
MISSOURI TRAIL OF TEARS



INTERPRETIVE PLAN

Prepared by the MTSU Center for
Historic Preservation

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Preservation
Scholars · Partners · Leaders

Submitted to Missouri Humanities Council
&
The Trail of Tears Association
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INTRODUCTION & METHODOLOGY

This project was made possible by a grant from the Missouri Humanities Council (MHC). Funding for these grants has been provided by the National Endowment for the Humanities (NEH) as part of the American Rescue Plan (ARP) and the NEH Sustaining the Humanities through the American Rescue Plan (SHARP) initiative.

Since the Trail of Tears National Historic Trail was designated in 1987, the state of Missouri did not have a comprehensive plan to interpret the trail's numerous resources and history within the state. To address this long-standing need in Missouri, The National Trail of Tears Association (TOTA) applied for funding through the Missouri Humanities Council to prepare an interpretive plan in partnership with the Center for Historic Preservation (CHP) at Middle Tennessee State University. The interpretive plan includes four main components:

- 1) Brief historical context of the Cherokee Trail of Tears in Missouri
- 2) Inventory and descriptions of current or potential interpretive/historical sites identified as high, medium, or low priority for onsite signage and interpretation as determined by TOTA and CHP
- 3) Interpretive themes
- 4) Branding and signage guidance

TOTA was awarded the funding in July 2021 and work began on the interpretive plan in January 2022.

While preparing this interpretive plan, CHP staff worked closely with the Missouri Chapter of the Trail of Tears Association. The Missouri Chapter compiled a comprehensive list of nearly forty sites that had existing interpretation or sites that they felt would be ideal for onsite interpretation of the Trail of Tears National Historic Trail and provided that list to CHP staff. In March 2022, CHP Director Dr. Carroll Van West and CHP National Trails Program Coordinator Amy Kostine spent a week in Missouri visiting sites on that list with Missouri Chapter members. They made an additional trip in November 2022 to complete site visits for the project.

In order to organize the sites into high, medium, and low priority as required in the funding agreement, CHP staff worked with Missouri Chapter members to develop a "Trail of Tears Interpretive Site Assessment Form" (see Appendix A). One half of the form captures basic property owner information and interest, as well as site location. This provides the MO Chapter and other partners with an updated master contact list for sites and quick reference of what owners are interested in interpretation. The other half of the form contains five evaluation questions. These evaluation questions are scored, providing an objective measurement with priority designation based on the results of this score. While the site inventory section in this report focuses on onsite signage and interpretation priorities, the CHP has also included guidance on other forms of interpretation, including federal certification, the National Park Service Mobile App, Geocaches, and Story Maps.

Thanks are due to Troy Wayne Poteete, Executive Director of the Trail of Tears Association, for helping to make this project a reality and working with MTSU staff every step of the way.

Special thanks are also due to Christopher W. Dunn of GeoVelo Geospatial Forensics for sharing the GIS Trail of Tears mapping project that he has been working on for many years.

Many thanks are also do the Missouri Chapter of the Trail of Tears Association Board of Directors for their time, assistance, guidance, and recommendations throughout this process:

Rocky Miller, President
Larry Hightower, Vice President
Denise Dowling, Treasurer
Dr. Bill Ambrose, Secretary
Jason Urby, Board Member
Brick Autry, Board Member
Deloris Gray, Past President

The MTSU Center for Historic Preservation will remain available to provide guidance and assistance with carrying out the recommendations outlined in this plan and looks forward to working with trail partners in Missouri on future interpretive projects.

HISTORICAL BACKGROUND & RESOURCES

“We are told the detachment will probably be able to proceed on the journey tomorrow. It will then have been three weeks since our arrival on the other bank of the [Mississippi] river. About half the detachment [had] crossed when the ice began to run and so filled the water as to stop the boats near three weeks. During this time five individuals have died, viz. one old Cherokee woman, one black man, & three Cherokee children, making in all since we crossed the Tennessee River 26 deaths.”

-The Reverend Daniel S. Butrick, accompanying Richard Taylor’s detachment along the Trail of Tears, February 1839

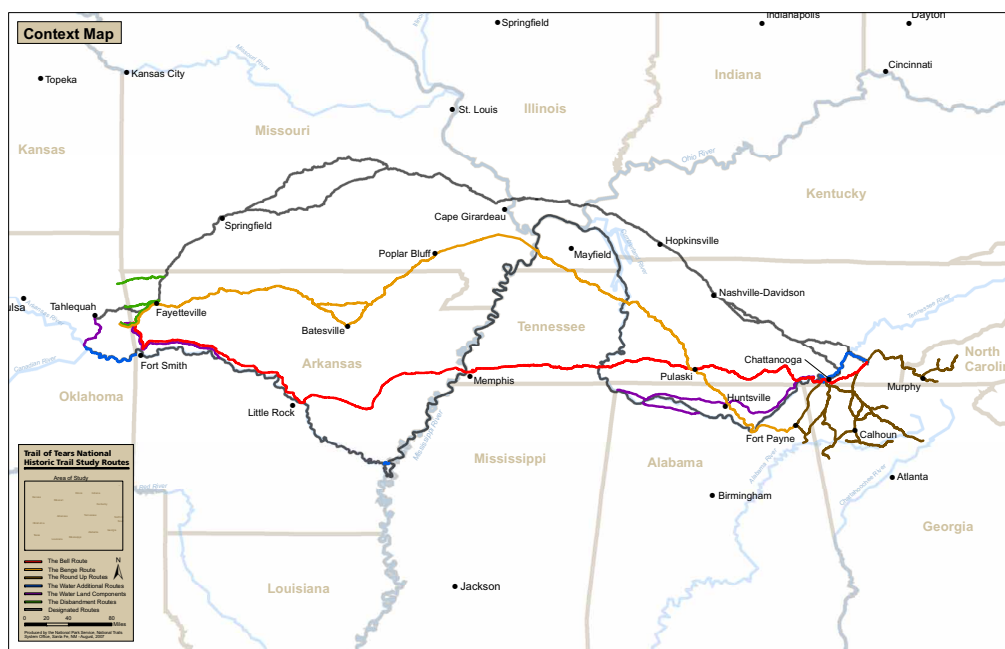


Figure 1. Map of the various routes of the Cherokee Trail of Tears. Source: National Park Service.

When the Reverend Daniel Butrick penned this account of the Richard Taylor detachment’s difficulty and delay in crossing the ice-laden Mississippi River into Missouri, he was a little more than halfway through a journey to Indian Territory along the “Northern Route” of the Trail of Tears. The Taylor detachment was just one of eleven detachments, totaling more than 11,500 people, that took the Northern Route of the Trail of Tears in 1838-1839, traveling through Tennessee, western Kentucky, southern Illinois, southern Missouri, and northwestern Arkansas before disbanding in eastern Oklahoma (see Figure 1).

Though Butrick often commented on the kindness of many of Missouri’s residents and the beauty of its towns and landscapes, the Cherokee’s journey through the state was marred with intermittent rain, ice, snow, and cold temperatures. The fluctuating weather coupled with prevailing sickness among the Cherokee made for a difficult trek across the state.

Those traveling the Northern Route of the Trail of Tears largely followed in the footsteps of a small group of Cherokees led by U.S. Army Lieutenant B. B. Cannon in 1837. This detachment contained approximately 360 people who left their homes “voluntarily” in the aftermath of the 1835 Treaty of New Echota. After traveling through Tennessee, western Kentucky, and southern Illinois, the detachment crossed

the Mississippi River into Missouri on November 12-13, 1837. The detachment continued through several towns and communities including Jackson, Farmington, Caledonia, present-day Steelville, present-day Rolla, Waynesville, present-day Marshfield, and Springfield, before entering Arkansas. Cannon kept a brief journal of the detachment's journey west, often noting how many miles were traveled in a day, where the detachment camped for the night, and the issuance of food and fodder, with some mentions of sickness and death. His journal, along with receipts for the detachment's purchases along the route, are invaluable primary resources for researchers and interpreters of the Northern Route of the Trail of Tears today.

Similar to the detachments in 1838-1839, the Cannon detachment's journey through Missouri was plagued with illness. Several days after passing through Caledonia, Dr. G.S. Townsend, an attending physician for the detachment, advised Cannon on November 25th to suspend travel due to the overwhelming amount of sickness prevailing amongst the group. The detachment remained encamped for the next eight days to allow for the treatment and convalescence of the nearly two-thirds infected, including almost all of the wagon drivers. Townsend attributed the sickness to the "unwholesome stagnant water which [the detachment was] compelled to use throughout Illinois, the exposure to marsh effluvia [on the banks of the Mississippi River], and the freedom with which the emigrants indulged in the use of fruits of every description, more particularly Grapes which proved a certain prelude to violent attacks for Dysentery and Bowel complaints, of a dangerous character."¹ On December 4th, the detachment broke camp despite the number of sick filling the wagons almost to capacity. Broken wagons, bitter cold weather, illness, and death continued to plague the detachment. After passing through Springfield, Cannon noted in his journal on December 17, 1837, "[E]xtremely cold weather, sickness prevailing to a considerable extent, all very much fatigued."²

1838 WATER ROUTE DETACHMENTS & KEY PRIMARY SOURCES

Five months later, after the May 23, 1838, deadline for the Cherokee to remove to Indian Territory "voluntarily" had passed, 7,000 federal troops and state militia, under the command of U.S. Gen. Winfield Scott, forcibly gathered the Cherokee from their homes and marched them to one of three main emigrating depots in Tennessee and Alabama, where they were divided into detachments for their journey. The first three detachments left in June from the Ross's Landing emigrating

depot in present-day Chattanooga and traveled primarily by water passing by Missouri for a small portion of their journey. The first two of these detachments, containing approximately 1,475 Cherokee, including a small number of Creek, departed on June 6th and June 12th respectively.

Lieutenant Edward Deas led the first detachment of Cherokee forcibly removed, which consisted of approximately 600-800 individuals.³ Much of what we know about this detachment comes from Deas's journal, which is transcribed and available online through the Sequoyah National Research Center at the University of Arkansas at Little Rock.⁴ On June 6th, the detachment boarded the steamboat *George Guess* and its six accompanying flatboats at Ross's Landing, and traveled down the Tennessee River to Decatur, Alabama, for the first leg of its journey.⁵ The Reverend Daniel S. Butrick, who had been a Christian missionary to the Cherokee since 1818 under the auspices of the American Board of Commissioners for Foreign Missions, witnessed the detachment embark. Distraught over what he had seen, Butrick remarked:

The first company sent down the river, including those dear trembling doves who spent a night at our house, were, it appears, literally crammed into the boat... Who would think of crowding men, women, and



Figure 2. The New Madrid Water Route Overlook wayside exhibits in Missouri, developed by the National Park Service and located along a walking trail at the river's edge on Levee Road, interpret the Trail of Tears for visitors and residents.

*children, sick and well, into a boat together, with little, if any more room or accommodations than would be allowed to swine taken to market?*⁶

As a result of dangerously low water levels from an extreme drought, and to avoid the hazardous Muscle Shoals, the detachment traveled via rail for the next leg of its journey to Tuscumbia, Alabama. The Cherokee arrived in Decatur on June 9th and boarded approximately thirty-two rail cars hauled by two separate trains the following morning.⁷ The first train arrived in Tuscumbia around three o'clock in the afternoon. Those arriving on this train boarded the steamboat *Smelter*. Unfortunately, the steamboat departed for Waterloo before the second train arrived between four and five o'clock in the afternoon. Thus, the other half of the detachment was temporarily left behind at Tuscumbia Landing and remained encamped there for the night. On June 11th, the remaining Cherokee were transported to Waterloo via boat and were reunited with the rest of the detachment,

continuing down the Tennessee River on the steamboat *Smelter* and two keel boats. The following day, Deas reported that there were only 489 individuals remaining in the detachment, down significantly from the estimated 600-800 the detachment started with.

On June 12th, Deas reported that the boats stopped to obtain wood and reached Paducah between 4 and 5pm, noting, "Finding that the S. Boat and one keel are sufficient to transport the party the other was left at Paducah this afternoon, and the rate of traveling is thereby much increased."⁸ The detachment left Paducah around sunset and continued traveling through the night, passing by Missouri and reaching Memphis between 9 and 10 pm the following day. In Memphis, a small boat was sent ashore as there was no landing for the steamboat and fresh beef was obtained for the detachment.⁹ On June 16th, the detachment reached Little Rock, stopping to resupply and left the keel boat behind in order to expedite travel.

On June 19th, the detachment reached Fort Coffee, Oklahoma "just before sunset" and was disbanded the following day.¹⁰ Of the seventeen detachments that were part of the forced 1838-1839 removal, Deas's detachment made it to Indian Territory in the shortest amount of time, two weeks. While no deaths were reported en route, there was

a considerable number of desertions, a problem for the federal authorities that also beset the next two detachments.

U. S. Army Lieutenant Robert H. K. Whiteley led the second detachment of Cherokee forcibly removed from the Chattanooga area via boat and followed a route similar to that of the Deas detachment. Like Deas, Whiteley kept a journal of his detachment's journey, which is transcribed in the CHP report, *North Alabama's Tuscumbia, Courtland and Decatur Railroad and Its Role During Cherokee Emigration/Removal Beginning in 1837*.¹¹ According to Whiteley's journal, the detachment left from a camp "five miles distant from the town of Chattanooga" on June 12th and proceeded downriver to Brown's Ferry.¹² It is unclear exactly how many individuals were initially part of the detachment, since the Cherokees were uncooperative with Whiteley's efforts to enumerate them. Despite his best efforts, Whiteley estimated that there were approximately 875 individuals in the detachment.

The detachment left Brown's Ferry on June 16th in eight flat boats pulled by the steamboat *George Guess*. Unlike the Deas detachment, the Whiteley detachment encamped along the riverside nightly, so "as to give the Indians sufficient time to cook in the evenings & mornings the provision for the day."¹³ Provisions were rationed and typically consisted of flour, corn meal, bacon, and occasionally fresh meat.

On June 21st, the detachment reached Decatur and boarded two trains for Tuscumbia. Between Ross's Landing and Decatur, Whiteley noted that 25 Cherokee deserted. Tragedy and setbacks continued to plague the detachment. While encamped at Tuscumbia, the Cherokee were overcome with sickness. The detachment's physicians believed that it was due to the fresh beef issued to them. Whiteley noted that four children succumbed to death during this time.¹⁴ The detachment began moving again on June 27th. Between June 27th and the 30th, Whiteley noted the deaths of another three children and the escape of another 118 Cherokee to an uncertain freedom.

Following the same course as the Deas detachment, the Whiteley detachment traveled portions of the Tennessee, Ohio, Mississippi, White, and Arkansas rivers, stopping at Paducah on July 1st, Memphis on July 3rd to secure supplies, and Little

Rock to await a light draft steamboat to take the detachment to Fort Coffee or Fort Gibson. The steamboat *Tecumseh* arrived on July 11th to take the Cherokee on the next leg of their journey. The detachment reached Bentley's Bar, located four miles below the town of "Lewis Berg," Arkansas on July 13th, where it became necessary for them to travel via wagons for the last leg of their journey.

The detachment's situation was becoming dire. On July 22nd, Whiteley noted that water was scant and the weather was particularly warm.¹⁵ Two days later, Whiteley reported that there were between three and four deaths a day and by July 28th an estimated 200-300 individuals were ill.¹⁶ By August 1st, up to six or seven Cherokee were dying a day, and due to lack of provisions at Fort Gibson, the detachment would have to cross Boston Mountain and continue on to the Flint Settlement. They did so and arrived at the head of Lee's Creek in the Flint Settlement on August 1st. By journey's end, a reported seventy individuals had lost their lives.

U.S. Captain Gustavus S. Drane led the third forcibly removed detachment, consisting of approximately 1,071 people, to leave the Ross's Landing emigrating depot.¹⁷ Due to the extreme drought, the detachment traveled on foot to Waterloo, Alabama. From Waterloo, the detachment boarded the steamboat *Smelter* on July 14th

and traveled down the Tennessee, Ohio, Mississippi, White, and Arkansas rivers. On July 22nd, the steamboat *Smelter* grounded thirty miles south of Little Rock. Three days later, the steamboat *Tecumseh* arrived. Drane noted that the detachment was taken on board the *Tecumseh*, but “owing to low water, all of the Indians able to walk was obliged to land at the sandbars & walk.”¹⁸ The *Tecumseh* reached Little Rock on July 26th but could go no further via water. The detachment continued overland for the remainder of their journey, disbanding at Mrs. Webber’s in present-day Stillwell, Oklahoma, on September 5, 1838. Much like the Whiteley detachment, the Drane detachment suffered much loss with a total of 146 deaths while 293 people deserted for an uncertain but free future.¹⁹

News of the high numbers of desertions, sickness, and fatalities suffered by most of the water detachments quickly reached the Cherokee government. On July 23rd, the Cherokee Council petitioned the United States government to postpone removal until fall when the weather was more conducive to long-distance travel and to allow the Cherokee to control the remainder of their removal.²⁰ Permission for both was granted, provided that the Cherokee stay encamped near the emigrating depots until travel resumed in late-August.

The remaining Cherokee were divided into fourteen detachments. Thirteen of these detachments utilized overland routes to reach the West. However, the last detachment, led by Captain John Drew and consisting of just 231 Cherokee, including Principal Chief John Ross and his family, left via boat from the Fort Cass emigrating depot in present-day Charleston. By this time, the drought in Tennessee was over, resulting in higher water levels, so the group traveled down the Hiwassee and Tennessee rivers on four flatboats, paying for pilots to safely transport them through the “Suck” and other hazardous areas near Chattanooga. They also paid tolls to use a canal, which bypassed the worst of the rapids in the Muscle Shoals area.²¹

At Tuscumbia, John Ross purchased the steamboat *Victoria* for \$10,000, and the detachment boarded the steamer for the trip downriver following the route previously used by the other water route detachments.²² Additionally, in Paducah, a keelboat was purchased for the detachment at a cost of \$600.²³ The group made an unplanned stop in Cairo, Illinois. According to historian Daniel F. Littlefield, Jr., “Ross had to leave the boat and go to the Mississippi River crossing in Illinois,

where the overland contingents had been held up for some time by ice in the river. Some of the teamsters in one contingent were on the point of rebellion. Ross resolved the issue and rejoined his family at Cairo.”²⁴ Ross’s wife, Quatie, was ill at the time and later died aboard the steamer before it reached Little Rock. She was buried in Little Rock and the detachment continued to the mouth of the Illinois River where low water forced the group to abandon the *Victoria*. Ross hired teamsters and wagons to transport the detachment approximately 40 miles to the Illinois Campground near Tahlequah, Oklahoma where the group disbanded on March 18, 1839.²⁵ In sum, all four of the 1838-1839 forcibly removed Water Route detachments briefly passed by Missouri on their journey west.

1838-1839 NORTHERN ROUTE & KEY PRIMARY SOURCES

Of the fourteen detachments that were formed of the Cherokee who remained encamped at the emigrating depots until travel resumed in late-August, eleven of them, consisting of approximately 10,725 Cherokee, left from the emigrating depots in Tennessee intermittently from August through October 1838 and primarily took the overland route that Cannon had blazed a year earlier, which became known as the Northern Route (see Table 1).²⁶

Table 1. 1838 Cherokee Removal Detachments Traveling the Northern Route

| Conductor | Assistant | Departure Location | Number of People at Departure* | Disbandment Location |
|---|---|---|--------------------------------|---|
| Hair Conrad (replaced by Colston around August 28, 1838) | Daniel Colston | Cherokee Agency Area, Tennessee | 710/729 | Woodhall Farm, Oklahoma |
| Elijah Hicks | White Path (died en route – replaced by William Arnold) | Gunstocker Creek/ Camp Ross, Tennessee | 809/858 | Mrs. Webbers Plantation, Oklahoma |
| Jesse Bushyhead | Roman Nose | Chatata Creek, Cherokee Agency Area, Tennessee | 864/950 | Beattie's Prairie, Oklahoma |
| Situwakee | Peter / Evan Jones | Savannah Branch, Cherokee Agency Area, Tennessee | 1,205/1,250 | Beattie's Prairie, Oklahoma |
| Old Field | Stephen Foreman | Candies Creek, Cherokee Agency Area, Tennessee | 864/983 | Beattie's Prairie, Oklahoma |
| Moses Daniel | George Still | Cherokee Agency Area, Tennessee | 1,031/1,035 | Mrs. Webber's Plantation, Oklahoma- although ordered to Lee's Creek, Oklahoma |
| Choowalooka | J.D. Wofford (replaced by Thomas N. Clark on January 22, 1839) | Taquah Camps/Mouse Creek, Cherokee Agency Area, Tennessee | 1,120/1,150 | Beattie's Prairie, Oklahoma |
| James Brown | Lewis Hildebrand | Vann's Plantation, Ooltewah Creek, Tennessee | 745/850 | Key's at Park Hill, Oklahoma |
| George Hicks | Collins McDonald | Mouse Creek, Cherokee Agency Area, Tennessee | 1,031/1,118 | Beattie's Prairie, Oklahoma |
| Richard Taylor | Red Watt Adair | Near Vann's Plantation, Ooltewah Creek, Tennessee | 897/1,029 | Woodhall Farm, Oklahoma |
| Peter Hildebrand | James Hildebrand | Ocod Camp Cherokee Agency Area, Tennessee | 1,449/1,766 | Woodhall Farm, Oklahoma |

Duane King, *The Cherokee Trail of Tears* (Portland, OR: Graphic Arts Books, 2008), Appendix A & B, 170-171; Jerry Clark, "Cherokee Removal Detachments (Basic Chart)", October 15, 2009.

*The number of individuals in each detachment, as recorded by Disbursing Agent Capt. John Page is listed first, and the number tallied by John Ross is listed second.

Nine of the eleven detachments that traveled the Northern Route crossed the Tennessee River at Blythe Ferry and traveled through Dayton, Morgantown, and the Sequatchie Valley, before ascending and descending the Cumberland Plateau into McMinnville. The Richard Taylor and James Brown detachments started the first leg of their journey by taking an alternative route to McMinnville. They crossed the Tennessee River and traveled through Dallas, Soddy-Daisy, and crossed the Sequatchie Valley near Dunlap, then over the Cumberland Plateau via Hill Road into McMinnville. The detachments traveling the Northern Route continued west through Woodbury, but four of the detachments took an alternate route to Nashville, passing through Jefferson in order avoid a number of tolls from Murfreesboro to Nashville. In Nashville, the detachments all crossed the Cumberland River via a toll bridge and continued northwest into Kentucky traveling through Hopkinsville, Princeton, Fredonia, and Salem, crossing into Illinois at Golconda. They continued across Illinois through Vienna and Anna.

After crossing the Mississippi River via Green's Ferry (Willard Landing) and Bainbridge Ferry (Hamburg Landing), those traveling the Northern Route continued west through Jackson. From Jackson, those traveling the Northern Route (except for the Hildebrand detachment), passed through several towns and communities including

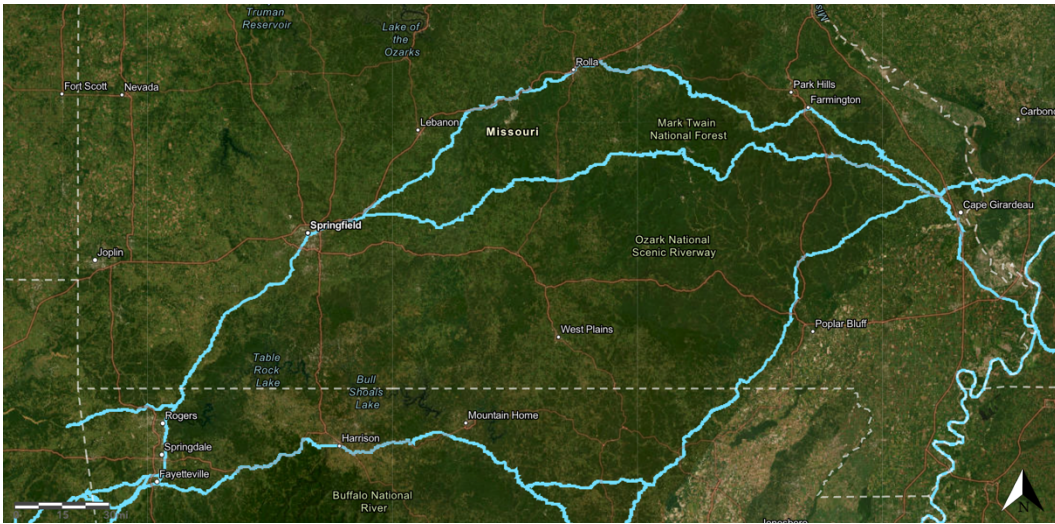


Figure 4. Trail of Tears National Historic Trail across Missouri. *Courtesy of ArcGIS Online.*

Jackson, Farmington, Caledonia, present-day Steelville, present-day Rolla, Waynesville, present-day Marshfield, and Springfield. The Hildebrand detachment took a more southerly route west from Jackson, passing through Fredericktown, present-day Pilot Knob, and present-day Hartville. From Springfield, the Northern Route detachments continued south through present-day Cassville, through Arkansas, and then on to Indian Territory (see Figure 4).

Much of what we know about the Northern Route can be gleaned from the journals and diaries kept by several individuals who participated in the removal from 1837-1839. U.S. Army Lieutenant B. B. Cannon, who is credited for blazing the Northern Route in 1837, kept a journal of his detachment's travel west. It has been transcribed and is available online through the Sequoyah National Research Center at the University of Arkansas at Little Rock.²⁷ Receipts for the Cannon detachment's purchases further illuminate our understanding of the detachment's journey and copies are available through members of the Trail of Tears Association, while the originals are located at the National Archives and Records Administration (see Figure 5). Receipts for fresh beef, bacon, corn, flour, pork, salt, oats, cornmeal, and fodder tell us about the diet of the Cherokees and their horses on the journey west.

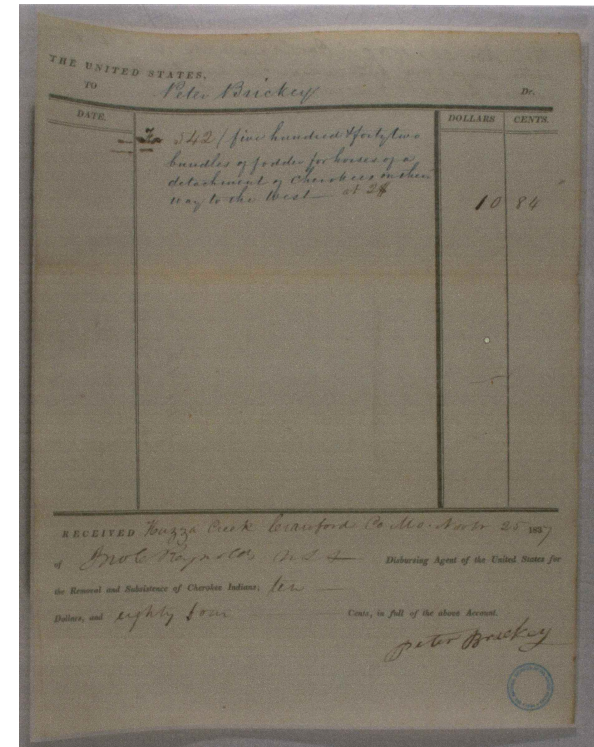


Figure 5. Receipt for \$10.84 paid to Peter Brickey on 11/25/1837 for 542 bushels of fodder for horses in the Cannon detachment. *Courtesy of Missouri Chapter of the Trail of Tears Association.*

Receipts for coffins and digging graves serve as a stark reminder of the human cost of the removal.

In 1838-1839, Richard Taylor conducted a detachment west on the Northern Route with the assistance of Red Watt Adair. Reverend Daniel S. Butrick and physician William Isaac Irwin Morrow traveled with this detachment. Both men kept journals during

their journey. Butrick’s journal contains much lengthier and more descriptive entries than the others and provides much information about the landscapes and towns the detachment traveled through, along with the hardships they faced along the way. His journal has been transcribed, published, and is available through the Trail of Tears Association.²⁸ Dr. Morrow’s diary, which in many cases touches on some of the content mentioned in Butrick’s journal, has also been transcribed and is housed in the collection of the State Historical Society of Missouri.²⁹ These journals and diaries, along with receipts for the Cannon detachment’s purchases, are among the best sources of information about the Cherokees’ experience along the Northern Route of the Trail of Tears and should be considered when interpreting Cherokee removal sites in Missouri. These sources, along with period maps, eyewitness accounts, and newspaper articles, have helped researchers better understand the location and terrain of the Northern Route, where detachments rested and acquired supplies, and the hardships the detachments faced while traveling.

1838-1839 BENGE ROUTE

The Benge detachment departed from the Wills Valley in northeastern Alabama in October 1838 with approximately 1,100 individuals, including 144 enslaved African Americans. John Benge, with George Lowrey serving as the assistant conductor, led the detachment. As with the other detachments, a physician, an interpreter, wagon masters, and commissars joined Benge and Lowrey.³⁰ At the time of their departure from Wills Valley, Benge and Lowrey reported that two-thirds of the detachment were in a “destitute condition and in want of shoes Clothing and Blankets.”³¹ In addition, they only had eighty-three tents. Their journey west remains obscure to researchers due to a lack of primary sources. It is known that the detachment traveled west to Gunter’s Landing and then northwest through Huntsville. They passed through Pulaski, Tennessee on October 23, 1838. A local newspaper reported that “five or six deaths, principally of children,” occurred while in the area.³² Whooping cough and measles were blamed as the cause. They continued to Reynoldsburg, Tennessee and crossed the Mississippi River at Columbus, Kentucky and entered Missouri.

After entering Missouri, the Benge detachment traveled northwest through Charleston, Benton, and Jackson. From Jackson, they traveled southwest to

Greenville. At the time of the removal, no other major towns were located between Jackson and Greenville, although mills, such as Bollinger Mill, and other industrial enterprises were present. From Greenville, the detachment continued south into Arkansas and then west to present-day Oklahoma.

ADDITIONAL KEY RESOURCES FOR INTERPRETERS

There are countless resources readily available to help interpreters contextualize the Trail of Tears, from books to journal articles, to reports and digital collections. The trail community has worked diligently over the years publishing primary sources and sharing their research digitally. In addition to the primary sources mentioned thus far, there are several websites with helpful information for those wishing to interpret the Trail of Tears:

Trail of Tears National Historic Trail:

<https://www.nps.gov/trte/learn/historyculture/research.htm>

(The research page listed above contains links to pertinent research collections and reports written by the trail community over the years)

National Trail of Tears Association:

<https://nationaltota.com/>

(The resources tab contains research, reports, papers, and the 1838 Claims Before Emigration database)

Missouri Chapter, Trail of Tears Association:

<https://motrailoftears.com/>

(Still under development, this includes interactive maps, resources, blogs, and trails news for Missouri)

Trail of Tears Through Arkansas Digital Exhibit, Sequoyah Research Center, University of Arkansas at Little Rock:

<https://ualrexhibits.org/trailoftears/>

(This website contains the Cannon and Deas Journals, along with other pertinent information on the Cherokee, Chickasaw, Choctaw, Muskogee (Creek), Seminole, and Seneca removals.

While a more descriptive summary of the Water Route was included in this section, detailed secondary summaries for the Northern Route, Hildebrand variation, and the Bengé Route of the Trail of Tears in Missouri already exist and seemed unnecessary to repeat in this report. Tiffany Patterson, former National Register Coordinator for the Missouri Department of Natural Resources, prepared a multiple property documentation form for the National Register of Historic Places entitled, “Cherokee Trail of Tears in Missouri, 1837-1839.”³³ Patterson combed through the historic record for pertinent primary sources and built a comprehensive narrative of the Northern, Hildebrand, and Bengé routes in Missouri. This document is an excellent resource for those wishing to develop interpretation on the Trail of Tears in Missouri but are in need of additional context. It can be accessed, here:

<https://mostateparks.com/sites/mostateparks/files/Cherokee%20ToT%20MO.pdf>

In 2019, Mark Spangler used Patterson’s work as a base for his report, *The Northern Route from Waynesville to Stafford*.³⁴ Through intensive research and fieldwork, Spangler filled in gaps in Patterson’s work to create a more thorough account of the Trail of Tears in this corridor.

Additional secondary sources for those drafting Trail of Tears interpretation, include Duane King’s book, *The Cherokee Trail of Tears*, and Joan Gilbert’s book, *The Trail*

of Tears Across Missouri.³⁵ Both offer useful information on detachments and routes.

SITE INVENTORY

During this study, the Missouri Chapter of the Trail of Tears Association compiled a list of nearly forty sites in the state that either have existing onsite Trail of Tears interpretation or sites board members felt would be ideal for future onsite interpretation. While that list is central to this interpretive plan, it is important to note that it largely focuses on publicly accessible sites. Publicly accessible sites typically mean higher visibility and more traffic, making them ideal locations to educate the public about the history of the Trail of Tears. However, much of the Trail of Tears National Historic Trail is located on private property, including many significant sites with a direct trail association (trail segments, campsites, locations where food and supplies were purchased, water crossings, etc.). While outreach is an important part of preserving and interpreting the Trail of Tears National Historic Trail, it is of the utmost importance to respect private property owners' land and their willingness in sharing the history of that land with the public. As a result, more time is needed to identify private property owners, understand their interest in sharing the Trail of Tears history of their land with the public, and form positive relationships with those interested owners. In the future, fostering and developing relationships with private property owners will likely yield to more interpretive opportunities for the trail.

Throughout 2022, CHP staff visited each of the sites identified by the Missouri Chapter as having existing onsite interpretation or potential for future onsite interpretation and completed a "Trail of Tears Interpretive Site Assessment Form" for each (see Appendix A). The form contains five evaluation questions. These evaluation questions are scored, providing an objective measurement with high, medium, and low priority designation in this plan partially based on the results of that score. In the future, additional sites not included in this plan may be identified for potential interpretation, including those located on private property. Site Assessment Forms should be completed for each new site identified. In addition, if owner interest in interpretation at a site has changed, the form should be updated to reflect that. Doing so will provide the Missouri Chapter and other partners with a current and accurate list of sites and owner interest, thus helping to set future priorities when it comes to implementing interpretive goals for the Trail of Tears in the state.

Sites designated in this plan as "**high priority**" generally have the following characteristics:

- The site has a direct association with the Trail of Tears National Historic Trail.
- The owner is supportive of site interpretation.

Sites designated in this report as "**medium priority**" generally have the following characteristics:

- The site does not have a direct association with the Trail of Tears National Historic Trail but is located on one of removal routes or nearby.
- The owner is supportive of site interpretation.
- The site is publicly accessible and may or may not have existing interpretation with potential for more.

Sites designated in this report as "**low priority**" generally have the following characteristics:

- The site does not have a direct association with the Trail of Tears National Historic Trail but is located on one of the removal routes or nearby.
- The owner is either not supportive of site interpretation or needs to be contacted regarding interest in interpretation.

SITES INVENTORY – HIGH PRIORITY SITES

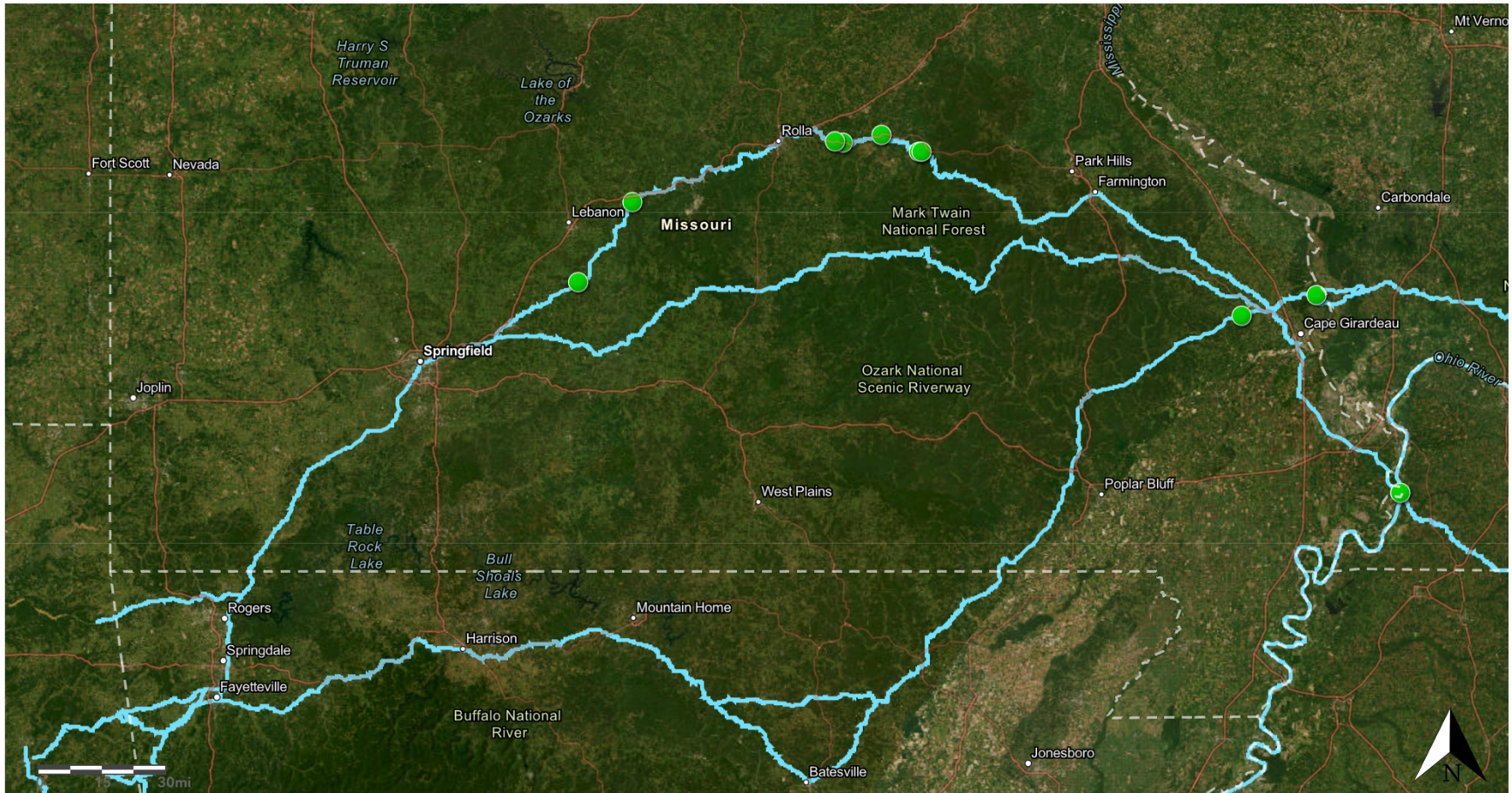


Figure 6. The green dots represent the locations of high priority sites identified in this report. The blue line indicates the federally designated Trail of Tears National Historic Trail. *Courtesy of ArcGIS Online.*

TRAIL OF TEARS STATE PARK

Coordinates/Route: 37.438889, -89.480487, Northern Route

Description:

The Trail of Tears State Park is a federally certified site on the Trail of Tears National Historic Trail and is listed in the National Register of Historic Places. Included in this 3,415-acre park is a visitor center with exhibits on the Cherokee removal and the natural history of the park. In addition, there is an outdoor interpretive wayside at the Bushyhead Memorial, and Trail of Tears National Historic Trail signs on Moccasin Springs Road. Other amenities at the park include picnic sites, hiking, horse trails, and fishing. The Park Superintendent is supportive of additional signage/interpretation.

Trail of Tears Significance:

Some detachments traveling the Northern Route, including the Cannon detachment, crossed the Mississippi River here via Green's Ferry. On November 12, 1837, Cannon noted in his journal, "[A]rrived at Mississippi river, 10 o'clock A.M., Commenced ferrying, at 11 o'clock A.M., directed the party to move a short distance as they crossed the river, and encamp." The following day, he wrote, "Continued ferrying from 7 o'clock until 10 o'clock A.M., when the wind arose and checked our progress, 3 o'clock P.M., resumed and made our trip, suspended at 5 o'clock P.M."³⁶ In return for ferrying the detachment across the river, William Willard was paid \$110.00.³⁷ From Green's Landing, detachments traveled west on Moccasin Springs Road through the present-day park. In addition, Nancy Bushyhead Walker Hildebrand, sister of Reverend Jesse Bushyhead (detachment leader), is believed to be buried near the Bushyhead Memorial within the park.

Initial Recommendations:

- Consider developing and installing an outdoor exhibit to interpret Green's Ferry and the Cherokee crossing.
- Work with NPS to order a Trail of Tears start/end distance sign.
- Incorporate the site into applicable Story Maps, QR Code programs, websites, and apps.



Figure 7. Trail of Tears State Park Visitor Center.



Figure 8. Bushyhead Memorial and interpretive wayside.



Figure 9. View of the Mississippi River from the Scenic Overlook.

BRICKEY FARMSTEAD – MARK TWAIN NATIONAL FOREST

Coordinates/Route: Location Restricted, Northern Route

Description: The Peter Brickey property is located within the Mark Twain National Forest and contains an original road segment (still in use), a ford of the Huzzah (now a low water crossing), the foundations of the 1830s-era Brickey house and outbuildings, and at least one Cherokee burial. The setting is rural and forested and contains virtually no visual obtrusions, except for some power lines. Mark Twain National Forest staff are very interested in interpreting this site with tribal consultation and support once archaeological investigations are complete.

Trail of Tears Significance: The Cannon detachment's encampment on the Huzzah in 1837 was likely on or adjacent to the Peter Brickey farmstead.³⁸ Brickey also supplied corn and fodder to the detachment.³⁹ In 1839, the Brickey family hosted the Butricks and Dr. Morrow of the Taylor detachment. On February 24, 1839, Dr. Morrow wrote, "Traveled over a poor gravelly country. Camped at Huzzah Creek, a branch of the Merrimack River, at Bricky's—10 or 12 miles from Murphy's. Passed through a hilly and poor country, rain all day... Lodged at Bricky's."⁴⁰ On March 1, 1839, the Reverend Daniel Butrick penned the following in his journal, "Mrs. B. & myself travelled Saturday about 25 miles and put up for the Sabbath at the house of Mr. Brickey." Two days later, he mentioned spending the day with his "kind host, enjoying a quiet & peaceful sabbath." In addition, he noted the following during his stay at the Brickey residence:

About noon our dear Cherokee friends began to pass on to their encampment, nearly a mile beyond us. Here at the house of our host, our young friends Wiley Bigbey & his wife called a few weeks ago, on account of her sickness, & here she expired, and was buried.⁴¹

Initial Recommendations:

- Replace missing or damaged TRTE NHT road signs near the site
- Once archaeological work is complete, consider requesting an NPS TRTE NHT site identification sign, developing and installing interpretive waysides, and incorporating the site into applicable Story Maps, QR Code programs, websites, and apps.



Figure 10. Brickey House foundations.



Figure 11. Original road segment through the Brickey Farmstead site.

SILAS BRICKEY SCHOOLHOUSE AND SPRING

Coordinates/Route: 37.920451, -91.166513, Northern Route

Description:

The Silas Brickey Schoolhouse and Spring is located on private property and is a federally certified site on the Trail of Tears National Historic Trail. CHP staff were unable to visit and fully assess the property for the preparation of this interpretive plan, but it is clear that this property is significant to the Cherokee removal. While the certification of the site suggests that the property owner is willing to share the history of the site with the public, the owner should be contacted to discuss any future interpretation at this property.

Trail of Tears Significance:

The Cannon detachment encamped at the Silas Brickey schoolhouse and spring for six nights while members of the detachment recovered from illness. On November 28, 1837, Cannon wrote, "Moved the Detachment two miles further to a Spring and School-house, obtained permission for as many of the sick to occupy the school-house as could do so, a much better situation for an encampment than on the creek, sickness increasing."⁴² The following day, Cannon reported that illness was increasing and that the child of Corn Tassels was buried. On December 1st, Cannon noted that while the sickness was abating, Oolanheta's child was buried that day. The detachment remained encamped at this location until they resumed travel on December 4th. In addition, receipts from the Cannon detachment indicate that Silas Brickey was paid \$29.01 ½ for providing 34 bushels of corn, 323 bundles of fodder, 153lbs of fresh beef, and quarters and subsistence for a wagon driver for the detachment.⁴³

Initial Recommendations:

- With owner support, incorporate the site into applicable Story Maps, QR Code programs, websites, and apps.
- With owner support, work with NPS to create a sign plan for the site, which would include a site identification sign.
- With owner support, develop and install interpretive waysides.

| THE UNITED STATES, | | Dc. | |
|--|---------------|---------|-------|
| TO | | TO | |
| DATE | 1837 Dec 4 | DOLLARS | CENTS |
| For 153 lbs of fresh beef for use of a detachment of Cherokees at 3 cts per lb | | 4 | 59 |

RECEIVED Houqua Creek, Crawford Co. Mo. Dec 4, 1837.
of *Silas B. Brickey*, Disbursing Agent of the United States for
the Removal and Subsistence of Cherokee Indians; for
Dollars, and *fifty nine* Cents, in full of the above Account.
Silas B. Brickey

Figure 12. Receipt for 153lbs of fresh beef for the Cannon detachment provided by Silas B. Brickey at a cost of \$4.59, December 4, 1837. Courtesy of Missouri Chapter of the Trail of Tears Association.

HENRY E. DAVIS HOMESTEAD/STEELEVILLE COMMUNITY PARK

Coordinates/Route: 37.974153, -91.337459, Northern Route

Description:

Steeleville Community Park and Recreation Area is a federally certified site on the Trail of Tears National Historic Trail. The park is well-maintained and contains two baseball/softball fields, a track, pool, playground, picnic pavilions, parking, facilities, and a greenway trail, among other amenities. The park does not currently contain any Trail of Tears interpretation despite its status as a certified site, but the city is interested in future signage. One possible location for interpretive signage in the park is the area near the picnic pavilion and the bridge over Whittenburg Creek. This is a quieter area of the park and close to the creek, which was, no doubt, utilized by the Cannon detachment for fresh water while they encamped on the property (see Figures 13-15).

Trail of Tears Significance:

This park was the location of the Henry E. Davis homestead, but no extant resources from the homestead remain. In 1837, the Cannon detachment camped on his property. In addition, Davis was paid \$20.70 ½ for 635 bundles of fodder, 4 ½ bushels of corn, 53 ¼ lbs of beef, 1 ¼ bushels of corn meal, and quarters and subsistence for a wagon driver.⁴⁴

On December 14, 1837, Cannon wrote: “Marched at 9 o’c. A.M., Buried George Killian, [p. 11] and left Mr. Wells to bury a waggoner, (black boy) who died this morning, scarcely room in the wagons for the sick, halted at Mr. Davis, 12 past 4 o.c. P.M., had to move down the creek a mile off the road, to get wood, Issued corn & fodder and corn meal, 11 miles to day.”⁴⁵

Initial Recommendations:

- Work with NPS to create a sign plan for the site, which would include a certified site identification sign facing the highway.
- Develop and install interpretive waysides.
- Incorporate the site into applicable Story Maps, QR Code programs, websites, and apps.



Figure 13. Restroom facilities and the paved Greenway Trail and bridge over Whittenburg Creek.



Figure 14. View of the nearby picnic pavilion.



Figure 15. View of Whittenburg Creek from the Greenway Trail bridge.

SNELSON-BRINKER HOUSE SITE

Coordinates: 37.948449, -91.501256, Northern Route

Description:

The Snelson-Brinker property is a federally certified site on the Trail of Tears National Historic Trail and was listed in the National Register of Historic Places in 2007 under Criterion A and D for its association with the Cherokee Trail of Tears. The site contains an original road segment of the Trail of Tears, the ruins of the Snelson-Brinker home (originally built in 1834, extensively remodeled and rebuilt in the 1980s, and burned by arsonists in 2017), the Brinker-Houston Cemetery (established in 1837), and a root cellar/smokehouse (built c.1880 and rebuilt c.1988). The property is cared for and maintained by the Snelson-Brinker Foundation, a 501c3 non-profit organization, and contains a National Park Service site identification sign and a trail start/end distance sign. The property owner is very supportive of additional signage and interpretation at the site.

Trail of Tears Significance:

On December 5, 1837, the Cannon detachment passed by the Brinker house before resting for the night at the Meramec River. Brinker was paid \$40.92 for providing the detachment with 31 3/8 bushels of corn, 563 bundles of fodder, and quarters and subsistence for a wagon driver.⁴⁶ A year later, an additional ten detachments followed in Cannon's footsteps, passing by Brinker's property. On February 27, 1839, Dr. Morrow, wrote the following account in his journal about the death of four Cherokees that occurred while encamped within the vicinity of Brinker's property:

“clear and cold, traveled 10 miles to Brinker near Massy Iron Works – snowed some during the day a very cold night – four Indians died, and were buried viz – 2 of Mills family, Old Byrd, and Mary Fields.”⁴⁷

Initial Recommendations:

- Once the site is regularly maintained, develop and install interpretive waysides.
- Incorporate the site into applicable Story Maps, QR Code programs, websites, and apps.



Figure 16. Snelson-Brinker House ruins.



Figure 17. Roadbed.



Figure 18. NPS signage at the Snelson-Brinker property, 2014.

MARAMEC SPRING PARK – MASSEY IRON WORKS

Coordinates: 37.956083, -91.533275, Northern Route

Description:

Maramec Spring Park is a federally certified site on the Trail of Tears National Historic Trail. It was also listed in the National Register of Historic Places in 1969 as a district under Criterion A for its significance in commerce, industry, and early settlement. The park was once the location of the Massey (or Maramec) Iron Works, established by Thomas James and Samuel Massey in 1826. Today, the park contains 1,860 acres of forest and fields, including a 200-acre public use area which features a café, store, camping, wildlife viewing, fish feeding, picnicking, shelters, playgrounds, fishing, museum, and historic resources. The property is privately owned and operated by The James Foundation, a nonprofit organization incorporated in the State of Missouri. The director is supportive of interpreting the Trail of Tears at the park through both indoor and outdoor exhibits and signage.

Trail of Tears Significance:

Detachments traveling the Northern Route of the Trail of Tears passed by the Iron Works once located within this park. On December 6, 1837, Cannon noted in his journal that his detachment “passed Masseys Iron Works.” On February 27, 1839, Dr. Morrow wrote the following:

“clear and cold, traveled 10 miles to Brinker near Massey’s Iron Works – snowed some during the day a very cold night – four Indians died, and were buried viz – 2 of Mills family, Old Byrd, and Mary Fields. Examined the forge and furnace at Massey’s. I think it the most convenient and splendid place of the kind I ever saw.”⁴⁸

Initial Recommendations:

- Work with NPS to create an interpretive sign and marker plan for the site
- Update existing Trail of Tears interpretation in the museum and add interpretive waysides along Stringtown Road and/or the spring branch.
- Incorporate the site into applicable Story Maps, QR Code programs, websites, and apps.



Figure 19. Blast furnaces at the park postdate the Trail of Tears.



Figure 20. Stringtown Road with current interpretive signage.



Figure 21. Interpretive waysides near Maramec River.

STARK'S CROSSING – GASCONADE HILLS RESORT

Coordinates: 37.751171, -92.396902, Northern Route

Description:

The Gasconade Hills Resort is a family friendly retreat located 1.5-miles from Route 66 along the Gasconade River in the Ozarks. The resort offers cabins, RV sites, tent sites, an on-site convenience store, river access, pool, camp shower facilities, fire pits, and picnic tables. They rent canoes, kayaks, rafts, and tubes and offer day trips on the river. The resort owner is interested in Trail of Tears interpretation at the resort.

Trail of Tears Significance:

By the time of the Trail of Tears, Stark's was a well-known crossing on the Gasconade River.⁴⁹ According to Mark Spangler's research, the Northern Route of the Trail of Tears crosses over the crown of a hill into today's Gasconade Hills Resort and follows a modern service road for the resort to the Gasconade River. Old maps found by Spangler indicate that the river ford (Stark's Crossing) roughly aligns with the location of the resort's canoe landing.⁵⁰ Detachments traveling the Northern Route of the Trail of Tears crossed the Gasconade River at this location. On March 6, 1839, Dr. Morrow wrote, "The Detachment made a late start – the morning warm – wind from the south – look out for rain. Traveled 14 miles to the Gasconade River at Starks through a barren and sterile country – the day continued pleasant..."⁵¹

Initial Recommendations:

- With owner support, move forward with NPS certification of the site.
- If certification is approved, work with NPS to create a sign plan for the site, which would include a site identification sign.
- Develop and install interpretive waysides.
- Incorporate the site into applicable Story Maps, QR Code programs, websites, and apps.



Figure 22. The resort's canoe landing on the Gasconade River.



Figure 23. Basketball court and pavilion.



Figure 24. Looking north towards Spring Rd. with the convenience store on the right.



Figure 25. Gasconade Hills Resort Map. Source: gasconadehills.com.

CAVE SPRING

Coordinates: 37.482332, -92.623012, Northern Route

Description:

Cave Spring is located on the east side of a gravel road, named Palm Drive, near the Laclede/Webster county line and contains road swales and a cave. The site has been intentionally left overgrown to deter trespassing and vandalism. However, the owner is interested in sharing the property and its history with the public. At the time of this report, the owner has applied to the National Trails office of the National Park Service to have the property designated as a certified site on the Trail of Tears National Historic Trail. While there is currently not safe parking for visitors to the site, there is a former driveway on the property near an existing TRTE NHT road sign that could be converted to a small parking lot.

Trail of Tears Significance:

In the early 1830s, Abial C. Parks and his family moved to Cave Spring in what was then Pulaski County, Missouri. While serving as county assessor in 1836, Abial was appointed postmaster at Cave Springs. Oral tradition suggests that the post office and a store that Abial operated was located inside the cave for which Cave Spring is named. Park's home/trading post at Cave Spring, a well-known landmark in the area at the time, is referenced in Trail of Tears documents. On December 12, 1837, Cannon wrote, "Marched at 9 o'clock. A.M., halted one mile in advance of Mr. Parkes at a branch, 4 o'clock. P. M."⁵² "A C Parker" at Cave Spring was paid \$9.74 for 412 bundles of fodder and hauling it to the encampment one mile away at Grigsbys. Another payment of 50 cents covered "quarters and subsistence" for wagon personnel on the night of December 12, 1837.⁵³ Dr. Morrow also mentioned Parks in his journal. On March 9, 1839, he wrote, "Traveled 11 miles to a creek four miles southwest of Parks."⁵⁴

Initial Recommendations:

- If certification is approved, work with NPS to create a sign plan for the site.
- Once site is maintained and safe parking is established, consider developing/installing interpretive waysides.
- Incorporate the site into applicable Story Maps, QR Code programs, websites, and apps.



Figure 26. The Cave Spring site.



Figure 27. Palm Drive adjacent to the Cave Spring site. There is a former driveway near here that could be converted into a small parking lot for visitors.

BOLLINGER MILL STATE HISTORIC SITE

Coordinates/Route: 37.367995, -89.802973, Benge Route and Northern Route

Description:

Bollinger Mill is a federally certified site on the Trail of Tears National Historic Trail and is listed in the National Register of Historic Places. The mill and dam were originally constructed in 1825. Union troops burned the mill during the Civil War in 1861, but the original 1825 stone foundation and dam survived and were reused in 1867 for the four-story mill that stands here today. In addition to the mill, the site contains the Bufordville Covered Bridge. Built in 1858, the bridge is one of four extant covered bridges remaining in Missouri today. The historic site is well-maintained and contains ample parking. Outdoor interpretation at the mill includes two Trail of Tears interpretive waysides. One of these panels focuses on receipts and the cost of removing the Cherokee. The Park Superintendent is supportive of additional interpretation.

Trail of Tears Significance:

Bollinger Mill is located on the Benge Route of the Trail of Tears, but documents also indicate a direct association with the Cannon detachment. Receipts indicate that George F. Bollinger sold flour, corn, cornmeal, and fodder to the B. B. Cannon detachment in 1837. On November 18, 1837, Bollinger sold 1.5 bushels of corn, 18 bundles of fodder, 1,533 1/3 pounds of flour, and 30 bushels of cornmeal for a total of \$62.25. He was paid an addition \$4.00 to haul the flour from the mill to Cannon's detachment 20 miles away.⁵⁵

Initial Recommendations:

- Incorporate the site into applicable Story Maps, QR Code programs, websites, and apps.



Figure 28. Bufordville Covered Bridge and Bollinger Mill.

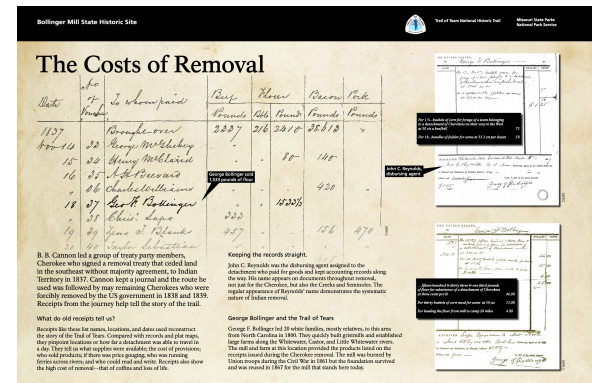


Figure 29. PDF of one of the interpretive waysides on the Trail of Tears at Bollinger Mill. *Courtesy of National Trails, National Park Service.*

BELMONT INTERPRETIVE WAYSIDES

Coordinates/Route: 36.765930, -89.123954, Benge Route

Description:

Three interpretive waysides are located at a site off Route 80 near the Mississippi River at the former town of Belmont. The site includes a gravel parking lot with three designated parking spaces. One of the interpretive waysides focuses on the Battle of Belmont during the Civil War. The other two waysides focus on the Cherokee removal.

Trail of Tears Significance:

The Benge detachment crossed the Mississippi River near this location on their journey west.

Initial Recommendations:

- Incorporate the site into applicable Story Maps, QR Code programs, websites, and apps.
- Work with NPS and other partners to create and implement a sign plan for the site and the area. Directional signage would be especially helpful to draw visitors to the site.



Figure 30. View of the Mississippi River, looking east at Columbus-Belmont State Park in Kentucky, a certified site on the Trail of Tears National Historic Trail.



Figure 31. Interpretive waysides at the former town of Belmont on the Mississippi River.



Figure 32. “They Passed this Way” interpretive wayside.



Figure 33. “The Geography of Removal” interpretive wayside.

SITES INVENTORY – MEDIUM PRIORITY SITES



Figure 34. The yellow dots represent the locations of medium priority sites identified in this report. The blue line indicates the federally designated Trail of Tears National Historic Trail. *Courtesy of ArcGIS Online.*

OLD MCKENDREE CHAPEL

Coordinates: 37.378011, -89.619083, Northern Route

Description:

The Old McKendree Chapel, named for circuit-riding preacher William McKendree, is privately owned by the Methodist Church Conference and has a board of trustees that works to preserve the chapel and grounds, both of which are open to the public at no charge. The single-pen, hand-hewn log chapel was constructed by church members around 1819 and is located on a two-acre tract of land donated by the William Williams family.⁵⁶ The chapel remains in remarkable condition and has changed little since it was built. Today, the McKendree Chapel campus includes more than fifteen acres. There is off-road parking at the site, the grounds are well kept, and there are several interpretive waysides outside the chapel that focus on nineteenth century Methodism, the history of the McKendree Chapel, and the preservation of the chapel. The McKendree Chapel Memorial Foundation is supportive of future Trail of Tears interpretation at the site.

Trail of Tears Significance:

On November 14, 1837, Cannon wrote in his journal, "Crossed the residue of the Party, Marched at 10 o'clock A.M., halted, and encamped at Mr. William's, Issued corn & Fodder, sickness prevailing, 5 miles to day." Although there is no known evidence that any members of the Cannon detachment visited the McKendree Chapel, the detachment did camp nearby on a farm owned by Charles Williams.⁵⁷ Williams was also paid \$93.69 ½ for 65 3/8 bushels of corn, 1159 bundles of fodder, 18 bushels of corn meal, and 420lbs of bacon.⁵⁸ The chapel's location on former land owned by the Williams family makes it an ideal place to interpret the story of the Cannon detachment.

Initial Recommendations:

- Reach out to NPS to see if the site is eligible for certification.
- Work with board of trustees to develop and install an interpretive wayside about the Cannon detachment.
- Incorporate the site into applicable Story Maps, QR Code programs, websites, and apps.
- If certified/interpreted, work with NPS to create a sign plan for the site.



Figure 35. McKendree Chapel.



Figure 36. Existing interpretation, McKendree Chapel.



Figure 37. Visitor parking, McKendree Chapel.

LONG HOUSE – FARMINGTON

Coordinates/Route: 37.77890, -90.41633, Northern Route

Description:

The Long House originally belonged to one of the founding families of Farmington and is owned by the city today. The original log section of the house was built in 1833. The family added additional rooms onto the log house over the years. The General Federation of Women's Clubs Monday Club of Farmington helped save the home from being torn down in the 1950s. It was subsequently restored, furnished, and opened to the public as a historic site. The home is located within Long Park, which also contains a gazebo, skate park, and restrooms. In addition, there is a memorial to tanner Philip Long. His tannery was the first industrial business in Farmington. The house is currently being considered for federal certified site designation.

Trail of Tears Significance:

The Long House was standing at the time of the Trail of Tears and is located directly on the Northern Route, and is therefore, considered a witness house to the Cherokee removal. While no other connections are known between the house and the Trail of Tears, Farmington was mentioned in several period removal documents. Taylor Sebastian of Farmington, for example, was paid \$7.65 for 306 pounds of salt for the Cannon detachment.⁵⁹ On November 20, 1837, Cannon noted in his journal, "Marched at 8 o'clock A.M., passed thro' Farmington, Mo., halted at St. Francis River, 4 o'clock P.M."⁶⁰ On February 26-28, 1839, Rev. Butrick also mentioned Farmington in his journal calling it "a pleasant village."⁶¹ Trail of Tears National Historic Trail signage was recently installed in Farmington, and the Long House would be an ideal place to further interpret the city's connections to the Trail of Tears.

Initial Recommendations:

- Strategize and execute a plan for on-site interpretation.
- If certification is approved or interpretation is installed, work with NPS and other partners to create and implement a sign plan for the site.
- Incorporate the site into applicable Story Maps, QR Code programs, websites, and apps.



Figure 38. Long House.



Figure 39. Original 1833 section of the home.



Figure 40. Long House, second floor.

CALEDONIA

Coordinates: 37.764043, -90.774655, Northern Route

Description:

Caledonia was platted in 1818 and is the smallest incorporated town in Missouri. The village contains thirty-three buildings listed in the National Register of Historic Places as part of the Caledonia Historic District. This includes one Trail of Tears-era building, the Craighead-Henry House, constructed c.1816. A 7-acre park, known as the Village of Caledonia Park, is located off Webster Road and includes a large barn for private/public events and festivals. A community center and covered picnic area are located to the west of the barn. Mayor John M. Robinson III has expressed interest in interpreting the Trail of Tears in Caledonia. In addition to installing Trail of Tears signage along the route through town, the park would be an ideal location for additional onsite interpretation.

Trail of Tears Significance:

Caledonia was a memorable landmark for those traveling the Northern Route of the Trail of Tears. The village was mentioned in several journals. On November 21, 1837, Cannon wrote, “[P]assed through Caledonia, halted at Mr. Jacksons, encamped and issued corn & fodder, beef and Bacon, mostly bacon, 14 miles to day.”⁶² On February 22, 1839, Dr. Morrow noted, “Overtook the Detachment at Caledonia. Camped at Seburns— two miles west of Caledonia.”⁶³ Rev. Butrick complimented the town in his March 1, 1839, journal entry, stating, “Today we passed through a handsome little village called Caledonia. The village is neat & the country around delightful. The people also appear to be intelligent & well bred. Thus far we are more and more pleased with Missouri, and the very name conveys delight to our minds...”⁶⁴

Initial Recommendations:

- Work with NPS to develop a TRTE NHT sign plan for Caledonia.
- Consider developing and installing interpretive waysides.
- Incorporate Caledonia into applicable Story Maps, QR Code programs, websites, and apps.



Figure 41. Village of Caledonia Park, looking north towards the Village Barn.



Figure 42. Village of Caledonia Park, looking northeast towards the Community Center and covered picnic area.



Figure 43. Cherokee passing through Caledonia might have seen the Craighead-Henry House, constructed c.1816 on present-day College St.

ST. JAMES TOURIST INFORMATION CENTER

Coordinates: 38.006461, -91.618986, Northern Route

Description:

The St. James Tourist Information Center houses the location of the Saint James Chamber of Commerce. The site has high visibility from major thoroughfares, contains ample parking, a walking trail with picnic tables, public restrooms, free Wi-Fi, and brochures and information on Saint James and other sites throughout the state of Missouri. The Chamber of Commerce Director expressed interest in Trail of Tears interpretation and is open to ideas for interpretive panels inside and outside the information center.

Trail of Tears Significance:

The Northern Route of the Trail of Tears is located less than one mile from the St. James Tourist Information Center. While there is no direct association between the Trail of Tears and the grounds of the center, its location off U.S. Highway 44 and Route 66, along with its publicly accessible building and grounds, makes it a high visibility site to interpret the trail and its history.

Initial Recommendations:

- Consider developing and installing interpretive waysides outside and/or a small interior exhibit (either semi-permanent or a traveling exhibit).
- Once interpretation is in place, consider applying for certification.
- If certified, work with NPS on creating a sign plan for the site.
- Incorporate the site into applicable Story Maps, QR Code programs, websites, and apps once interpretation is in place.



Figure 44. St. James Tourist Information Center.



Figure 45. Park and walking trail at the Tourist Information Center.



Figure 46. Park and walking trail at the Tourist Information Center.

BUEHLER PARK

Coordinates/Route: 37.944027, -91.788616, Northern Route

Description:

This 3.2-acre park in Rolla was named after State Geologist Dr. Henry Andrew Buehler. In 1927, Buehler Park, along with land to the north, was bought by the Rolla Chamber of Commerce and used as the Phelps County Fairgrounds for nearly thirty years. After the fairgrounds were moved to the south of town, the Chamber of Commerce gave portions of the former fairgrounds land to various civic and government entities but gave 3.2-acres to the City of Rolla in 1958, which is today's Buehler Park.

The park is easily accessible and contains plenty of parking. There is a picnic pavilion, paved paths, a playground, dog park, and an interpretive marker about Rolla's history. The Director of Parks and Recreation for the City of Rolla has been approached several times over the years about Trail of Tears interpretation at the park and is supportive.

Trail of Tears Significance:

There is no direct association between the Trail of Tears and Buehler Park, but the property is located on the Northern Route of the Trail of Tears.

Initial Recommendations:

- Contact the Director of Parks and Recreation for the City of Rolla to strategize and execute a plan for on-site interpretation. This process should include a consideration of additional partners and funding opportunities.
- Once interpretation is in place, consider applying for certification.
- Once interpretation is in place, work with NPS and other partners to create and implement a sign plan for the site.
- Once interpretation is in place, incorporate the site into applicable Story Maps, QR Code programs, websites, and apps.



Figure 47. Picnic Pavilion at Buehler Park.



Figure 48. Buehler Park.



Figure 49. Paved walking paths at Buehler Park.

LAUGHLIN PARK

Coordinates/Route: 37.826830, -92.204203, Northern Route

Description:

Donated to the City of Waynesville in 1971, Laughlin Park, named for life-long local farmer Roy Laughlin, is a federally certified site on the Trail of Tears National Historic Trail. It is among the most fully interpreted Trail of Tears sites in Missouri. The park contains an NPS Trail of Tears Site Identification Sign to identify its significance to the Trail of Tears to visitors, along with seven wayside exhibits about the Cherokee removal. The park is well-maintained, has plenty of parking, and offers a walking trail, fishing, and cave scuba diving for those who are certified.

Trail of Tears Significance:

Laughlin Park was the location of a campsite for detachments traveling the Northern Route of the Trail of Tears. In addition, the detachments crossed Roubidoux Creek here. Waynesville and Roubidoux Creek are mentioned in several diaries and journals. On December 9, 1837, Cannon wrote, "Marched at 9 o'clock. A.M., Mayfield's wagon broke down at about a mile left him to get it mended and overtake, halted at Waynesville, Mo. 4 o'clock. P.M., encamped and issued corn & fodder, beef & corn meal, weather extremely cold, 12 ½ miles to day."⁶⁵ On March 5, 1839, Dr. Morrow noted, "[T]raveled 12 miles to Waynesville on Roberdeau [sic] Creek, a branch of the Gasconade – clear & pleasant day."⁶⁶ On March 12, 1839, Rev. Buttrick wrote, "We travelled about 12 miles to at settlement...on the banks of a beautiful stream, named Rubedoo [sic]. Here we had a delightful place, on the bank of the river, convenient to wood & water."⁶⁷

Initial Recommendations:

- Incorporate the site into applicable Story Maps, QR Code programs, websites, and apps



Figure 50. Roubidoux Springs Site Identification Sign.



Figure 51. Wayside exhibits at Roy Laughlin Park.



Figure 52. Roubidoux Creek.

HIDDEN WATERS NATURE PARK

Coordinates/Route: 37.34108, -92.915446, Northern Route

Description:

In 1998, Dan and Zoann Becker purchased three acres of land that had been subdivided for a housing development. The three acres contained more than a dozen springs that the Beckners wished to remain undisturbed and enjoyed by the public. Soon, they developed the land into a park by creating a trail, bridges over the streams, and enlarging three of the natural ponds. Hidden Waters was officially established as a city park in 2003 and contains the c.1853 16' x 18' log home of Parham and Nancy Callaway and their thirteen children, as well. Hidden Waters has ample parking, is well-maintained, and has an interpretive sign discussing the park's history, including the Trail of Tears.

Trail of Tears Significance:

The park is located directly along the Northern Route of the Trail of Tears. According to the interpretive signage at the park, Cherokee detachments utilized the water from the park's fourteen springs on their forced removal west.

Initial Recommendations:

- Consider working with NPS and the park to apply for certification.
- If certified, work with NPS on creating a sign plan for the site.
- Incorporate the site into applicable Story Maps, QR Code programs, websites, and apps.



Figure 53. Interpretive panel about the park, including information on the Trail of Tears.



Figure 54. c.1853 Calloway Cabin in the park



Figure 55. Walking trail at Hidden Waters Nature Park.

SPRINGFIELD-GREENE COUNTY PARK BOARD AND OZARK GREENWAYS

Coordinates/Route:

Trail of Tears Greenway: 37.136407, -93.342552, Northern Route
Nathanael Greene/Close Memorial Park: 37.170703, -93.32838, Northern Route
Cooper Park and Sports Complex: 37.218219, -93.244434, Northern Route

Description:

The Trail of Tears Greenway, Nathanael Greene/Close Memorial Park, and Cooper Park and Sports Complex were identified by the Missouri Chapter of the Trail of Tears Association for having existing onsite interpretation or as a site they felt would be ideal for future onsite interpretation. All three sites are part of the Springfield-Greene County Park Board and Ozark Greenways. The Springfield-Greene County Park Board was established in 1913 and oversees 3,200 acres and 105 sites, ranging from neighborhood playgrounds to multi-use recreational facilities and natural resource areas. Ozark Greenways was formed in 1991 and their mission is to build a trail system that connects and enhances their community through public-private partnerships. They are the driving force behind a 200+ mile planned system of multi-use trails to connect streams, parks, businesses, and neighborhoods.

The Trail of Tears Greenway, also known as the Greene County Trail Segments, is a federally certified site on the Trail of Tears National Historic Trail. A portion of the route through Springfield, near Republic Road/Golden Avenue and West Marcella Drive/West Village Terrace, has been preserved with a natural surface trail. Another completed segment, that parallels the Northern Route of the Trail of Tears, begins at Nathanael Greene/Close Memorial Park, and continues south to Battlefield Road. This half-mile segment is paved. The Trail of Tears Greenway is marked with signage identifying it as a Greene County Historic Site and as a segment of the Trail of Tears National Historic Trail. There is also an interpretive wayside discussing the history of the Cherokee Trail of Tears.

Cooper Park consists of 127-acres with five lighted baseball fields, fourteen outdoor soccer fields, indoor soccer field, concession stands, physical fitness course, covered pavilion, indoor and outdoor tennis courts, and a 1.5-mile walking



Figure 56. Trail of Tears Greenway access from West Marcella Drive.



Figure 57. NPS signage on the Trail of Tears Greenway.

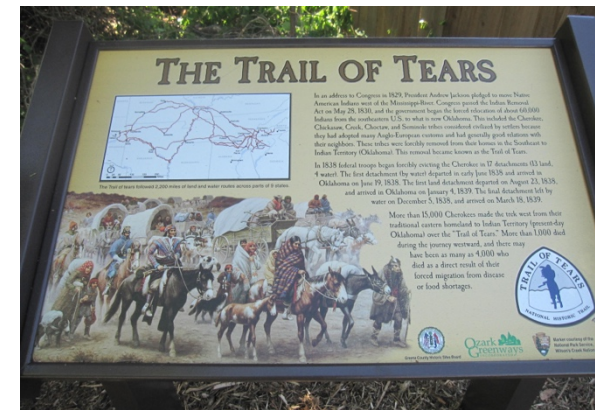


Figure 58. Interpretive wayside on the Trail of Tears Greenway. Courtesy of Ozark Greenways.



Figure 59. Map of the Trail of Tears Greenway. *Courtesy of Ozark Greenways.*



Figure 60. Aerial view of Cooper Park and Sports Complex. Blue line indicates the approximate location of the Trail of Tears National Historic Trail. *Courtesy of ArcGIS Online.*



Figure 61. Cooper Park and Sports Complex.



Figure 62. Benches near a parking lot at the Cooper Park and Sports Complex.

and fitness trail. Currently, there is not Trail of Tears interpretation at this park. The Director of Parks for the Springfield-Greene County Park Board noted that interpretive opportunities at this park are limited “due to it being extremely tight on space with respect to the number of youth sports fields and related amenities located through the entire expanse of the park.”⁶⁸ While the Director is open to internally discussing opportunities at Cooper Park, he believes several other park sites, such as the nearby Glenwood Park, might be a better fit for future Trail of Tears interpretation.

Trail of Tears Significance:

The Trail of Tears Greenway retraces portions of the Northern Route of the Trail of Tears in the Springfield area from Nathanael Greene/Close Memorial Park to West Village Terrace. The Northern Route also passes through Cooper Park and Sports Complex.

Initial Recommendations:

- Incorporate interpreted sites into applicable Story Maps, QR Code programs, websites, and apps.
- Contact the Director of Parks at the Springfield-Greene County Park Board and the Executive Director of Ozark Greenways to strategize and execute a plan for additional on-site interpretation at other sites.
- Once interpretation is in place, consider applying for certification of that site.
- Work with NPS and other partners to create and implement a sign plan for the site.

HISTORY MUSEUM ON THE SQUARE

Coordinates/Route: 37.209470, -93.292107, Northern Route

Description:

The History Museum on the Square in Springfield dates to 1975 when it was initially known as Bicentennial Historical Museum. Over the years, the museum changed locations and names several times. Today's History Museum on the Square opened on August 8, 2019, with more than 18,000 square feet of exhibit space and offices. With a focus on sharing stories of the crossroads in Springfield, the museum includes exhibits on Native history, transportation, Civil War, the American West, and Route 66. The museum does include information on the Cherokee Trail of Tears, which the museum partnered with NPS to help develop. In addition, the museum is an NPS Trail of Tears Passport Stamp location. The Executive Director of the museum is considering applying for federal trail certification pending board approval.

Trail of Tears Significance:

There is no direct association with the Trail of Tears to the History Museum on the Square, but the museum is located near the Northern Route of the Trail of Tears in Springfield. Springfield was also mentioned in the Cannon and Morrow journals. On December 16, 1837, Cannon wrote, "Issued sugar & coffee to the waggoners & Interpreters this morning, Marched at 9 o'clock. A. M., passed through Springfield Mo., halted at Mr. Clicks, 4 o'clock. P. M., encamped and issued corn & fodder and corn-meal. 12 miles to day. (left Mr. Wells)." ⁶⁹ On March 13, 1839, Dr. Morrow noted, "Cold morning - Came on to Springfield 8 miles. Got no letter from home - much disappointed - Alfred Indian living here - Springfield in a rich country..." ⁷⁰

Initial Recommendations:

- Incorporate the site into applicable Story Maps, QR Code programs, websites, and apps.
- Consider working with NPS and the park to apply for certification.



Figure 63. History Museum on the Square.

BATTLEFIELD CITY PARK

Coordinates/Route: 37.114972, -93.364564, Northern Route

Description:

Adjoining the Municipal Plaza, Battlefield City Park, also known as the Cherokee Trail of Tears Park, offers two playground areas, two lighted tennis courts, a basketball area, a pavilion with picnic tables, pond, gazebo, and a half mile loop known as the “Trail of Tears Walking Path.” In addition to the walking path, the park contains interpretive waysides focusing on the Cherokee Trail of Tears. The park is well-maintained and has plenty of parking. In 2020, the City of Battlefield was awarded \$286,000 to add 1,400 linear feet to the Trail of Tears Greenway within Battlefield city limits. Eventually, the Trail of Tears Greenway will connect the Battlefield City Park with the South Creek Greenway at Nathanael Greene/Close Memorial Park to the north.

Trail of Tears Significance:

The park is located next to the Northern Route of the Trail of Tears.

Initial Recommendations:

- Incorporate the park into applicable Story Maps, QR Code programs, websites, and apps.
- Consider applying for site certification.
- Work with NPS and other partners to create and implement a sign plan for the site.



Figure 64. Battlefield City Park Trail of Tears Signage.



Figure 65. The Trail of Tears in Greene County interpretive wayside at Battlefield City Park.



Figure 66. Trail of Tears interpretive wayside at Battlefield City Park.

BATTLE OF PILOT KNOB STATE HISTORIC SITE

Coordinates/Route: 37.620314, -90.63783, Hildebrand Route

Description:

The Battle of Pilot Knob State Historic Site preserves Fort Davidson and its associated Civil War battlefield. Fort Davidson is a hexagonal earthwork fort with approximately 150-foot-long sides and is listed in the National Register of Historic Places. It was constructed in the summer of 1863 by Federal troops and a company of Black freemen. On September 27, 1863, Confederate forces attacked the fort, but only one brigade reached the fortification. The 20-minute battle resulted in 1,000 Confederate casualties, while the Union suffered less than 100 casualties. In addition to the earthwork fort, the site also contains a visitor center and museum which interprets the conflicts through multi-media exhibits. In addition, the site has a playground and hiking trail. The site is well-maintained and has plenty of parking. Its location right next to the Hildebrand Route of the Trail of Tears makes it an ideal place to interpret the Cherokee removal.

Trail of Tears Significance:

There is no known direct association between the Trail of Tears and the Battle of Pilot Knob State Historic Site, but the property is located on the Hildebrand Route of the Trail of Tears. If there is interest in installing interpretation on the Trail of Tears at this site or the Iron County Courthouse, then one interpretive theme to consider is the account of Arcadia Valley (Iron County) resident Theodore Russell, who described a Cherokee detachment encamped at the base of Shepherd's Mountain, which is flanked by Ironton to the southeast and Pilot Knob to the northeast. According to Russell's account, the camp was stretched out for nearly a mile along the base of the mountain. He described women grinding corn for bread, children playing, and enslaved people cooking. Russell's account offers a rare glimpse into what camps were like on the Trail of Tears.⁷¹

Initial Recommendations:

- Contact the park superintendent again to see if there is interest in installing Trail of Tears interpretation at the state historic site.



Figure 67. Visitor Center and Museum.



Figure 68. Fort Davidson.



Figure 69. Battle of Fort Davidson interpretive wayside.

JOHNSON'S SHUT-INS STATE PARK

Coordinates/Route: 37.548312, -90.847370, Hildebrand Route

Description:

The park is named after the rock formation within the park known as a shut-in and the Johnston (the "t" was later dropped) family, who established a farm in the area by 1829. Later, a community developed here named Monterey but was largely abandoned by 1900. Joseph Desloge of St. Louis bought much of the land in the area and donated it for a state park in 1955. Today, the park consists of over 8,000 acres and offers camping, hiking, picnicking, swimming, rock climbing, and other recreational activities. In addition, the Black River Center features exhibits on the park's history and geographical features. The park's superintendent is supportive of adding Trail of Tears interpretation at the park in the future.

Trail of Tears Significance:

The Hildebrand Route of the Trail of Tears passes directly through the park.

Initial Recommendations:

- Contact the Park Superintendent and Park Interpreter to strategize and execute a plan for on-site interpretation.
- Once interpretation is in place, consider applying for certification.
- Once interpretation is in place, consider working with NPS and other partners to create and implement a sign plan for the site.



Figure 70. Black River Visitor Center.



Figure 71. Interpretive panel about Joseph Desloge, who donated the land to establish the park.



Figure 72. View of parking lot and a covered picnic area.

MONTAUK STATE PARK

Coordinates/Route: 37.452272, -91.681588, Hildebrand Route

Description:

In the early 1800s, settlers from New York established a community here and named the first post office after Montauk in Suffolk County, Long Island. Its springs and location at the headwaters of the Current River, made the area ideal for milling. Over the years, four mills were constructed in the area. The last mill, a gristmill, was built in 1896 and still stands today and retains much of its original machinery. In 1926, Montauk State Park was established. In the 1930s, the Civilian Conservation Corps left its mark on the landscape and built a number of the buildings and structures within the park, many of which still stand today.

Today, Montauk State Park consists of nearly 3,000 acres and is arguably best known for its trout fishing. Other recreational activities offered at the park include camping, hiking, picnicking, and canoeing. In addition, the 1896 gristmill at the park is open seasonally for tours. The park superintendent and park interpreter are very supportive of adding outdoor Trail of Tears interpretation at the park and are currently working on future plans to develop waysides.

Trail of Tears Significance:

There is no direct association with the Trail of Tears to Montauk State Park, but the park is located approximately 2.5-miles from the Hildebrand Route of the Trail of Tears.

Initial Recommendations:

- Work with the Park Superintendent and Park Interpreter to strategize and execute a plan for on-site interpretation.
- Once interpretation is in place, consider applying for certification.
- Once interpretation is in place, work with NPS to create and implement a sign plan for the park.



Figure 73. Current River.



Figure 74. 1896 gristmill at Montauk State Park.



Figure 75. Interpretive wayside at the park.

BOILING SPRING ACCESS

Coordinates/Route: 37.460043, -91.988569, Hildebrand Route

Description:

Boiling Spring Access is managed by the Missouri Department of Conservation. Boiling Springs Road/Mo-BB intersects the site, which includes a picnic area with grills, parking, a bathroom, and a boat ramp. The setting along the Big Piney River, and the amenities, make this site an ideal place for onsite interpretation about the Hildebrand Route of the Trail of Tears.

Trail of Tears Significance:

Boiling Spring Access is located directly along the Hildebrand Route of the Trail of Tears. The detachment would have crossed the Big Piney River at this location.

Initial Recommendations:

- Contact the Missouri Department of Conservation to identify the correct staff to discuss the possibility of interpretation at this site.



Figure 76. Boiling Springs Road/Mo-BB, looking southwest.



Figure 77. Picnic tables and grills at the Boiling Spring Access.



Figure 78. Big Piney River, looking northwest.

ROBERT G. DELANEY LAKE CONSERVATION AREA

Coordinates/Route: 36.953784, -89.369915, Benge Route

Description:

The Missouri Department of Conservation administers the Robert G. Delaney Lake Conservation Area. The conservation area offers several recreational activities including boating, fishing, birding, and picnicking. There are two potential areas to install onsite interpretation. One area is located near reported road swales at the west end of the park and has a gravel parking lot nearby. The other is a picnicking area located towards the east end of the park. This area also has a parking lot, restrooms, and is located near a boat launch. It is unknown if the Missouri Department of Conservation is interested in onsite Trail of Tears interpretation at this conservation area.

Trail of Tears Significance:

The Benge Route of the Trail of Tears passes through the conservation area, and there are reportedly road swales located between present-day County Road 222 and the lake.

Initial Recommendations:

- Contact the Missouri Department of Conservation to see if there is interest in installing Trail of Tears interpretation at this site.



Figure 79. Robert G. Delaney Lake Conservation Area.



Figure 80. County Road 222 (Benge Route) through the Robert G. Delaney Lake Conservation Area. There are reportedly road swales in the tree line on the left side of this image.

MISSISSIPPI COUNTY HISTORICAL SOCIETY, MOORE HOUSE

Coordinates: 36.926384, -89.350450, Bengé Route

Description:

A group of local citizens formed the Mississippi County Historical Society in the mid-1960's. The purpose of the organization is to provide a context for their local history for the benefit of future generations. The historical society is housed in an 1899 house, listed in the National Register of Historic Places, gifted to them in 1977 by the heirs of Joe and Carrie Moore. Tours of the property are offered on a requested basis, and the first floor and outside grounds can be rented by private citizens for entertaining. The home contains a number of permanent exhibits that focus on clothing from the late nineteenth and early twentieth centuries, Lewis and Clark, military uniforms and artifacts, and the Deal and Danforth family collections. While it is unlikely that there would be interest from the board in installing any Trail of Tears interpretation outside of the home, there is support for developing a small Trail of Tears interior exhibit for the Moore House and developing an interpretive wayside in Charleston at a more visible location. There may also be support in creating small traveling exhibit that other businesses and organizations in the community could use.

Trail of Tears Significance:

While European-American settlement occurred in this area as early as 1805, Charleston was not platted until 1837. There is no direct association with the Trail of Tears to the Moore House, but the Bengé Route of the Trail of Tears passed through the Charleston area.

Initial Recommendations:

- The Historical Society is currently working with the Missouri Chapter of the Trail of Tears Association to develop an outdoor interpretive panel on the Trail of Tears in Charleston and a small exhibit for the interior of the Moore House
- Once completed, consider applying for certification.
- Work with NPS to create and implement a sign plan for Charleston.



Figure 81. Moore House, Mississippi County Historical Society.



Figure 82. City Hall, Charleston, MO. A Mississippi County Historical Society board member suggested that City Hall might be a good location for a Trail of Tears interpretive wayside, rather than outside of the Moore House. *Courtesy of Googlemaps.*

OLD GREENVILLE

Coordinates/Route: 37.096631, -90.452947, Bengé Route

Description:

The former town of Old Greenville, along with Bettis Ford, is part of a 45,000-acre public recreation area. It includes picnic sites, a playground, basketball court, horseshoe pits, day use shelters, boat ramp, and camping facilities. The site is well-maintained, contains a significant amount of parking, and has excellent interpretation of its layered history. Regarding the interpretation of the Trail of Tears history on-site, there is an NPS TRTE Site Identification Sign, an NPS TRTE Start/End Distance Sign, directional signage to the site, and an interpretive wayside about the Bengé Detachment.

Trail of Tears Significance:

Greenville was settled in 1818. During the first week of December in 1838, the Bengé detachment passed through Old Greenville on their forced removal west. At Old Greenville, they waded across the St. Francis River via Bettis Ford.

Initial Recommendations:

- Request replacement panel for the missing trail start/end distance sign.
- Incorporate the site into applicable Story Maps, QR Code programs, websites, and apps.



Figure 83. Wayside exhibits along the St. Francis River at Old Greenville.



Figure 84. NPS TRTE Site Identification Sign.



Figure 85. Wayside exhibit about the Bengé Detachment at Old Greenville.



Figure 86. NPS TRTE directional signage.

NEW MADRID BEND OVERLOOK

Coordinates/Route: 36.583506, -89.528856, Water Route

Description:

New Madrid developed as a river port as early as 1778 and remains an active river transportation area today. At the time of the Cherokee Trail of Tears, 317 residents, 159 of whom were enslaved, lived in the town of New Madrid.⁷² Today, the New Madrid Water Route Overlook wayside exhibits, developed by the National Park Service and located along a walking trail at the river's edge on Levee Road, interpret the Trail of Tears for visitors and residents. The Trail of Tears National Historic Trail site identification sign and accompanying wayside exhibits, located along a publicly accessible area on the river's edge, serve as a model for other sites interested in interpreting the Cherokee Trail of Tears.

Trail of Tears Significance:

Although there is no known direct association between New Madrid and the detachments traveling the Water Route, New Madrid was one of the few towns along the route at the time of removal. It is possible that one or more of the steamboats carrying the Cherokee stopped here to resupply, although there is currently no documentation to support that at this time.

Initial Recommendations:

- Incorporate the site into applicable Story Maps, QR Code programs, websites, and apps.



Figure 87. Wayside exhibits, looking south.



Figure 88. Wayside exhibits and brick trail, looking west.



Figure 89. Detail of wayside exhibit.

SITES INVENTORY – LOW PRIORITY SITES



Figure 90. The red dots represent the locations of low priority sites identified in this report. The blue line indicates the federally designated Trail of Tears National Historic Trail. *Courtesy of ArcGIS Online.*

OLD CAPE GIRARDEAU COUNTY COURTHOUSE & SQUARE

Coordinates/Route: 37.382997, -89.667544, Northern Route, Bengé Route

Description:

The City of Jackson was officially laid out in 1815 and was well-established by the time of the Cherokee removal, serving as the county seat. The present-day Old Cape Girardeau County Courthouse was completed in 1908 and designed by P. H. Weathers. There are two Trail of Tears interpretive waysides located on the south lawn of the courthouse. They are highly visible, easily accessible, and there is plenty of parking nearby. In addition to this interpretive site, there are two homes located within a couple of blocks of the courthouse that date to the Trail of Tears: The Frizel-Welling House, built in two phases in c.1818 and c.1838, and the c.1815 Rock House.

Trail of Tears Significance:

Detachments traveling the Northern and Bengé routes passed through Jackson on their journey west, which is supported through diary accounts and receipts. On November 16, 1837, for example, Cannon wrote, "...passed thro' Jackson, Mo., halted & encamped at widow Roberts on the road via Farmington &c., Issued corn only, no fodder to be had, 17 miles to day."⁷³ On February 21, 1839, Rev. Butrick wrote: "We went to Jackson 12 miles and Mrs. Butrick & myself spent the night with a son of the friend we left this morning. The son seems to possess all the generosity of the father. Some of the detachment arrived before & some after us, & went on a mile or two to the place of encampment, but we were sorry to see some stopping to drink in the town."⁷⁴

Initial Recommendations:

- Incorporate the site into applicable Story Maps, QR Code programs, websites, and apps
- Work with NPS and other partners to create and implement a sign plan for Jackson. With owner support, consider adding signage outside of the two "witness" homes in Jackson (see Figures 93-94).



Figure 91. Interpretive waysides at the Old Cape Girardeau County Courthouse.



Figure 92. Rock House, 209 West Main St.



Figure 93. Frizel-Welling House.



Figure 94. Example of signs placed outside witness buildings in Decatur, Alabama. These type of signs could also be used to mark the witness buildings in Jackson with owner permission and NPS approval.

LIBERTYVILLE UNITED METHODIST CHURCH

Coordinates/Route: 37.705036, -90.286488, Northern Route

Description:

The Libertyville United Methodist Church is located on Old Jackson Road in rural St. Francois County. The church is of twentieth century construction and has no direct association to the Trail of Tears, but the Missouri Chapter of the Trail of Tears Association believes its location along the Northern Route, along with its ample safe parking, make it an ideal place to interpret the Cherokee removal with property owner permission. It is unknown at this time if the church would be open to interpretive signage.

Trail of Tears Significance:

There is no direct association with the Trail of Tears to the Libertyville United Methodist Church, but the property is located on the Northern Route of the Trail of Tears.

Initial Recommendations:

- Contact the church to see if there would be interest in installing outdoor Trail of Tears interpretation.



Figure 95. Libertyville United Methodist Church.



Figure 96. Church yard, looking west.



Figure 97. Church yard, looking west.

BELLEVIEW MEMORIAL PARK

Coordinates/Route: 37.686738, -90.739027, Northern Route

Description:

Bellevue Memorial Park is sponsored by the Bellevue United Methodist Church. The park is well-maintained, has a small gravel parking lot, a playground, a basketball area, and a covered pavilion with picnic tables and grills. There is available space for an outdoor exhibit at the park, but it is unknown if there is interest in placing Trail of Tears interpretation here.

Trail of Tears Significance:

There is no direct association between the Trail of Tears and Bellevue Memorial Park, but the property is located on the Northern Route of the Trail of Tears. Dr. Morrow briefly mentioned Bellevue in his diary, noting, “[P]a[s]sed through a poor pine country for six miles – Bellview settlement a country of good land.”⁷⁵

Initial Recommendations:

- Contact the owner of the park to see if they would be interested in Trail of Tears interpretation at the park.



Figure 98. Covered picnic area.



Figure 99. Basketball area and playground.



Figure 100. Overview of the park.

DILLON HOUSE

Coordinates/Route: 37.946415, -91.773082, Northern Route

Description:

The Phelps County Historical Society was organized in 1939 and incorporated in 1940. Their properties include the c.1838 Dillon Log House, the 1860 Limestone Block Jail, and the 1861 Courthouse. The Dillon House originally belonged to John A. Dillon and was located three miles east of Rolla in the Dillon community. The Dillons came to the area around 1838 and probably built this house sometime after arriving in the area. The home was the scene of the organization of the Phelps County Court on November 25, 1857. It was moved to Rolla in two sections in 1967, reassembled on a concrete foundation, reinked, and a new roof was added. The downstairs rooms are interpreted as a kitchen and “country store.” The upstairs rooms as furnished as a parlor, bedroom, and work area. Two fireplaces were donated by Spring Creek Farms.⁷⁶

Trail of Tears Significance:

The Northern Route of the Trail of Tears did indeed pass through the township of Dillon, but it is not known for certain if the Dillon House had been constructed by the time detachments passed near it. The MO Chapter of the Trail of Tears Association did note that the building was located at the Benjamin Wishon Campsite, but the historical society is unaware of any “authoritative documentation regarding the Dillon Log House and the Trail of Tears.”⁷⁷

Initial Recommendations:

- Consider conducting additional research on the home and the Dillon and Wishon families. The Phelps County Historical Society recommends reaching out to their sister organization, the Phelps County Genealogical Society, for additional information.



Figure 101. Dillon House.



Figure 102. Dillon House, 1967. *Courtesy of Phelps County Historical Society.*



Figure 103. Dillon House, 1967. *Courtesy of Phelps County Historical Society.*

FREDERICKTOWN

Coordinates/Route:

Madison County Courthouse: 37.559666, -90.294435, Hildebrand Route
Historic Madison County Museum: 37.560619, -90.294704, Hildebrand Route

Description:

Fredericktown was organized in 1819 and is the county seat of Madison County. At the time of the Trail of Tears, Fredericktown was the heart of a lead mining district. In 1834, explorer and geologist G. W. Featherstonhaugh described Fredericktown, noting “this modern American settlement has been built on a hill, with its court-house and steeple, a magnificent object to our now rustic eyes, so long accustomed to log cabins.”⁷⁸ Today’s Madison County Courthouse in Fredericktown was designed by architect Theodore Link and built in 1900. It was flagged as one of two possible locations for future Trail of Tears interpretation in the town. The other is the Historic Madison County Museum, located to the north of the courthouse on Main St. The Museum is located in the historic jail and is currently open to the public one day a week. There appears to be room for an interpretive wayside at both the courthouse and museum, although it is unknown if there is interest in installing an exhibit at either location at this time.

Trail of Tears Significance:

There is no direct association between the Trail of Tears and the Madison County Courthouse or the Historic Madison County Museum, but the properties are located on the Hildebrand Route of the Trail of Tears.

Initial Recommendations:

- Contact the county and the Historic Madison County Museum to see if there is interest in installing Trail of Tears interpretation at either location.



Figure 104. Madison County Courthouse.



Figure 105. The north side of the courthouse lawn has room for a new interpretive wayside if there is support.



Figure 106. Historic Madison County Museum.

IRON COUNTY MUNICIPAL COURTHOUSE

Coordinates/Route: 37.597831, -90.628041, Hildebrand Route

Description:

The Iron County Municipal Courthouse was constructed in 1858 and is listed in the National Register of Historic Places, alongside the octagonal, frame gazebo (1899), and the two-story sheriff's house and connecting stone jail (c.1866-1867). The courthouse and lawn are well-maintained and there is plenty of parking nearby. The courthouse lawn contains memorials to the county's veterans and an interpretive wayside about the Civil War. It is unknown if there is interest in installing interpretation on the Trail of Tears at this site.

Trail of Tears Significance:

There is no direct association between the Trail of Tears and the Iron County Municipal Courthouse, but the property is located on the Hildebrand Route of the Trail of Tears. If there is interest in installing interpretation on the Trail of Tears at this site or the Battle of Pilot Knob State Historic Site, then one interpretive theme to consider is the account of Arcadia Valley (Iron County) resident Theodore Russell, who described a Cherokee detachment encamped at the base of Shepherds Mountain, which is flanked by Ironton to the southeast and Pilot Knob to the northeast. According to Russell's account, the camp was stretched out for nearly a mile along the base of the mountain. He described women grounding corn for bread, children playing, and enslaved people cooking. Russell's account offers a rare glimpse into what camps were like on the Trail of Tears.⁷⁹

Initial Recommendations:

- Contact the county to see if there is interest in installing Trail of Tears interpretation at the courthouse.



Figure 107. Iron County Municipal Courthouse.



Figure 108. Civil War interpretive wayside on the courthouse lawn.

MARCOOT FIRE LOOKOUT TOWER

Coordinates/Route: 37.561684, -91.309872, Hildebrand Route

Description:

The Marcoot Fire Lookout Tower was constructed in 1936 by the CCC. The area contains plenty of places to park, but security and vandalism have been a concern there. As a result, the U.S. Forest Service is not supportive of placing Trail of Tears Interpretive signage here, currently.

Trail of Tears Significance:

There is no direct association with the Trail of Tears to the Marcoot Fire Lookout Tower, but the Hildebrand Route of the Trail of Tears passed by the property.

Initial Recommendations:

- None



Figure 109. Entrance to the Marcoot Fire Lookout Tower.



Figure 110. Marcoot Fire Lookout Tower.



Figure 111. Signed segment of the Hildebrand Route across from the fire tower.

SCOTT COUNTY COURTHOUSE – BENTON

Coordinates/Route: 37.09672, -89.56374, Bengé Route

Description:

The Scott County Courthouse was designed by architect Henry H. Hohenschild and built in 1912. An El Camino Real marker, placed by the Daughters of the American Revolution, is located at the northeast corner of the courthouse lawn. Parking is available around the perimeter of the building and there is plenty of room on the courthouse lawn for an interpretive wayside on the Trail of Tears if the county is interested.

Trail of Tears Significance:

There is no direct association between the Trail of Tears and the Scott County Courthouse, but the property is located on the Bengé Route of the Trail of Tears. After crossing the Mississippi River, Benton would have been the first established town that the Bengé detachment traveled through in Missouri. The town was platted in 1822. An “eyewitness,” who moved to Benton in 1838, noted that the town consisted of a grouping of log and frame buildings with a 20 feet square log courthouse located at its center.⁸⁰

Initial Recommendations:

- Contact the county to see if there is interest in installing Trail of Tears interpretation at the courthouse.



Figure 112. Scott County Courthouse.



Figure 113. Daughters of the American Revolution El Camino Real marker in front of the courthouse.

FAIRDEALING – POST OFFICE

Coordinates/Route: 36.66277, -90.61742, Benge Route

Description:

Fairdealing is a small unincorporated community in northeastern Ripley County. While there are no public parks along the Benge Route in Fairdealing, there is a Post Office directly on the route that could be a good location for an interpretive wayside, if there is support and approval. To the immediate north of the Post Office and to the west of the parking lot, there is room to install interpretive signage,

Trail of Tears Significance:

There is no direct association with the Trail of Tears to Post Office at Fairdealing, but the Benge Route of the Trail of Tears is located along the same road as the post office.

Initial Recommendations:

- Work with the county and NPS to create a sign plan for the Benge Route in the Fairdealing area.
- If there is support and approval, consider developing and installing interpretive wayside(s) at the Post Office.

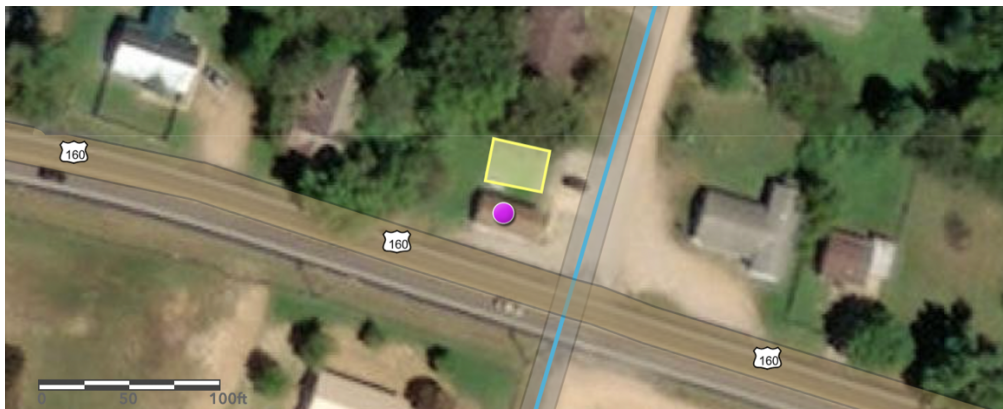


Figure 114. The purple dot indicates the location of the Fairdealing Post Office. The yellow shaded area is a possible location where on-site interpretation could be installed. The blue line is the Benge Route.



Figure 115. Fairdealing Post Office.



Figure 116. Potential location for on-site interpretation.



Figure 117. County Road 160E26 (Benge Route).

INTERPRETIVE THEMES & TOPICS

“Interpretation is the medium for educating the public about the history associated with historic sites, cultural landscapes, the built environment, and artifactual remains...Interpretation involves the intersection of place and story; people and activities; objects and ideas.”⁸¹

-Patricia Mooney-Melvin

Sensing a need to identify, preserve, and interpret the Cherokee Trail of Tears, Congress designated the Trail of Tears National Historic Trail in 1987. This landmark designation meant to not only identify and protect trail resources, but to connect the Trail of Tears story to the physical landscape. As historian Patricia Mooney-Melvin notes, “All the saving and protecting in the end is rather meaningless without accessible interpretation.”⁸² For the last thirty-five years, the National Park Service and the Trail of Tears Association, along with local, state, federal, and tribal governments and organizations, in addition to countless individuals, have worked together successfully to interpret the Trail of Tears National Historic Trail. Their hard work can be seen across the Trail of Tears physical and digital landscape today, but many opportunities remain.

In the foreword to *Cherokee Heritage Trails Guidebook*, Ken Blankenship, former Director of the Museum of the Cherokee Indian, notes that although the guidebook points out a number of Cherokee heritage sites for the public to visit, “some of these sites clearly interpret Cherokee history; others make more demands of the imagination.”⁸³ The same can be said about Trail of Tears sites in Missouri. Over the years, many Trail of Tears sites were “lost” to public memory and development. Some, until recently, were neglected in the historical record. However, many sites remain, but are often unmarked and lack onsite public interpretation due to a number of circumstances. Their significance to the Trail of Tears story remains largely untold, offering an important opportunity to share their significance and educate the public.

Many important landmarks from the Cherokee Trail of Tears remain scattered across Missouri. Preservationists and conservationists Susan Buggey and Nora Mitchell stress, “Places act as mnemonic devices for recalling the narratives that

instruct the people from generation to generation in knowing and living with these landscapes.”⁵ Each remaining landmark offers a chance to tell a different piece of the removal story. Anthropologist Julie Cruikshank states, “Events are anchored to place and people use locations in space to speak about events in time.”⁶ Dotted across the landscape of Missouri are ideal places to interpret a variety of themes pertinent to the Cherokee removal. Identifying, preserving, interpreting, and connecting each of these sites in Missouri offers an opportunity to tell the broader story of Cherokee removal.

Interpretive Themes

The National Park Service finalized an interpretive plan for the Trail of Tears National Historic Trail on June 14, 2004. It was developed by National Park Service staff, Trail of Tears Association members, and other trail partners. The plan states the following regarding primary interpretive themes for the trail:

Interpretive themes convey the trail’s significance. Primary interpretive themes are the key ideas through which the trail’s nationally significant resource values are conveyed to the public. They connect trail resources to the larger ideas, meaning, and values of which they are a part. They are the building blocks — the core content — on which the interpretive

program is based. Each primary theme may connect to a number of specific stories. These elements are helpful in designing individual interpretive services, ensuring that the main aspects of primary themes are addressed. The themes are inter-related and are not in any priority order.

The history of the Trail of Tears warns how a nation founded on the principles of equality and guaranteed protection under law fell prey to greed, racism, and disregard for human rights to serve special interests – and cautions us to be eternally vigilant to prevent this happening again.

The history of the Trail of Tears includes a range of precedent-setting legal actions and policy decisions between tribal governments and federal and state governments that continue to have power and importance today in the on-going efforts of American Indian nations to maintain and exercise sovereignty.

The terrible suffering of the many groups of the five tribes who traversed the punishing routes of the Trail of Tears speaks of the agony of being forcefully torn from a homeland and cast into the unknown.

The triumph of the five tribes in surviving the Trail of Tears and rebuilding their homes and institutions in a new land is a tribute to their spiritual strength – and a testament to the human drive to protect and perpetuate self, family, and society.⁸⁴

When planning Trail of Tears interpretation for Missouri properties and/or museums, these interpretive themes are invaluable links between the local, state, and national stories and the Cherokee perspective. Consider the site you are interpreting individually and how it fits in with the broader landscape and story of the removal. Each Trail of Tears site in Missouri offers an opportunity to tell a different element of the removal story. Ask yourself, what specific part of the removal story is unique to this site? Consider existing interpretation at other sites



Figure 118. Interpretive waysides at the Old Cape Girardeau County Courthouse in Jackson, MO. One panel tells a more site-specific story, while the other provides general context of the removal.

when choosing stories or topics to share in an exhibit. How will the story shared at this site compliment or build off stories shared at other sites? This strategy often results in a more complete and broader interpretation of removal. It is also important to be mindful of your diverse audience. Trail of Tears National Historic Trail visitors range from grade school students, researchers, the general public, trail/history enthusiasts, citizens of American Indian nations, and recreational users, among others. In some cases, your site might be someone's first introduction to the Trail of Tears. In other circumstances, you will have individuals who are very knowledgeable about the removal and have visited many other Trail of Tears sites before visiting your site. This is part of the reason you will often see at least two separate interpretive panels at sites. One is dedicated to the broader story of removal for those who are unfamiliar with the history and need additional context for the site's

significance, and the other panel is dedicated to a site-specific topic/story (see Figure 117).

Interpretive Topics/Stories

Once again, when planning Trail of Tears interpretation for a site in Missouri, it is important to keep the previously discussed interpretive themes in mind. With those themes in mind, there are endless different site-specific topics/stories to consider focusing an interpretive panel on. A good place to start is reviewing primary sources related to the Trail of Tears for stories or content relevant to the site being considered for interpretation, including, but not limited to, journals, diaries, letters, receipts, newspaper articles, eyewitness accounts, maps, and drawings. If possible, interpreting the Trail of Tears through the words and documents of those who experienced it can help visitors today better understand and connect with this significant historical event.

The following contains a limited list of topics/stories that an interpretive panel on the Trail of Tears in Missouri could focus on:

Where exactly did they go? Can I travel those routes today?

- Rural and urban landscapes
- Existing roads and paths

What were the detachments? Who were the conductors?

- Many visitors do not know the story of the detachments

How did they travel?

- Fords vs. ferries
- Descriptions of road construction, maintenance, and/or condition
- Description of wagons and other vehicles used on the trail
- Descriptions of steamboats and keelboats for Water Route sites
- Descriptions of provisions and clothing

Where did they find water, acquire and prepare food?

Where did they camp, and for how long?

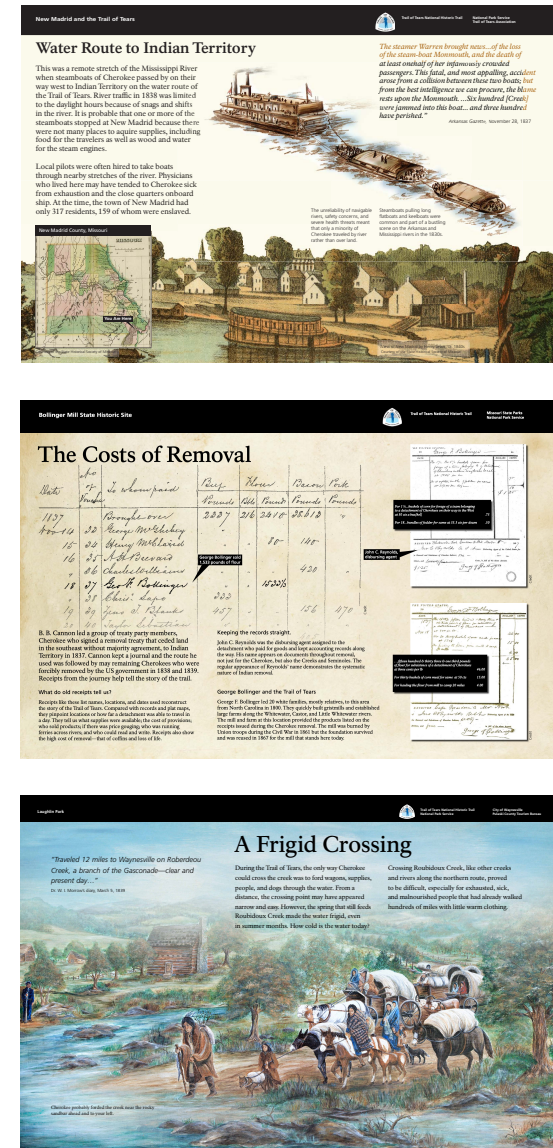


Figure 119. Examples of select Trail of Tears-themed wayside panels in Missouri. Courtesy of National Park Service.

What happened when the Cherokees took ill?

How and when did weather impact the journey?

What happened when they died on the route, where were they buried?

What were the financial costs of removal?

What is the human cost of removal, then and now?

- If using this as a topic, be mindful of the last theme listed and stress that the tribes survived and successfully rebuilt their homes and communities.

What is the preservation story of the Trail of Tears, how can I help?

Where can I learn more?



Figure 120. Examples of Trail of Tears-themed wayside panels in Tennessee and Missouri. Courtesy of National Park Service.

BRANDING & SIGNAGE

Branding

Logos grab the public's attention and serve as the foundation of an organization's identity and mission. A Young Entrepreneur Council (YEC) post, summed up the importance of a logo:

The right logo says everything without saying a word. It connotes feelings of honor, trust, pride, excellence and integrity. It conveys a series of virtues and a set of values... It evokes a sense of connection between a brand and consumers. It establishes a bond between a company [or organization] and its community of fans, friends, critics, allies and champions.⁸⁵

The Trail of Tears National Historic Trail has an official logo for use on signage to mark the trail's routes, sites, and segments. In addition, it is used on official trail publications and other official trail uses. For the public, this logo serves as an instantly recognizable symbol of the Trail of Tears National Historic Trail. According to the National Park Service, "The logo represents the Trail of Tears and all trail partners working toward the goals and objectives of the Comprehensive Management and Use Plan for the trail."⁸⁶ While the National Park Service encourages partners to appropriately use the trail logo, it is a protected federal mark and cannot be used without the permission of the Superintendent of the National Trails office. Trail partners wishing to use the Trail of Tears National Historic Trail official logo on interpretive signage, print materials, or websites and other digital applications must first seek appropriate permission. Approvals for official logo use are reviewed and approved on a case-by-case scenario.

Road and Pedestrian Signage

When marking the trail's routes, sites, and segments, using the official national historic trail signage will be the most effective, visible, means to convey the trail's resource to the public. The National Trails office of the National Park Service has



Figure 121. Trail of Tears National Historic Trail official logo. *Courtesy of National Trails office, National Park Service.*

a sign plan program in place for the Trail of Tears National Historic Trail. A step-by-step guide to sign planning and implementation through their office can be accessed, here:

<https://www.nps.gov/orgs/1453/step-by-step-signing-guide.htm>

There are two "families" of signs: road and pedestrian. Road signs include historic route, crossing, site ID, and directional site signs (see Figure 122). Pedestrian signs are smaller in size and include historic route signs, trail start/end distance signs, trail signs, (site name here) signs, and crossing signs (see Figure 123).

National Historic Trails
Generic Family of Road Signs



Historic Route Sign
24" x 36" (two panels):
Marks the historic route of the national historic trail



Historic Route lower panel sign option
24" x 12":



Historic Route lower panel arrow options
21" x 15":



Crossing Sign
24" x 36" (two panels):
Marks where the historic route of the national historic trail crosses a road



Site ID Sign
Custom size - 72" x 42" typical:
Marks a site associated with the national historic trail



Directional Site Sign
Size varies:
Directs people to sites associated with the national historic trail




Updated September 2019

Figure 122. National Historic Trail Road Signs. Courtesy of National Park Service.

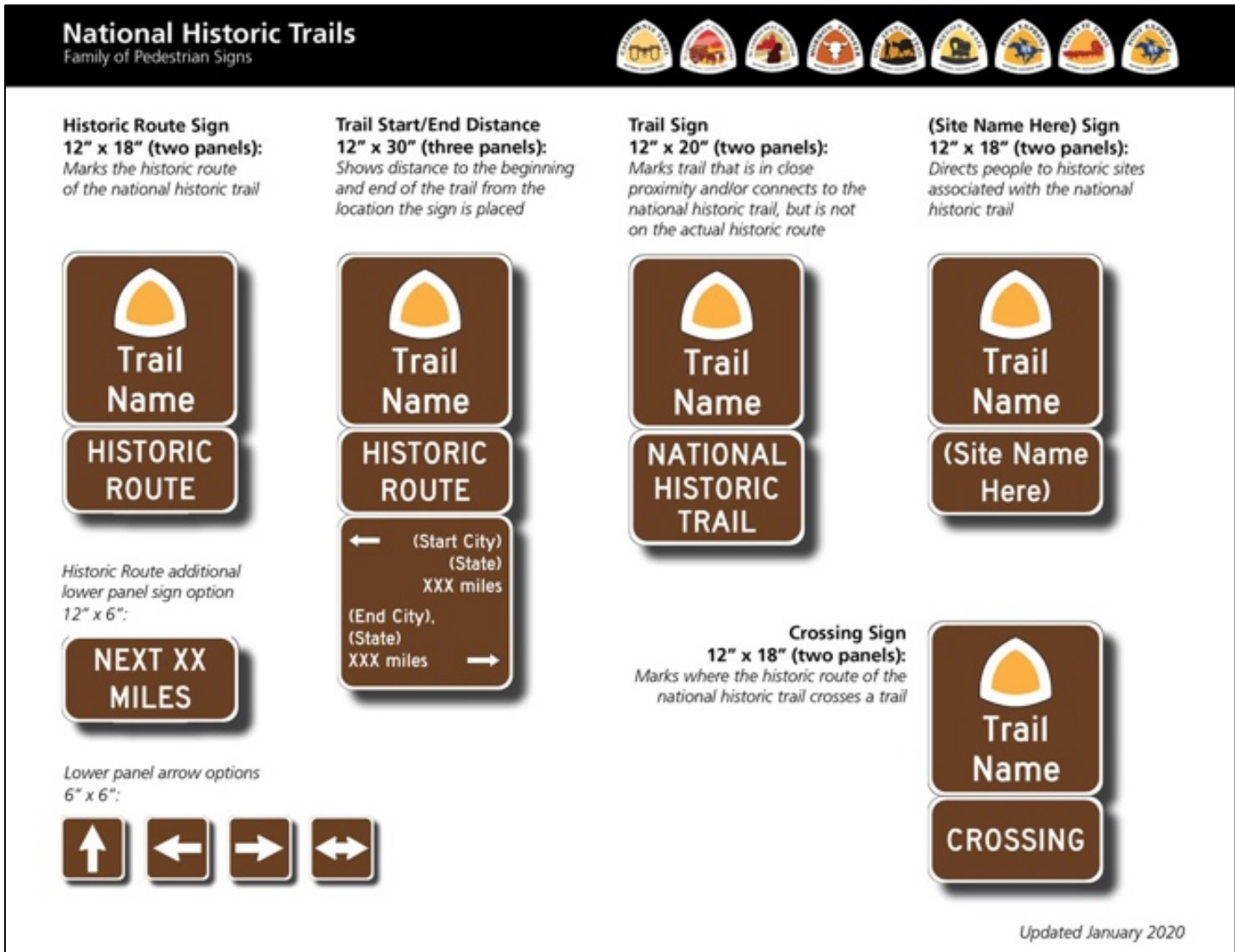


Figure 123. National Historic Trail Pedestrian Signs. Courtesy of National Park Service.

Interior Interpretive Signage

There are many options to consider for indoor interpretive signage. With the understanding that funding is often limited, and interpretation should be updated in the future, consider using a rigid but lightweight, cost-effective, and high-quality PVC around 3mm thick, such as **Sintra**, for interpretive panels. This material is versatile, but durable, and can be cut to any size and shape. It is also much more affordable than other professional printing options. The interpretive panel design can be printed directly onto the PVC or printed onto a laminate material, like vinyl, and then adhered to the PVC. It is best to print directly onto the PVC, though. An interpretive panel printed directly on Sintra is moisture resistant, fends off UV rays, and is scratch, peel, dent, and crack resistant. Adhering a laminate to a PVC panel can create problems, such as bubbles and tears.

Lightweight PVC interpretive panels can be installed easily with **3M Command Strips** or **ATack Acrylic Mounting Tape** (a type of heavy-duty double-sided tape). Although both are technically “surface finish safe,” they can sometimes lift paint when removed.



Figure 124. 3M Command Strips (left) and ATack Acrylic Mounting Tape (right).
Courtesy of Amazon.com.



Figure 125. Exhibit panels printed directly onto PVC at Red Clay State Park, Tennessee.

When it is not ideal to install interpretive panels directly onto the wall, there are other options to consider. There are many kinds of movable, **modular wall display systems** available for purchase, but they are typically very expensive. A cost-efficient, yet effective alternative, are “no panel” **hollow core doors**, available in most major home improvement stores.

The Giles County Trail of Tears Interpretive Center in Pulaski, Tennessee, is located inside the former Immaculate Conception Catholic Church and utilizes hollow core doors for their interpretive displays (see Figure 126). Dedicated on August 10, 1941, the church was largely built from donations from Ethel Mars and her daughter that were made in the memory of Frank Mars, founder of the Mars Candy Company and owner of Milky Way Farms. In 1984, the building was sold to the First Baptist Church, and in 2002 the congregation donated the building to the Trail of Tears Memorial Committee for use as an interpretive center to educate the public about the Trail of Tears. On October 31, 2002, the church was relocated three blocks to its present location. Ten years later, the Giles County Tourism Foundation and the Tennessee Chapter of the Trail of Tears Association approached the MTSU Center for Historic Preservation to develop interior Trail of Tears exhibits for the building. Not wanting to place exhibit panels directly onto the church’s historic walls and risk damaging them, hollow core doors were purchased and painted to install the panels on. This cost-efficient, yet effective, approach kept the historic walls intact and saved the community thousands of dollars as an alternative to purchasing a more expensive modular wall system.

Another cost-efficient and versatile alternative to installing an exhibit directly onto a wall, are **retractable banner stand exhibits** (see Figures 127). Banner stands are lightweight, durable, and can be easily moved and transported to other locations. These are an excellent option for spaces that serve dual functions, as the banner exhibit retracts into its base and can be stored, if needed. Their versatility also makes them great options for special events or for use as a “traveling exhibit” throughout a community, county, or the state.

Outdoor Interpretive Signage

Two common types of outdoor interpretation used at Trail of Tears sites are low-profile exhibits and upright waysides. Low-profile exhibits typically offer site-



Figure 126. PVC panels installed on hollow core doors at the Giles County Trail of Tears Interpretive Center.



Figure 127. “Free at Last!” is a traveling banner stand exhibit developed by the Tennessee Civil War National Heritage Area. This exhibit is available to museums and historic sites in Tennessee free of charge.

specific interpretation, while upright waysides inform visitors about a trail system or area (see Figures 128-131). Both types come in a variety of sizes, but 36”w x 24”h is the most common for low-profile exhibits, and 36”w x 48”h is the most common for upright waysides. The National Park Service Harpers Ferry Center website offers several excellent guides and resources for developing and installing wayside exhibits:

<https://www.nps.gov/subjects/hfc/wayside-planning.htm>

The link above provides access to **Wayside Exhibits: A Guide to Developing Outdoor Interpretive Exhibits**. This comprehensive, 84-page guide is an overview of the National Park Service wayside exhibit standards and work process. It is an excellent place to start if you are considering developing outdoor interpretation for your site and outlines site assessment, planning, design, writing, graphic acquisition, production, installation, and maintenance of wayside exhibits.



Figure 128. Wayside Exhibits: A Guide to Developing Outdoor Interpretive Exhibits. Courtesy of National Park Service.



Figure 129. Upright waysides at David Crockett State Park, Lawrenceburg, TN.



Figure 130. Low-profile exhibit at Rhodes Ferry Park, Decatur, AL.



Figure 131. Custom size upright waysides at the Hiwassee River Heritage Center, Charleston, TN.

TRAIL OF TEARS NATIONAL HISTORIC TRAIL CERTIFICATION

Certification is a partnership program between the National Trails office of the National Park Service and landowners “to protect and preserve their historic trail properties and share them with others.”⁸⁷ There are **no direct costs** incurred in certifying a property.

National Historic Trails Certification Eligibility Criteria:

1. The property must be non-Federally owned and managed.
2. The property must have direct and significant historical and/or thematic associations with a national historic trail.
3. The property must be made available to some degree for public interpretation and appreciation.
4. The property must meet accessibility requirements mandated by Federal law, where applicable.
5. The person or organization requesting certification must be the legal owner of the property, have the legal owner’s authorization to pursue certification, or be the owner’s designated manager of the property.

Certification Benefits:

In addition to official trail logo use, certifying a property offers three specific advantages to the landowner or manager:

- NPS managers may be more inclined to provide various forms of technical assistance to certified partners than to others. This includes, for example, the distribution of CCSP funds, the provision of logos and directional signs. The agency is also more likely to recognize certified partners in various NPS media. Certification, in fact, is one of the primary criteria that NPS staff use in determining technical and financial assistance.
- Owners or managers of certified sites are eligible to receive and distribute trail brochures, site bulletins, and similar items, and their sites will be publicized on the agency’s website.
- On a more intangible level, becoming a certified partner gives landowners and managers a sense of Federal validation and recognition in the

Certified Sites on the Trail of Tears National Historic Trail in Missouri:


- **Trail of Tears State Park**
(Cape Girardeau County)
- **Bollinger Mill State Historic Site**
(Cape Girardeau County)
- **Arcardia Valley Campground**
(Iron County)
- **Silas Brickey Schoolhouse and Spring Campsite**
(Crawford County)
- **Henry E. Davis Homestead**
(Crawford County)
- **Snelson-Brinker Cabin**
(Crawford County)
- **Maramec Spring Park-Massey Iron Works**
(Crawford County)
- **Laughlin Park**
(Pulaski County)
- **Greene County Trail Segments**
(Greene County)
- **Stone County Historical and Genealogical Society Museum**
(Stone County)
- **Star City Trail Segments**
(Barry County)

community and region, and it conveys a larger sense of legitimacy, both of the property's historical importance and of its public values.

For more information on the certification program, including additional details on eligibility and benefits, and sample certification agreements, visit: <https://www.nps.gov/orgs/1453/certification.htm>.

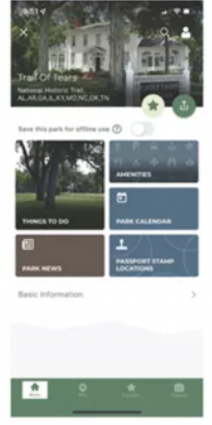
NATIONAL PARK SERVICE MOBILE APP

Reach a new and wider audience with the National Park Service Mobile App!



- * Exposure for your favorite trail sites
- * Enhanced on the ground visitor experience
- * Accessibility features so that all visitors can learn more
- * Reach the large NPS audience - over 500,000+ downloads already

SOME OF THE AVAILABLE FEATURES:



- Trail Sites to Visit
- Tours
- Amenities
- Trail News
- Things to Do
- Trail Calendar
- Passport Stamp Locations
- Volunteer Opportunities
- Basic Information

How can you be involved?
Contact Emily_Kessler@nps.gov to share about your favorite trail sites, things to do, and more!

Scan the QR code with your phone's camera to download the FREE NPS app today!




Figure 132. National Park Service Mobil App Announcement. *Courtesy of National Park Service.*

The National Trails office of the National Park Service is currently working on creating “Places” webpages for sites along the Trail of Tears National Historic Trail. Creating a “Places” page allows your site to be featured in the National Park Service Mobile App and across NPS.gov websites. This results in enhanced visibility of your site to a wider audience.

Creating a “Places” page for your site is easy and requires completing a simple “Places Feature Form” available through the National Trails office.

To request a form, contact: Em Kessler (Emily_Kessler@nps.gov).

To view a sample “Places” webpage, visit: <https://www.nps.gov/places/ross-s-landing.htm>

GEOCACHES

With over three million active geocaches worldwide in 191 different countries on all seven continents, geocaching remains a relevant tool to engage with broader audiences and share the history of the Trail of Tears. Since its inception in 2000, more than 642 million “Found it” and “Event Attended” logs have been recorded.⁸⁸ The recent COVID-19 pandemic only increased this popular activity as people looked for ways to get outside but remain socially distant. Co-founder and CEO Bryan Roth stated, “So many people discovered Geocaching as a way to do that. In terms of user growth, 2020 and 2021 were the two best years we have ever had in the history of the game.”⁸⁹

What is Geocaching?

Geocaching is often referred to as “the world’s largest treasure hunt.” In order to play, participants must use the Geocaching app and/or a GPS device to navigate to hidden containers called geocaches. Geocaches come in all shapes and sizes and often contain a logbook and small trinkets to trade with the caveat that if you take something, you leave something of greater or equal value. Once found, the participant signs the logbook, places the cache exactly how it was found, and shares with the online community that it was found.

How can it help share the history of the Trail of Tears with the public?

Geocaching can be an effective motivational tool to help participants get outside, exercise, and visit a new place. While some participants play to see how many total “finds” they can get, others play to see how many states or countries they can find caches in. Regardless of personal goals and interests, geocaching can be an excellent and fun educational tool. Many caches are placed in public parks, historical sites, and outside of museums or heritage centers with the organization’s permission. Each cache contains its own page in the Geocaching app which includes a description. Here, cache owners can share the history of the cache’s location, providing an opportunity to educate a broader audience and help increase visitation numbers at trail sites.

GeoTours

While there are already several geocaches at Trail of Tears sites in Missouri, perhaps the most effective way to share history of the Trail of Tears National



Geocaching Basics:

1. A geocacher hides a geocache and lists the coordinates on Geocaching.com for others to find.
2. Players will navigate to a geocache using the Geocaching® app or a GPS-enabled device.
3. At minimum, geocaches contain a logbook for players to sign. After signing, they’ll log their experience on the Geocaching® app or on Geocaching.com to earn a reward in the form of a point and digital smiley.
4. Some geocaches contain small trinkets for trade. If a geocacher takes something from the geocache, they replace it with something of equal or greater value.
5. Traveling game pieces called trackables can also be found in geocaches. These trackables have a unique tracking number engraved on them and move from geocache to geocache towards a goal.
6. Geocaches are often well hidden but never buried.
7. Geocaches are always put back at the location where they were found for the next geocacher to discover.⁹⁰

Historic Trail through Geocaching is creating a GeoTour. A GeoTour combines geocaching and tourism. In short, it is an organized series of caches designed to guide participants through a region, or in this case along a trail, and give them a “tour” of the area through geocaching. An excellent example and model is the Santa Fe National Historic Trail GeoTour (GT34). This tour is supported by the Santa Fe Trail Association and the National Trails office of the National Park Service. It contains over 70 caches along more than 900 miles of the Santa Fe Trail through the states of Missouri, Kansas, Oklahoma, Colorado, and New Mexico.

The caches on this GeoTour consist of military ammunition canisters or brochure holder boxes to allow for the inclusion of maps and other information about the Santa Fe Trail. In addition to the caches, the tour contains a “Passport Activity” designed to entice participants to visit a high percentage of the caches, thus learning more of the trail’s history (see Figure 133). The first 500 people to visit at least 50 of the Santa Fe National Historic Trail geocaches and submit their passport according to the guidelines receive a special Santa Fe Trail Challenge Coin. Rewards, such as the challenge coin, offer an extra incentive for participants to visit more sites in the tour, thus learning more history while participating in an activity they enjoy.

Recommendations

Consider developing a comprehensive GeoTour for the Trail of Tears National Historic Trail in Missouri, beginning with the sites listed in this report and with property owner permission. Use the Santa Fe National Historic Trail GeoTour (GT34) as a model.

For help creating the GeoTour, fill out the contact form, here: <https://podio.com/webforms/11347164/796695> or call 206-302-7721 x403.

For more information on Geocaching, visit: <https://www.geocaching.com/play>

For more information on the Santa Fe Trail National Historic Trail GeoTour, visit: <https://www.geocaching.com/play/geotours/santa-fe-trail>

<http://www.santafetrail.org/geocaching.html#:~:text=About%20Our%20Geocaches,drive%20off%20the%20main%20road.>



Santa Fe National Historic Trail Geo Tour GUIDELINES

- To retrieve the coordinates and other location information for the geocaches, log onto www.geocaching.com and search for the official name of the Geo Tour at geocaching.com/adventures/geotours/santa-fe-trail. A basic membership at geocaching.com is free!
- Search for the geocaches online by the GC code number or use the advance search by user name “SantaFeTrail.org”
- Visit at least 50 Santa Fe National Historic Trail geocaches. Locate the code word on the inside, top of the cache lid. Record the word on your passport. Smaller prizes, of our choice are available for finding 25 caches. Just follow the same steps.
- Send your completed passport to the address given. Challenge Coins will be awarded to the first 500 people to complete the challenge.
- Challenge Coins, and other prizes, will be awarded on a first-come first-served basis, while supplies last. Only one coin per person with a valid passport.



The Santa Fe National Historic Trail Geo Tour is supported by the Santa Fe Trail Association and the Santa Fe National Historic Trail--National Trails Intermountain Region.

This is a registered Geo Tour at geocaching.com

Figure 133. Map of geocaches on the Santa Fe Trail National Historic Trail and passport activity guidelines.

STORY MAPS

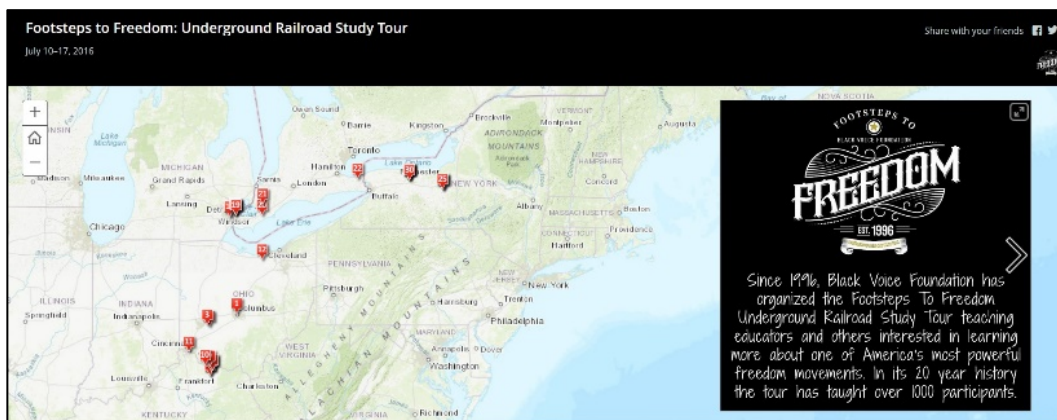


Figure 134. Example of introductory page of "The Footsteps to Freedom" story map.

A Story Map is a digital map created to support and share information in the form of a "story" to the public. First introduced in 2005, Story Maps have created an educational environment that is easy to develop, promote, and maintain. Jeff Patton, the individual credited with inventing Story Maps, states, "Story Maps are likelier to lead to a shared understanding of a product that meets the needs of its intended users." Since the introduction of story mapping, many educators and institutions have utilized this tool to create interactive stories on a digital platform that promotes community and public engagement on an endless number of topics.⁹¹

What is a Story Map?

An innovative and easily accessible tool for interpretation and education, Story Maps can be used to connect people to places and share history and information with the public. Story Maps integrate maps, legends, text, photos, audio, and videos. In addition, they provide functionality swipec, pop-ups, and time sliders, that help users explore content. Beginning with an introductory page, the user follows the points plotted on the map in the order set by the creator, with each point storing information in text, as well as other digital formats (see Figure 133).

How can it help share the history of the Trail of Tears with the public?

Not everyone has the ability and means to visit Trail of Tears sites. Story Maps are a digital platform that holds information, as well as interactive tools, that can help share the history of the Trail of Tears with a broader audience. Story Maps can be used as an engaging tool for trail sites not easily accessible to the public. This also includes sites located on private property that are not accessible to the public but have an important trail-related story to tell. A general location can be plotted on the map for areas where exact coordinates cannot be distributed. Story Maps are a means to which a story can be told from the sites on private land without disclosing any information of ownership or location. This is a significant tool with the ability to widen the range of stories told regarding the hard-to-access or publicly inaccessible sites on the Trail of Tears.

Story Maps can also act as a planning tool for those interested in visiting trail sites throughout Missouri. Story Maps invite everyone with access to the Internet to be a visitor along the Trail of Tears and can create a shared understanding of such a significant time in Cherokee history.

Creating a Story Map

While there are many websites used to create Story Maps, there two that are most often used: <http://storymap.org> and

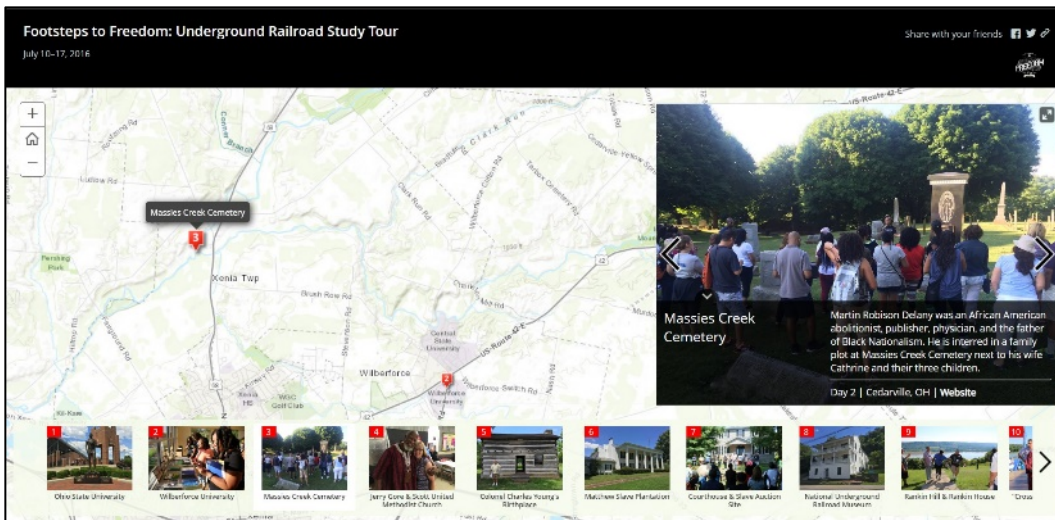


Figure 135. Example of mapping point along with description and image. Image taken from “The Footsteps of Freedom” story map.



Figure 136. Example of the beginning process of creating a story map through [Storymap.org](https://storymaps.arcgis.com) :: [Tell Your Story in Place](https://storymaps.arcgis.com).

<https://storymaps.arcgis.com>. The former site is free to use. This site provides a base map and easy-to-follow steps to creating your Story Map. This site also provides an area to publish your Story Map through them or on your personal website.

The second option is more popular but requires a subscription. ArcGIS StoryMaps uses the most up-to-date ArcGIS mapping tools and has a flexible and easy-to-use builder for users to create an interactive narrative. ArcGIS StoryMaps also provides a collection of story maps ranging in topics for review.

Publishing your Story Map

After creating the map, it is up to the creator to publish the map on the correct platform for viewing. There are many options for publications, including the sites on which the maps were created, as well as personal and official websites. For maximum visibility, it is recommended that Missouri Trail of Tears Story Maps are published on a website dedicated to the Trail of Tears National Historic Trail, such as:

<https://motrailoftears.com>

<https://nationaltota.com>

Recommendations

A Story Map dedicated to the Trail of Tears in Missouri already exists and was created

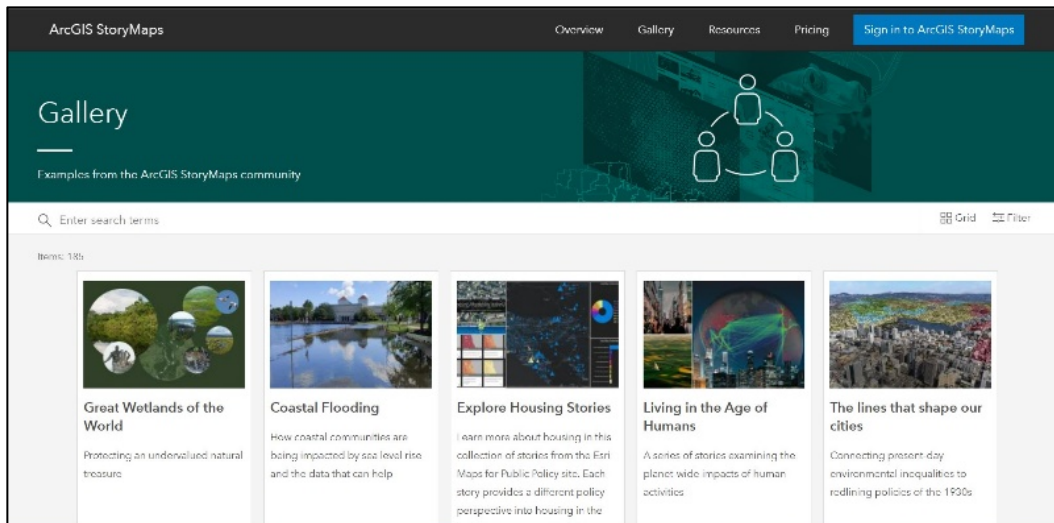


Figure 137. Gallery of example story maps using [Esri Story Maps](#).

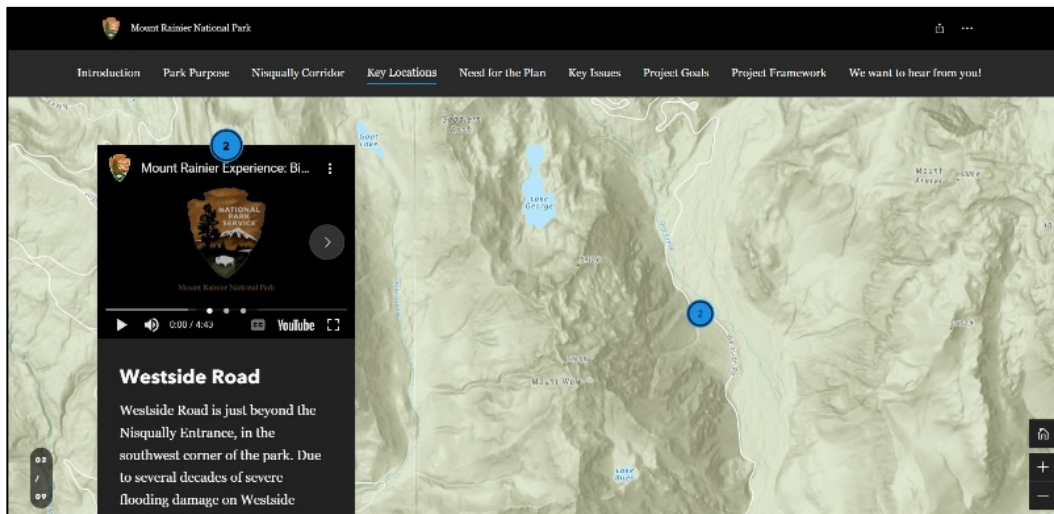


Figure 138. Example of National Parks Service story map with embedded video. Visit: [Mount Rainier National Park \(arcgis.com\)](#).

in 2020 by students in Dr. Justin Pope's HIST 4001: Native American History class at the Missouri University of Science and Technology with support from the Missouri Humanities Council. While this serves as an excellent starting point to digitally share the history of the Cherokee Trail of Tears in Missouri with the public, it could be expanded to include additional primary source material, a wider range of content types, and more site-specific stories. Consider adding all interpretive Trail of Tears sites in Missouri on the Story Map. Plot locations mentioned in the Cannon, Butrick, and Morrow journals and share associated entries in the Story Map. Use receipts to highlight where food and supplies were purchased in Missouri. Consider adding more present-day images, videos, and audio of trail sites into the Story Map. Integrate some of the data from the GIS Trail of Tears mapping project that Christopher W. Dunn of GeoVelo Geospatial Forensics has been working on in partnership with the Missouri Chapter of the Trail of Tears Association and the Missouri Humanities Council. These additions will help provide a fuller account of the removal story to the public and allow them to digitally experience some of Missouri's significant trail sites.

To view The Trail of Tears in Missouri Story Map, visit: [~ The Trail of Tears Across Missouri ~ \(arcgis.com\)](#)

For an example of a Story Map that utilizes a broader range of technological resources embedded throughout the story map, visit:

[Mount Rainier National Park \(arcgis.com\)](https://www.arcgis.com/storymaps).

Consider following the provided links to expand the existing Story Map or create a supplemental Story Map to publish on an official website. Your Story Map can also be used on local tourism websites.

APPENDIX A: TRAIL OF TEARS INTERPRETIVE SITE ASSESSMENT FORM

| TRAIL OF TEARS INTERPRETIVE SITE ASSESSMENT FORM | |
|---|---|
| <p>Assessment</p> <p>Assessment Date: _____</p> <p>Assessor: _____</p> <p>TRTE Route: _____</p> | <p>Evaluation Questions</p> <p>1. How well documented is the site's location on the Trail, and what is the Trail community's confidence in this location?</p> <p>0 – Minimal documentation and contested location 1 – Minimal documentation and uncontested location 2 – Some documentation and contested location 3 – Some documentation and generally accepted location 4 – Well documented and widely accepted location</p> <p>2. How noteworthy is the site in relation to the Trail?</p> <p>0 – Not historically present but located next to the Trail 1 – Historically present but not associated with the Trail (ex. witness building) 2 – Historically associated with the Trail 3 – Critical location and/or location of critical events for some Trail users 4 – Critical location and/or location of critical events for majority of Trail users</p> <p>3. Is the site publicly interpreted?</p> <p>0 – Substantial on-site, digital, and print media interpretation 1 – Substantial on-site interpretation with potential for additional digital and print media interpretation 2 – Some on-site, digital, or print media interpretation with potential for additional interpretation 3 – Identifying on-site signage, but no other interpretation 4 – No interpretation</p> <p>4. How accessible is the site?</p> <p>0 – Difficult to find/access, no safe place to pull over or park 1 – Difficult to find/access, safe place to pull over or park. 2 – Somewhat difficult to find/access, no safe place to pull over or park 3 – Somewhat difficult to find/access, safe place to pull over or park 4 – Easily accessible, safe parking</p> <p>5. How well-maintained is the site?</p> <p>0 – Not maintained at all 1 – Somewhat regularly maintained 2 – Regularly maintained</p> <p>TOTAL POINTS _____ (Questions 1-5)</p> |
| <p>Property Information</p> <p>Site Name: _____</p> <p>_____</p> <p>Site Address: _____</p> <p>_____</p> <p>County: _____</p> <p>Owner Name: _____</p> <p>Owner Email: _____</p> <p>Owner Phone: _____</p> | |
| <p>Latitude/Longitude Coordinates</p> <p>Latitude: _____</p> <p>Longitude: _____</p> | |
| <p>Owner Interest / Site Certification</p> <p>Is the owner interested/supportive of interpretation?</p> <p>Yes <input type="checkbox"/> No <input type="checkbox"/> Unsure <input type="checkbox"/></p> <p>Is this site located on public or private land?</p> <p>Public <input type="checkbox"/> Private <input type="checkbox"/></p> <p>Is it a certified site?</p> <p>Yes <input type="checkbox"/> No <input type="checkbox"/> In-process <input type="checkbox"/></p> <p>What type of interpretation is owner interested in: (circle all that apply)</p> <p><input type="checkbox"/> NPS Road/Pedestrian/Site ID Signs <input type="checkbox"/> Interpretive Wayside/Kiosk Signs <input type="checkbox"/> Rack Card/Brochure <input type="checkbox"/> Digital Interpretation/Promotion <input type="checkbox"/> NPS Certification</p> | |

| TRAIL OF TEARS INTERPRETIVE SITE ASSESSMENT FORM |
|--|
| Notes |

ENDNOTES

¹ G.S. Townsend to C.A. Harris, Cherokee Agency East, January 25, 1838, in *Voices from the Trail of Tears*, edited by Vicki Rozema (Winston-Salem, NC: John F. Blair, 2003), 96.

² B.B. Cannon, *Journal of Occurrences with a Party of Cherokee Emigrants. October 1837*,” edited by Sequoyah National Research Center, University of Arkansas at Little Rock, <https://ualrexhibits.org/trailoftears/eyewitness-accounts/journal-of-bb-cannon-chokeee-removal-1837/> (accessed December 15, 2022) [hereafter *Cannon Journal*].

³ Gail King, Marty King, Lamar Marshall, and Larry Smith, *North Alabama’s Tuscumbia, Courtland, and Decatur Railroad and Its Role During Cherokee Emigration/Removal Beginning in 1837* (Muscle Shoals, AL: Southeastern Anthropological Institute, Northwest Shoals Community College, 2009), 266-267; While Edward Deas estimated that there were approximately 600 Cherokees at the time of departure, according to Disbursing Agent Capt. John Page, 800 Cherokees departed.

⁴ Edward Deas, *Journal of Edward Deas – Cherokee Removal, June 1838*,” edited by Sequoyah National Research Center, University of Arkansas at Little Rock, <https://ualrexhibits.org/trailoftears/eyewitness-accounts/journal-of-edward-deas-chokeee-removal-june-1838/> (accessed December 15, 2022).

⁵ *Ibid.*, 266-267.

⁶ Daniel S. Butrick, *The Journal of Rev. Daniel S. Butrick, May 19, 1838-April 1, 1839: Cherokee Removal, Monograph One*, edited by The Trail of Tears Association, Oklahoma Chapter (Park Hill, OK: The Trail of Tears Association, Oklahoma Chapter, 1998), 6-7.

⁷ King, et. al., *North Alabama’s Tuscumbia, Courtland, and Decatur Railroad and Its Role During Cherokee Emigration/Removal Beginning in 1837*, 268.

⁸ *Ibid.*

⁹ *Ibid.*

¹⁰ *Ibid.*

¹¹ *Ibid.*

¹² *Ibid.*, 283.

¹³ *Ibid.*, 284.

¹⁴ *Ibid.*

¹⁵ *Ibid.*, 285.

¹⁶ *Ibid.*

¹⁷ Vicki Rozema, ed., *Voices from the Trail of Tears* (Winston-Salem: John F. Blair, 2003), 190.

¹⁸ Ibid., 114.

¹⁹ Ibid.

²⁰ John Ross to Winfield Scott, Amohe[e] Dst. Aquohe[e] [Cherokee Nation], July 23, 1838, in *Papers of Chief John Ross, 1807-1839*, vol. 1, ed. Gary Moulton (Norman: University of Oklahoma Press, 1985), 650-651.

²¹ Rozema., 65.

²² Ibid., 64.

²³ Duane King, "In Haste From Memory: John Ross's Recollections of Detachment 13 of the Cherokee Forced Removal," in *SEQUOYAH Speaks* (Winter 2000): 4.

²⁴ Daniel F. Littlefield, Jr., "Cherokee Removal," in *Encyclopedia of American Indian Removal*, vol. 2, ed. Daniel F. Littlefield, Jr., and James W. Parins (Santa Barbara, Ca: Greenwood, 2011), 43.

²⁵ Duane King, "In Haste From Memory: John Ross's Recollections of Detachment 13 of the Cherokee Forced Removal," 4.

²⁶ Rozema, Appendix I.

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²⁹ "W.I.I. Morrow Diary," transcribed by W.R. Higginbotham, W.I.I. Morrow Papers (1802-1876), 1839, 1852, Collection 2051, State Historical Society of Missouri, Columbia, Missouri [hereafter *Morrow Diary*].

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³¹ John Benge, George C. Lowry, and George Lowrey, September 29, 1838, Chief John Ross Papers, September 29, 1838, in *Papers of Chief John Ross, 1807-1839*, vol. 1, ed. Gary Moulton (Norman: University of Oklahoma Press, 1985), 699.

³² MTSU Center for Historic Preservation, "Heartbreak in Pulaski," interpretive panel, Giles County Trail of Tears Interpretive Center, Pulaski, TN.

³³ Patterson.

³⁴ Mark Spangler, "The Trail of Tears in Missouri: The Northern Route from Waynesville to Strafford," 2019.

³⁵ Duane King, *The Cherokee Trail of Tears in Missouri* (Portland, OR: Graphic Arts Books, 2008); Joan Gilbert, *The Trail of Tears Across Missouri* (Columbia, MO: University of Missouri Press, 1996).

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³⁷ “[Payment Receipt to William Willard for \$110.00],” November 14, 1837, copy provided by Missouri Chapter of the Trail of Tears Association, original located at the National Archives and Records Administration.

³⁸ Patterson, Sec. E, 26.

³⁹ “[Payment Receipt to Peter Brickey for \$10.84],” November 25, 1837, copy provided by Missouri Chapter of the Trail of Tears Association, original located at the National Archives and Records Administration; “[Payment Receipt to Peter Brickey for \$25.33 3/4],” November 28, 1837, copy provided by Missouri Chapter of the Trail of Tears Association, original located at the National Archives and Records Administration.

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⁴² *Cannon Journal*.

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⁴⁵ *Cannon Journal*.

⁴⁶ “[Payment Receipt to J. B. Brinker \$0.50],” December 6, 1837, copy provided by Missouri Chapter of the Trail of Tears Association, original located at the National Archives and Records Administration; “[Payment Receipt to J. B. Brinker for \$40.43],” December 6, 1837, copy provided by Missouri Chapter of the Trail of Tears Association, original located at the National Archives and Records Administration.

⁴⁷ *Morrow Diary*.

⁴⁸ *Morrow Diary*.

⁴⁹ Patterson, Sec. E, 28.

⁵⁰ Spangler, 13-14

⁵¹ *Morrow Diary*.

⁵² *Cannon Journal*.

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⁵⁴ *Morrow Diary*.

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⁵⁶ “History,” <https://oldmckendree.org/history/> (accessed December 16, 2022).

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⁵⁹ “[Payment Receipt to Taylor Sebastian for \$7.65],” November 20, 1837, copy provided by Missouri Chapter of the Trail of Tears Association, original located at the National Archives and Records Administration.

⁶⁰ *Cannon Journal*.

⁶¹ Butrick, 59.

⁶² *Cannon Journal*.

⁶³ *Morrow Diary*.

⁶⁴ Butrick, 59.

⁶⁵ *Cannon Journal*.

⁶⁶ *Morrow Diary*.

⁶⁷ Butrick, 61.

⁶⁸ Bob Belote, email to author, December 1, 2022.

⁶⁹ *Cannon Journal*.

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- ⁷² National Trails Intermountain Region, National Park Service, “Water Route to Indian Territory,” Trail of Tears National Historic Trail Wayside Exhibit.
- ⁷³ *Cannon Journal*.
- ⁷⁴ Butrick, 58.
- ⁷⁵ *Morrow Diary*.
- ⁷⁶ Phelps County Historical Society, “Phelps County Museum Third Street Across from the Old Courthouse Rolla, Missouri: Dillon House,” n.d.
- ⁷⁷ Melody Warner, email to author, September 30, 2022.
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- ⁸⁰ *Ibid.*, 14.
- ⁸¹ Patricia Mooney-Melvin, “Beyond the Book: Historians and the Interpretive Challenge,” *The Public Historian* 17, no. 4 (Autumn, 1995): 78.
- ⁸² *Ibid.*, 77.
- ⁸³ Barbara R. Duncan & Brett H. Riggs, *Cherokee Heritage Trails Guidebook* (Chapel Hill: University of North Carolina Press, 2003), 3.
- ⁸⁴ National Park Service, *Trail of Tears National Historic Trail Interpretive Plan*, July 14, 2004, 5.
- ⁸⁵ Alexander Westgarth, “The Importance of Having the Right Logo,” YEC Council Post, <https://www.forbes.com/sites/theyec/2018/11/30/the-importance-of-having-the-right-logo/?sh=7ba3e4751ccb> (accessed December 16, 2022).
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