are in a large measure due to the sagacity and enterprise of their founders and early settlers in reaching out and drawing to them the channels of commerce and trade.

APPENDIX A

PARK CITY'S RECORDED LAND TRANSACTIONS

The "Abstract of Title to the Southwest Quarter of Section 32, Township 25 South, Range 1 West of the 6th Principal Meridian, Sedgwick County, Kansas" was not started until 1882. By then, Park City had been dead for about ten years. Furthermore, the first patent for the land had not been issued until 1872, approximately the same year the town ceased to exist. Thus, the Park City land transactions were done only by oral and written agreement to supply a deed later. When the town faded, its citizens realized they had no legal claim to the land. As the town had never been incorporated either, these people had no need to file vacation notices or give any proof they had once owned land there.

Judge William T. Jewett assisted the Deam Abstract Company in 1882, by swearing that the following events actually happened. It is unknown what sources the judge used other than his own memory, as no other records have been found. Thus this Abstract must be somewhat incomplete and erroneous.

DATE	DESCRIPTION	MONEY INVOLVED
July 27, 1870	James M. Reagan received a final receipt for the Southwest Quarter.	-
August 1, 1870	James M. Reagan gave the east one-half of the Southwest Quarter, 80 acres, to C. C. Nichols, J. A. McIlvaine, F. C. Hawkins, and D. A. Bright with a warranty deed.	\$401.00
August 15, 1870	The above four men gave the land to the public as a town, to be known as Park City. All platted streets and alleys were set aside for public use.	-
November 22, 1870	Fred Attmiller sold on mortgage two lots on Liberty Street to Levi Pickens.	\$1.00 down; \$150.00 owed.

DATE	DESCRIPTION	MONEY INVOLVED
February 9, 1871	Nereus Baldwin granted the adjoining west one-half of the Southeast Quarter to F. C. Hawkins, C. C. Nichols, D. A. Bright, and J. A. McIlvaine with a warranty deed, for a Park City addition.	\$500.00
February 23, 1871	The above four owners sold two lots to William Finn, County Surveyor and Park City Surveyor, with a warranty deed.	\$1.00
March 10, 1871	The four owners sold five lots to William Van Buren with a warranty deed	\$1.00
March 26, 1871	The four owners sold five lots to William Van Buren with a warranty deed. (This probably is a double recording of one sale, rather than two sales.)	\$1.00
April 8, 1871	The four owners sold the west one-half of the Southeast Quarter to Jeremiah Stair with a warranty deed. (How the Town Company got the west one-half is unrecorded.)	\$1200.00
May 30, 1871	C. C. Nichols as President sold ten lots to L. B. McClintock and W. A. L. Thompson with a warranty deed.	\$300.00
	The four owners sold four lots to W. W. Williams with a warranty deed.	\$200.00
June 24, 1871	The four owners sold about 550 lots to the Town Company of Park City, Kansas, with a warranty deed. (The town plat only had 444 lots. Perhaps this was a means of incorporating themselves, although the town was never legally incorporated.)	\$500.00
	C. C. Nichols as President sold six lots to Jeremiah Stair and J. P. Brugh.	\$355.00
	C. C. Nichols sold one lot to John and Edmond Gascoigne.	\$1.50



DATE	DESCRIPTION	MONEY INVOLVED
July 14, 1871	S. S. Delair sold on mortgage land to James M. Hammond.	\$45.25
August 8, 1871	William Van Buren sold five lots to Cabel M. Van Buren.	\$350.00
September 19, 1871	C. C. Nichols as President sold six lots to Chester Phelps with a warranty deed.	\$600.00
	Nichols sold one lot to Andrew J. Suddeth with a warranty deed.	\$200.00
November 15, 1871	C. C. Nichols as President sold three lots to Levi Pickens with a warranty deed.	\$2.00
The above was the last entry involving the Town Company of Park City.		
January 5, 1872	Nereus Baldwin received the patent - for the Southeast Quarter.	
August 15, 1872	James M. Reagan received a patent - for lots Numbers 1, 2, 3, or the Southwest Quarter, equaling 157.80 acres.	

All other transactions involving the Park City land after 1872, were discussed in Chapters V and VI.

## APPENDIX B

### MAPS SHOWING PARK CITY'S LOCATION RELATIVE TO CATTLE TRAILS, RAILROADS, AND OTHER TOWNS

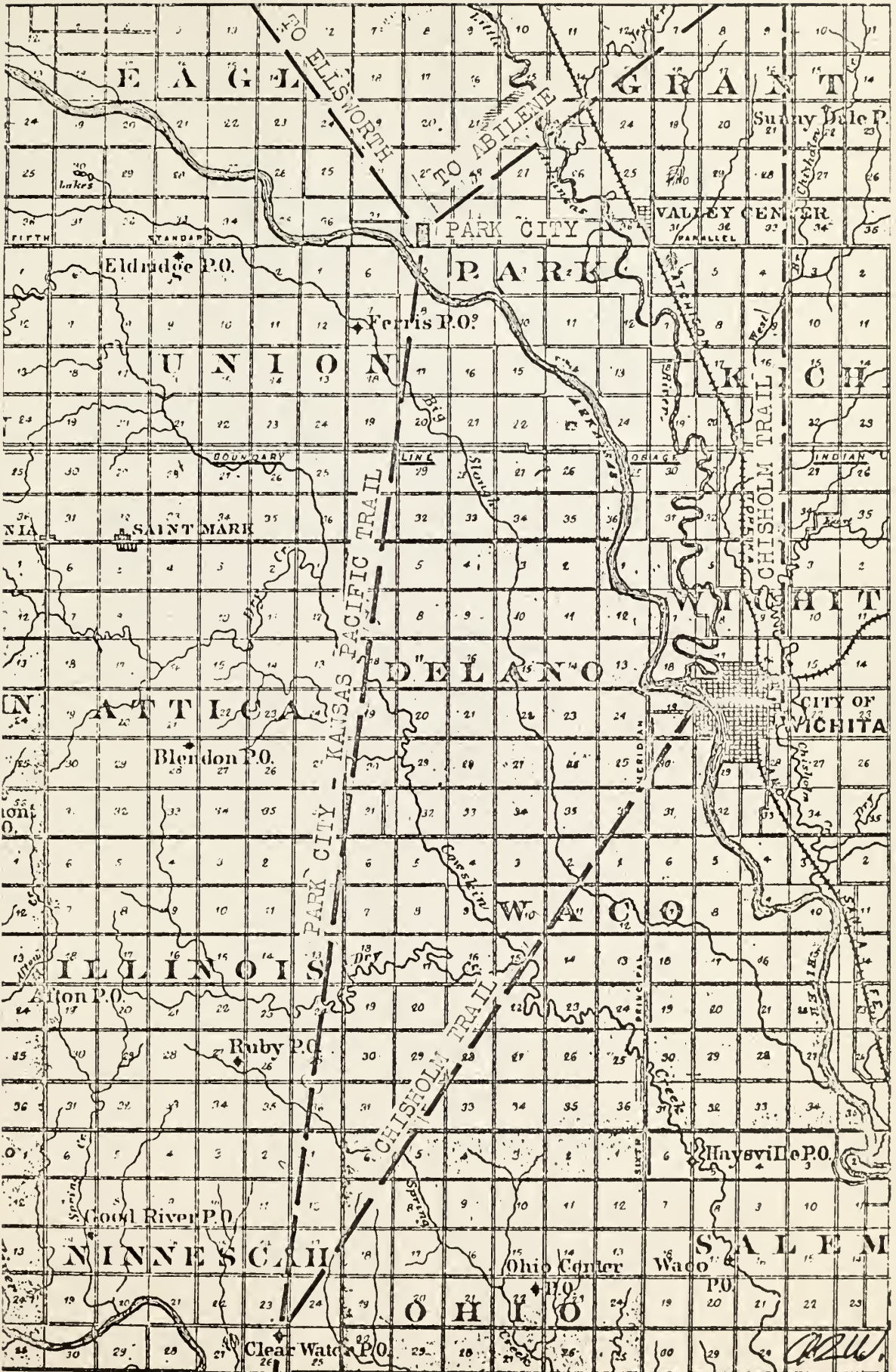
#### MAP I

Edwards, John P. (ed.). Historical Atlas of Sedgwick County, Kansas. Philadelphia: Bracher and Bourquin, 1882.  
Page 5.

This is "Edwards' Township Map" with a scale of three miles to the inch. Harvey County is at the top, north, Butler County to the east, Reno and Kingman west, and Sumner to the south.

Superimposed by the writer is Park City, located in the east one-half of the Southwest Quarter, Section 32, Township 25 South, Range 1 West of the 6th Principal Meridian. Also superimposed is the Park City - Kansas Pacific Trail and the Chisholm Trail.

The reader should study these in relation to the location of Wichita, Valley Center, the Osage Indian Land Boundary, the Arkansas and the Little Arkansas Rivers, the Wichita and Southwestern Railroad (here the Atchison, Topeka, and Santa Fe Railroad), and the 6th Principal Meridian.

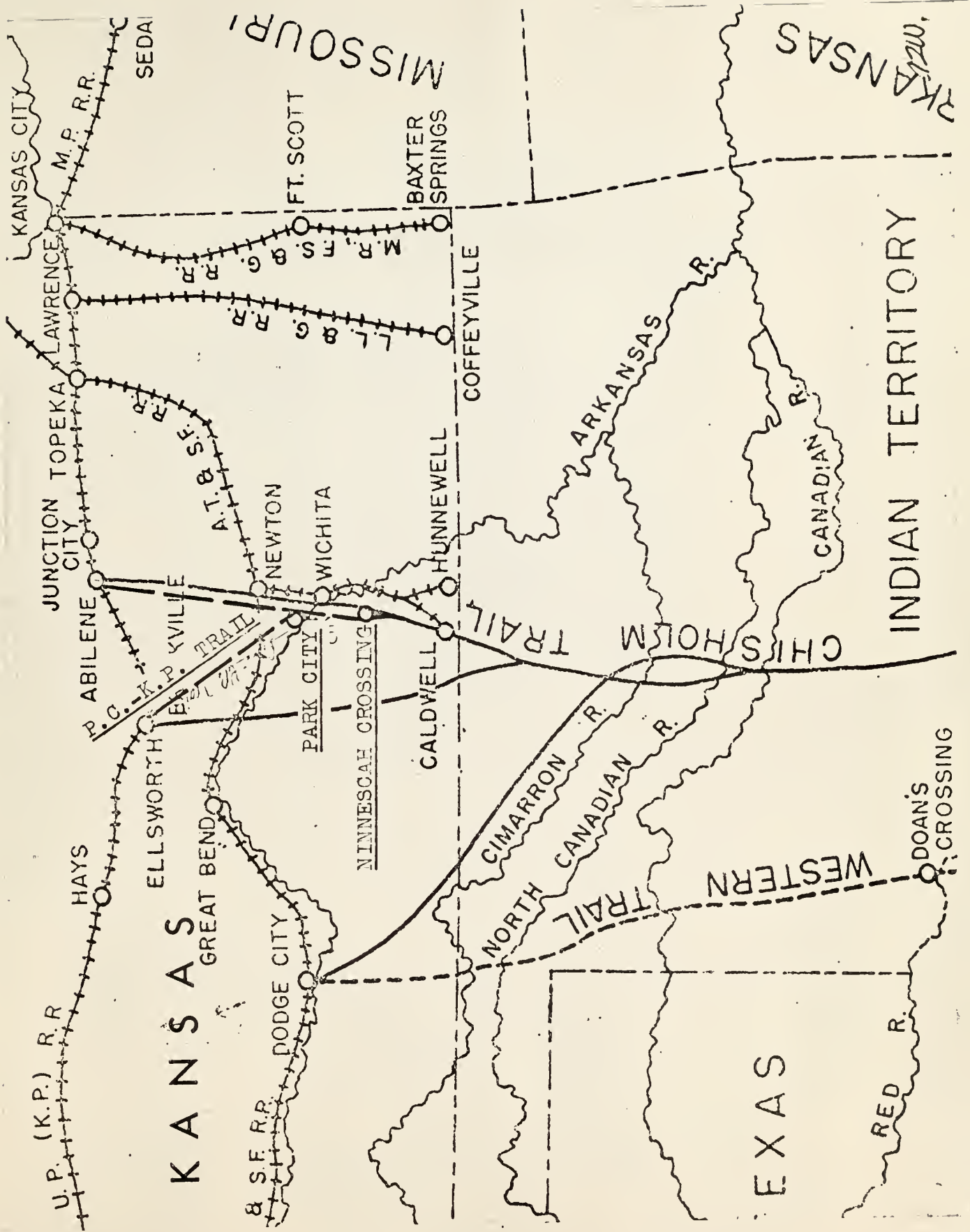


## MAP II

Miller, Nyle; Langsdorf, Edgar; Richmond, Robert W.  
Kansas: A Pictorial History. Topeka: Kansas State  
Historical Society, 1961. Page 112.

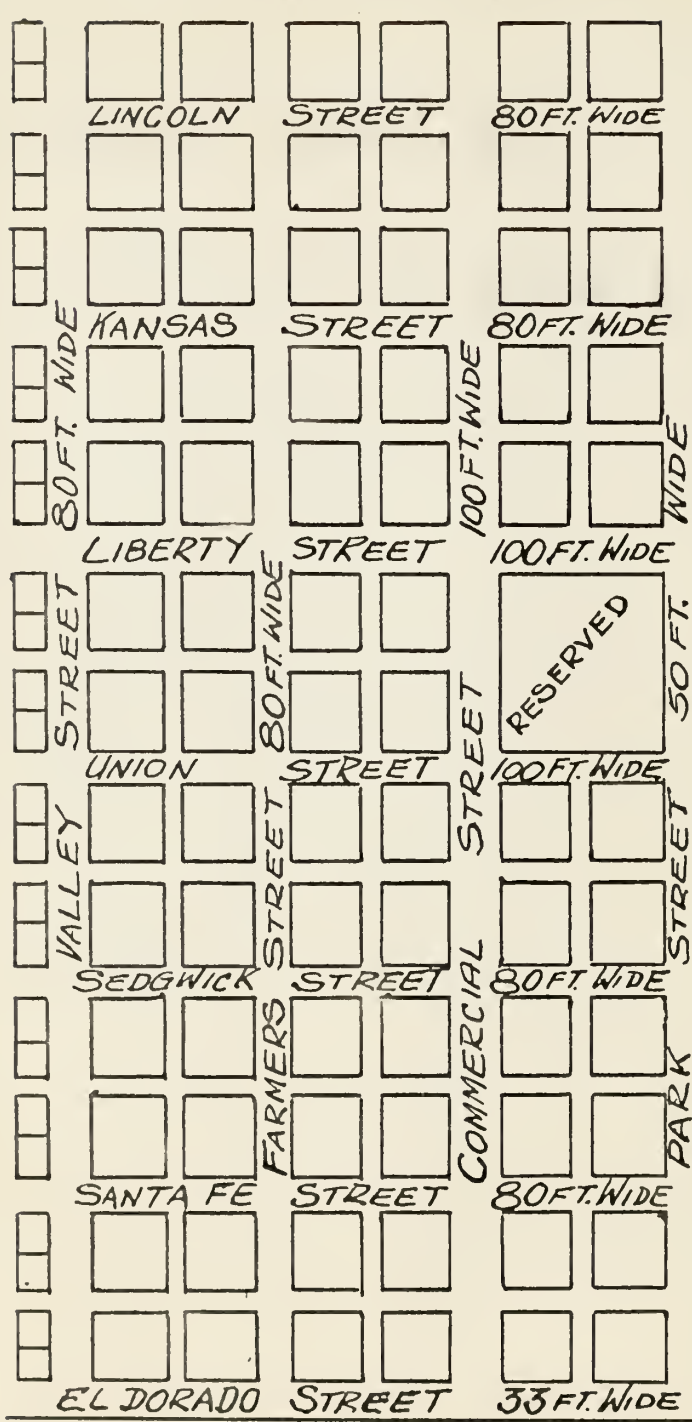
This modern-day map of the cattle era, drawn by Kansas State Historical Society staff members, shows simplified routes of the Atchison, Topeka, and Santa Fe Railroad (including the unnamed Wichita and Southwestern branch between Newton and Wichita), the Chisholm Trail branches to Abilene and Ellsworth, the Kansas Pacific Railroad, and the surrounding territory.

Superimposed by the writer are Park City and the Park City - Kansas Pacific Trail. The reader should observe the location and analyze Park City's claim to being on the shortest and simplest routes to Abilene and Ellsworth.

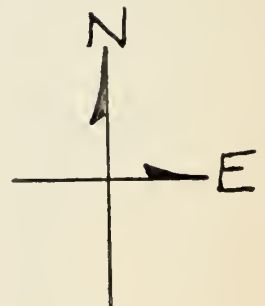


APPENDIX C

PLAT OF PARK CITY



ADJOINING LAND OWNED BY  
NEREUS BALDWIN



WILLIAM FINN-SURVEYOR

SCALE:

DATE: AUGUST 10, 1870

$\frac{1}{4}'' = 100 \text{ FT.}$   
J.C.C.

APPENDIX D

PICTURES OF PARK CITY TOWNSITE, 1964



*This depression was once a dugout. The picture was taken at west edge of Park City Townsite looking west toward the Vincent J. Keeler residence.*



THIS STONE FOUNDATION ONCE SUPPORTED PARK CITY'S ONLY TWO-STORY BUILDING, THE DRAMSHOP.

Taken by Hubert Greenbank, 1964  
and reproduced by Edgar Smith  
Studios, 1965.



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PARK CITY: HOW IT LIVED AND WHY IT DIED

by

SANDRA SWANSON WIECHERT

B. S., Kansas State University, 1960

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AN ABSTRACT OF A MASTER'S THESIS

submitted in partial fulfillment of the

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MASTER OF ARTS

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A barren field with two or three depressions is all that remains of the tiny, almost-forgotten town of Park City, a town which once thrived briefly fourteen miles northwest of Wichita, Kansas, on the banks of the Arkansas River. Few have ever heard of this place which passed into oblivion in the early 1870's. One of these few is Col. Harrie S. Mueller. Upon receipt of the Mueller Scholarship and at his suggestion, the writer has prepared this paper in an attempt to discover why the town was started, who its citizens were, and why the town faded away so quickly. Used as a thesis is a statement once made by James R. Mead, noted Wichita founder and historian, on what factors were necessary for city development.

Chapter I presents a history of the Park City site in regard to its geographical characteristics, inhabitation, and the land legalities of the area up to 1870. The chapter shows that the site had never been a natural meeting place for animals, Indians, or traders, and that other than being a pretty spot near the river, it had no real advantages.

The first settlers arrive and somehow the town building idea develops. The tiny settlements of Park City and Wichita vie for the Sedgwick county seat, Park City losing. Then the Park City Town Company is formed and plans are made for booming the town. Other citizens arrive throughout the winter of 1870-1871. Their activities are discussed and compared to the simultaneous activities of Wichita citizens. By the close of Chapter II, it is evident

that Wichita is the stronger town. Park City's weaknesses begin to be prominent.

Chapter III opens with a cattle trade history and a history of a natural trail to Wichita which soon becomes the Chisholm Trail. Park City leaders are not quick to realize the importance of having a cattle trail; and when they do, the leaders are unable to comprehend how to control such a trail and handle its cattle business. Their attempts to be on a trail to Abilene and later on one to Ellsworth meet with failure, largely due to Wichita leaders' shrewd ability to maintain their dominance.

The same year, 1871, Park City loses its battles to acquire railroads. From its inception, it had planned on being the junction of a road coming west from St. Louis and Ft. Scott, and the Atchison, Topeka, and Santa Fe Railroad coming from Topeka. The St. Louis road was not built until years later, and the Santa Fe went miles north of both Park City and Wichita due to legal problems. Wichita combats its loss, however, by building a feeder line, thus achieving complete Arkansas Valley trade control. With Park City's losses of the county seat, the cattle trail, and the railroads, and no bright prospects for land office acquisition, stage-coach routes, and new industry, the town quickly wanes.

The Park City Town Company disbands by 1872, and the citizens move away or remain as farmers. The post office closes in 1876. The growth of nearby towns and the Wichita boom period are discussed in Chapter V.

The last chapter brings the townsite up to the present, including the interesting requirements for legal title clearance. A brief mention of the new Park City, a Wichita suburb, closes the paper.

