

## SOURCE MATERIALS

*Major Z. M. Pike:* "An Account of Expeditions to the Sources of the Mississippi and through the Western Parts of Louisiana to the Sources of the Arkansaw, Kans., La Platte, and Pierre Jaun Rivers; Performed by Order of the Government of the United States During the Years 1805, 1806, and 1807. And a Tour Through the Interior Parts of New Spain When Conducted Through Those Provinces by Order of the Captain General in the Year 1807." Philadelphia, 1810. The best source as to the early incentives for the Santa Fe trade.

*Josiah Gregg:* "Commerce of the Prairies." 2 vols. New York, 1844-1845. The work of a contemporary who spent several years as a merchant in the Santa Fe trade. The standard authority on the Santa Fe trail.

*House Executive Documents, No. 1,* 30th Congress, Sess. 2: Lieutenant Gilpin to R. Jones, Adjutant General, U. S. A.

*House Executive Documents, No. 17,* 31st Congr. Both documents contain interesting and valuable materials descriptive of the volume of traffic moving over the trail in the late Forties, together with numerous Indian outrages and the failure of Congress to provide adequate military protection for the overland traffic.

## SPECIAL ACCOUNTS

*Col. Henry Inman:* "The Old Santa Fe Trail." New York, 1898. The most comprehensive single volume devoted to the subject. Covers the entire history of the trail from the Spanish *conquistadores* to the coming of the Atchison, Topeka and Santa Fe railroad. Inman quotes considerable source materials, and in his early chapters borrows heavily from Gregg.

## PERIODICAL LITERATURE

*Wm. R. Manning:* "Diplomacy Concerning the Santa Fe Trail." *Mississippi Valley Historical Review, I, No. 4.* An excellent study of the diplomatic relations between the United States and Mexico in 1824-1825. The article is concerned chiefly with the diplomacy incident to marking the trail, in 1825, together with the mutual efforts of the two countries to encourage overland trade along this route.

*Thomas Becknell's Journals,* or "The Journals of Capt. Thomas Becknell from Boone's Lick to Santa Fe, and from Santa Cruz to Green River." *Missouri Hist. Review, IV.* An interesting fragment which devotes ten pages in describing a trip to Santa Fe. It tells nothing that is not to be learned from Gregg, and it in no way compares with Gregg in thoroughness and scope of treatment.

*Chas. F. Lummis:* "Pioneer Transportation in America: Its Curiosities and Its Romance." *McClure's Magazine, Vols. 25 and 26.* An interesting survey of the entire history of pioneer transportation in America from the 16th to the 19th century. The writer places stress upon the Eskimo dog teams as well as the mule teams of Latin America. Considerable attention is devoted to the old Vera Cruz trail in Mexico. As to the Santa Fe trail, we find practically nothing that is not presented in Gregg, or in Root and Connelley, "The Overland Stage to California."

## GENERAL WORKS

*H. H. Bancroft: Works, Vol. 15.* "The North Mexican States." The monumental work on the history of the Pacific and Southwest states of the Union, as well as Latin North America. Is full of richly suggestive material.

*L. Bradford Prince:* "History of New Mexico." Kansas City, 1888. A well-organized and carefully written account that embodies the most important facts. Is especially valuable as a hand-book.

*Helen Haines*: "History of New Mexico." New York, 1891. A useful and convenient volume. Also contains interesting statistical and biographical data.

*Katherine Coman*: "Economic Beginnings of the Far West." New York, 1912. A scholarly and comprehensive work. Contains one chapter of value on the Santa Fe trail.

*John B. McMaster*: "History of the People of the United States." Vol. 5. A standard general work with which all students of American history are familiar.

*Randall Parrish*: "The Great Plains." Chicago, 1907. An entertaining historical sketch of the prairies. Touches the leading events, but in view of its wide scope the book is of small value to the research student of American history.

*Frederic L. Parson*: "The Last American Frontier." New York, 1910. An interesting survey of the more important phases of frontier history from the 18th century down to the construction of the Pacific railroads. Is of value chiefly as an outline presentation of the main facts.

#### UNPUBLISHED SOURCES

*The Archives of the Atchison, Topeka and Santa Fe Company* at Topeka. The only sources where certain data such as contracts bearing upon the expansion of the road, statistical matter, engineering records, charters, and certain details of incorporation can be found.

*Archives of the Kansas State Historical Society*, at Topeka. Here the original correspondence between Col. R. I. Dodge and Governor Thos. Osborn relative to the vigilantes of Dodge City—as well as thousands of valuable documents on Western history—are found.

#### MANUSCRIPT SOURCES

*Private Papers of Cyrus K. Holliday*. Invaluable with reference to the incorporation and organization of the Santa Fe

Company. The writer edited these papers and published them in the Santa Fe Magazine.

*John E. Frost Manuscript*. Especially prepared for the writer by John E. Frost, LL.D., of Topeka, former Land Commissioner, and the best living authority on the operations of the Santa Fe Land Department.

*Private Papers of Albert A. Robinson*, Former Chief Engineer and the real builder of original Santa Fe lines.

*Jacob Wiebe's Narrative*. A quaint account by a Mennonite bishop, in which the narrator tells in simple yet affecting style, the experiences which he and certain of his people had in leaving Russia and in settling on Santa Fe railroad lands in Kansas.

*P. I. Bonebrake Manuscript*. A short account, but of value in treating the early attempts of the Company to get financial aid in Kansas. Prepared for the writer by Mr. P. I. Bonebrake, of Topeka.

#### PRIVATE CORRESPONDENCE

In preparing this work, the writer has had correspondence with the following persons, and from whom some invaluable facts and suggestions have been received: Albert A. Robinson, Edward L. Copeland, Secretary and Treasurer of the A. T. & S. F. Ry. Company; John E. Frost, former Land Commissioner; Howell Jones, present Land Commissioner; J. C. Mohler, Secretary, Kansas State Board of Agriculture; Matt Weightman, Jr., Treasurer of Shawnee County; and George A. Root, Archives Clerk, Kansas State Historical Society. All these gentlemen are in Topeka, Kansas.

Other letters of value came from the following gentlemen: B. F. Rockafellow, one of the original incorporators of the Cañon City & San Juan Railroad Company, Cañon City, Colorado; the late Octave Chanute, famous engineer of Chicago; B. T. Lewis, of La Grange, Illinois; W. E. Bailey, General Auditor of the Atchison, Topeka & Santa Fe Company; and C. B. Schmidt, former Immigration Agent of this Company, both of Chicago; U. S. Land Office, Washington, D. C.; and Professor D. E. Harder of Hillsboro, Kansas.

PRINTED SOURCES

(a) *Official. Various Circulars* issued by the President or Directors of the Company, giving official explanations as to the adoption of certain policies, and as to the issuance of securities for the extension or the purchase of lines. Materials of the highest value.

*Annual Reports of the Company.* The official yearly reports of the President and directors to the stockholders of the Company. Contain much useful explanatory matter and a mass of financial, engineering, and traffic statistics invaluable to a careful study of the road and its affairs.

*Manual No. 10* of the Atchison, Topeka and Santa Fe Company, issued by the Secretary-Treasurer. The official handbook of the Company, setting forth the essential facts of every corporation, alive or defunct, that is comprised within the Santa Fe System of railroads and collateral properties.

"*The A. T. & S. F. in 1864.*" An official compilation of the original land grant and enabling acts with the resolutions of the Kansas Legislature.

(b) *Contemporary Publications.* The complete files of the Commercial and Financial Chronicle, from 1871 to 1887 inclusive. A New York weekly newspaper devoted to corporate and financial matters, edited by financial experts, sane, impartial, and very accurate. This is unquestionably the best single source of information on corporation affairs in this country.

*Files* of the Topeka, Newton, Augusta, and Douglass (Kansas) newspapers for the years 1871-1879, and 1881 respectively; also the files of the Denver papers for 1878-1880. These newspapers were indispensable sources in securing local "color." The Topeka publications were also of great value in treating the early history of the road; while a history of the Grand Cañon troubles could scarcely be written without access to the contemporary accounts in the Denver newspapers.

(c) *Statutes: Federal.* U. S. Statutes at Large. 27th Congr. Sess. 1; 37th Congr. Sess. 3. 39th Congr. Sess. 1; 40th Congr. 1867-1869, Treaties. 42nd Congr. Sess. 1 and 2; 43rd Congr. Sess. 2. Ditto, 44th Congr.; 48th Congr. Sess. 1, and 49th, second session.

*State Laws.* Compiled Statutes of Kansas, 1868. General Laws of New Mexico (Prince), 1880. The Laws of Texas, 1822-1897 (Gammel), Vol. 7. These works contain the original acts incorporating the Atchison, Topeka and Santa Fe Company, together with its more important subsidiaries.

(d) *Miscellaneous Sources.* *Kansas State Historical Collections*, Topeka, Vols. 8 to 12, inclusive. Well-edited, containing much source material of great importance.

Gregg, "Commerce of the Prairies." Mentioned under Santa Fe Trail.

*Poor's Manual of Railroads.* Published annually and contains a bare historical outline, the leading financial details, and the more important operating statistics, of each railroad in the country. The standard reference work on American railroads, though not free from errors.

*Congressional Globe*, 37th Congr., 2nd and 3rd Sessions. For a congressional history of Pacific railroad legislation.

*Smithsonian Institution*, Report of the National Museum, 1887. A valuable article on the extinction of the buffalo, by Wm. T. Hornaday, Superintendent of the National Zoological Park.

*18th Biennial Report, Kansas State Board of Agriculture.* Contains exhaustive statistics necessary in Ch. V.

*U. S. Reports*, 92: Oct. 1875. For Supreme Court Decision on conflicting land titles—railroad lands vs. lands ceded by treaty to the Indians.

*Transactions of the American Society of Civil Engineers*, Vol. 21, on the Sibley Bridge.

GENERAL WORKS

*Emory R. Johnson:* "American Railway Transportation." New York, 1908 edition. A useful reference work by an authority in transportation matters.

*Cy Warman:* "The Story of the Railroad," New York, 1906. An interesting sketch of the leading events connected with the early growth of Western railroads. Contains some interesting information, but often strains for dramatic effect and is not always reliable.

*C. F. Carter*: "When Railroads Were New." New York, 1909. A popular and fairly accurate survey of early railroad expansion in this country.

*H. H. Bancroft*: Works, 15 and 17. Indispensable to every student of Western history.

*F. Hall*: History of Colorado. Chicago, 1890. Vols. 2 and 3. A large work, judicious, lucid, and quite accurate. Written from a local viewpoint, this history presents a useful outline of the main events of the Grand Cañon War.

*Root and Connelley*: "The Overland Stage to California." Topeka, 1901. An excellent compilation of materials, narrative and statistical, bearing upon overland routes in general. While the standard work in its field, the book is of but incidental importance to the historian of the Santa Fe Railroad.

GENERAL MISCELLANEOUS

*Frank Spearman*: "The Strategy of Great Railroads." New York, 1905. A series of interesting popular articles on the leading railroads of the United States. Is chiefly concerned with the strategy of their respective geographical locations, together with the problems of leadership involved.

*J. B. Sanborn*: "Congressional Land Grants in Aid of Railways." Madison, 1899. A very brief outline study of the subject. The writer makes good use of his references, but he has attempted too much for a short monograph.

*F. L. Paxson*: "The Last American Frontier." See under Santa Fe Trail. By the same author, "The Pacific Railroads and the Disappearance of the Frontier in America." Amer. Hist. Assoc. Reports, 1907, I. A sketch of the early history of the various transcontinental lines. Pays but slight attention to the A. T. & S. F.

*Joseph Nimmo, Jr.*: A Report in Regard to the Range and Cattle Business of the United States. Washington, 1885. Govt. Printing Office. A useful study that throws much light on the rise of the cattle business in the Southwest.

*John Moody*, in Moody's Magazine, VI. A bare outline sketch of the Santa Fe Railroad.

*F. W. Blackmar*: "Life of Chas. Robinson." Topeka, 1902. Useful for the early career of Cyrus Holliday and the founding of Topeka.

*J. P. Davis*: "The Union Pacific Railroad, Chicago, 1894. An authentic and scholarly treatment, though dreary reading in places. Of some value with regard to Pacific land grants.

*E. V. Smalley*: "The Northern Pacific Railroad." New York, 1883. One of the earliest attempts at writing railroad history in this country.

*Chas. S. Gleed*, on the Atchison, Topeka and Santa Fe Railroad. *Cosmopolitan Magazine*, Vol. 14. A scholarly man, a Director of the Company, and for over thirty years associated with Santa Fe affairs, Mr. Gleed writes authoritatively. A useful collection of facts.

*New International Encyclopedia*, New York, 1906, Vol. 13.

*Encyclopedia Britannica*, Cambridge, 1911. Useful for some routine details concerning the Mennonite sect.

*Railway Organization and Working*. Edited by Professor Ernest Dewsnap, Chicago, 1906. Volume comprises a large number of technical articles written by various railroad officials on the work of their respective departments.

*Simon Sterne*: "Railways in the United States." New York, 1912. A series of lectures that make a comparative study of railways and governmental control of railways in the United States and Western Europe.

*Thomas F. Woodlock*: "The Anatomy of Railroad Reports and the Ton Mile Cost." New York, 1909. A useful study in which the various features of railroad reports are analyzed and interpreted.