

## Official guide to the New Santa Fe Trail

This promotional guide book was designed to encourage the improvement of conditions of all roads that make up the integral part of the Santa Fe Trail. The automobile is advertised as the main means of transportation in the new age of discovering old trails of commerce through Kansas.

Creator: Taylor Motor Company (Hutchinson, Kan.)

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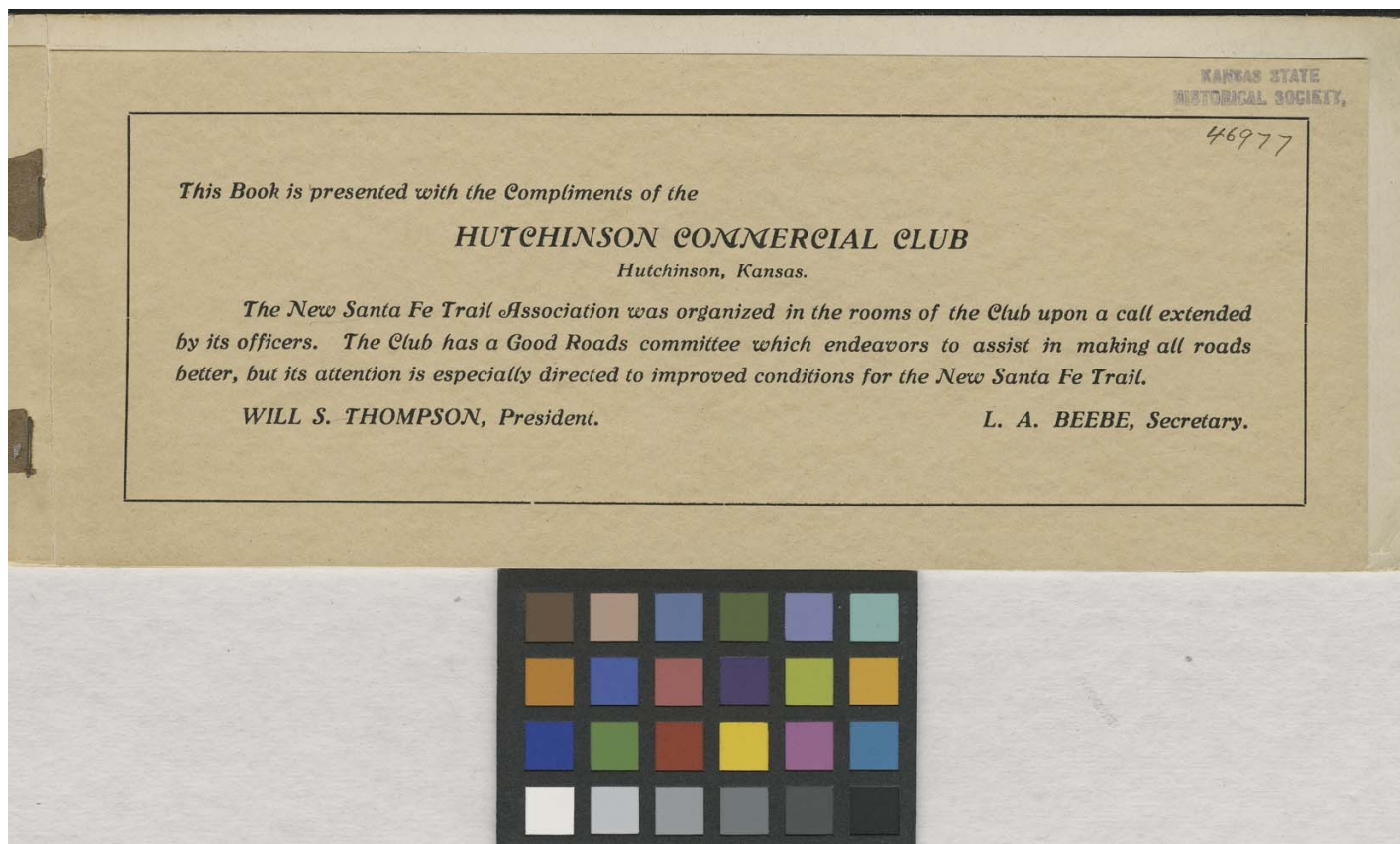


## Official guide to the New Santa Fe Trail





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**T**HE Strip Maps shown in this book were prepared by the American Automobile Association, from notes made by Mr. A. L. Westgard, special representative of that association. They represent correct mileages, from town to town and the route shown is the one adopted by the officers of the New Santa Fe Trail Association, at a meeting in Great Bend, Kan. The association authorized a committee, consisting of Official Pilot H. H. Taylor, Vice President E. E. Frizell, of the Western Kansas Grand Division, and Secretary C. H. Scott to issue an official map. This book is presented under the authority of the association, and representing the work of that committee.

With slight exceptions these maps are correct. There are changes, now and then, to cover a route from town to town to comply with the best roads, at the time, but these are local ones, and the traveler need not feel that he may lose the way, because of these slight variations.

The New Santa Fe Trail was organized on January 31, 1910, at a meeting held in Hutchinson, Kansas, attended by nearly four hundred delegates, who met in response to a call sent out by officers of the Commercial Club, the Motor Club, the board of county commissioners, the members of the city commission, etc., to form a highway movement, on plans suggested by the Hutchinson Daily News, which paper had named the proposed highway, "The New Santa Fe Trail," a number of months before. Officers were selected at this meeting, covering that part of the route from Newton, Kansas, to the Kansas-Colorado line between Coolidge, Kansas, and Holly, Colorado. Later meetings extended this road on west and east from these terminals until the route covered by these maps was made a part of the plan to form a link in a Trans-Continental Good Road.

The American Automobile Association, the Touring Club of America, and the Trans-Continental Touring Club of America, have in turn adopted this as the official route from New York to Los Angeles. The Raymond & Whitcomb Tour association has also selected the route as the official route from East to West.

The New Santa Fe Trail is a dirt highway, save in cities, where there are paved streets, and near the limits of some cities, where there are occasional stretches of macadam, and in other places where sand-clay roads are the rule. It passes through a country that has good natural roads for a large part of the year and the route is far enough south as to make touring in the winter time, for long distance travelers, a pleasure, with slight chance of delay caused by weather conditions. For most part the road is dragged. Nearly its entire mileage in Kansas is made a "County Road," which means that it is to be kept in condition at the expense of the county.

The New Santa Fe Trail is more fortunate than any other route across the continent because of the location of the fine line of Fred Harvey Hotels, extending from Kansas City to the coast. These hotels are the best in the world, on any line of railroad, and the traveler may always be certain of having royal entertainment with the best accommodations possible and an unsurpassed cuisine, once in their zone. These hotels are the Harvey House at Emporia, the Arcade at Newton, the Bisonte at Hutchinson, the Harvey House at Dodge City, the Sequoyah at Syracuse, Kansas, the Harvey House at La Junta, the Cardenas at Trinidad, Colo., the Castaneda at Las Vegas, the El Ortiz at Lamy, N. M., the Alvarado at Albuquerque, N. M., the Fray Marcos at Williams, Ariz., the El Tovar at Grand Canyon, the Escalante at Ash Fork, the Harvey House at Seligman, Ariz., the El Garces at The Needles, the Casa El Desierto at Barstow, Calif.





## Official guide to the New Santa Fe Trail

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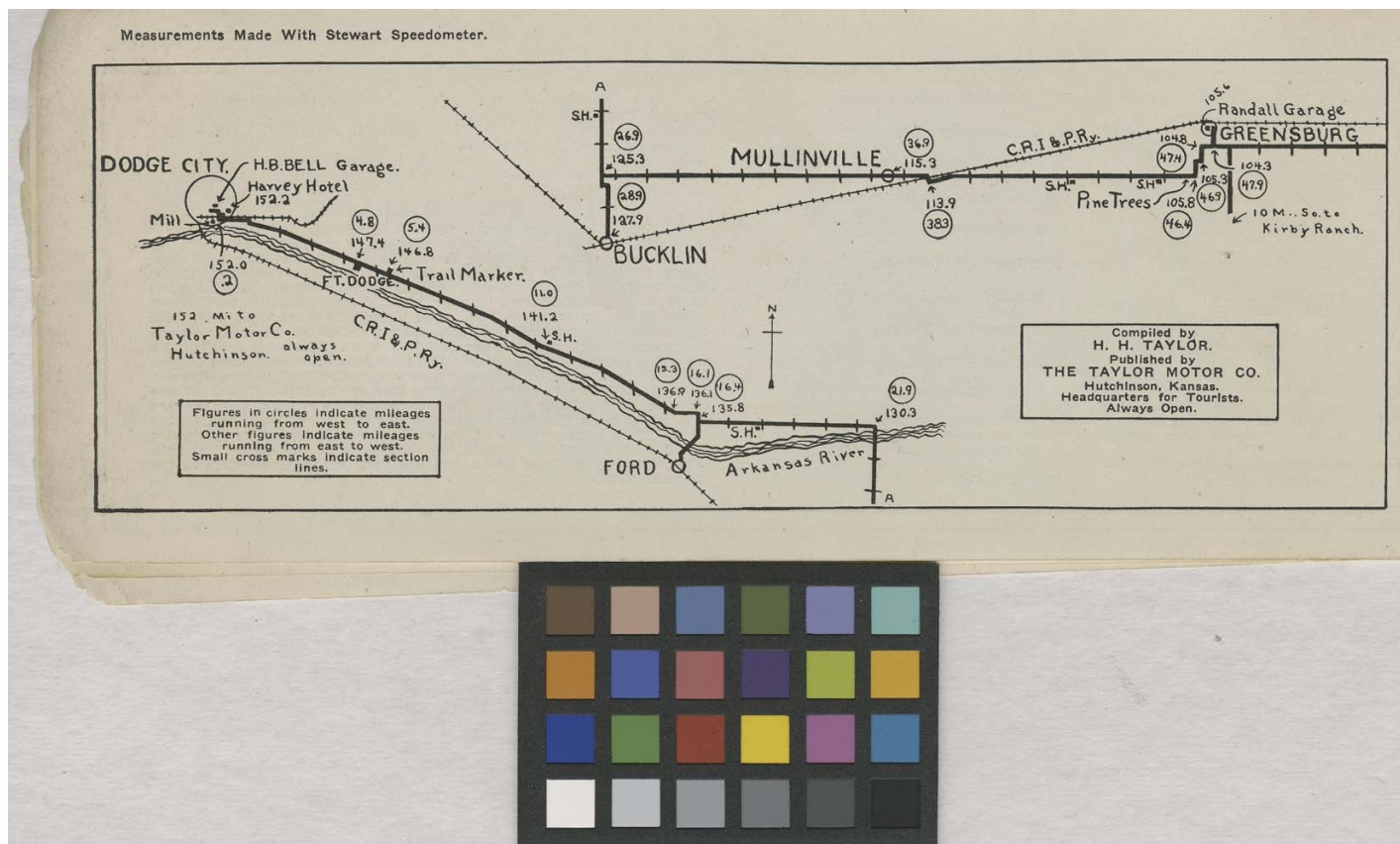
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D. A. McPherson, Albuquerque.

### SOMETHING OF HUTCHINSON.

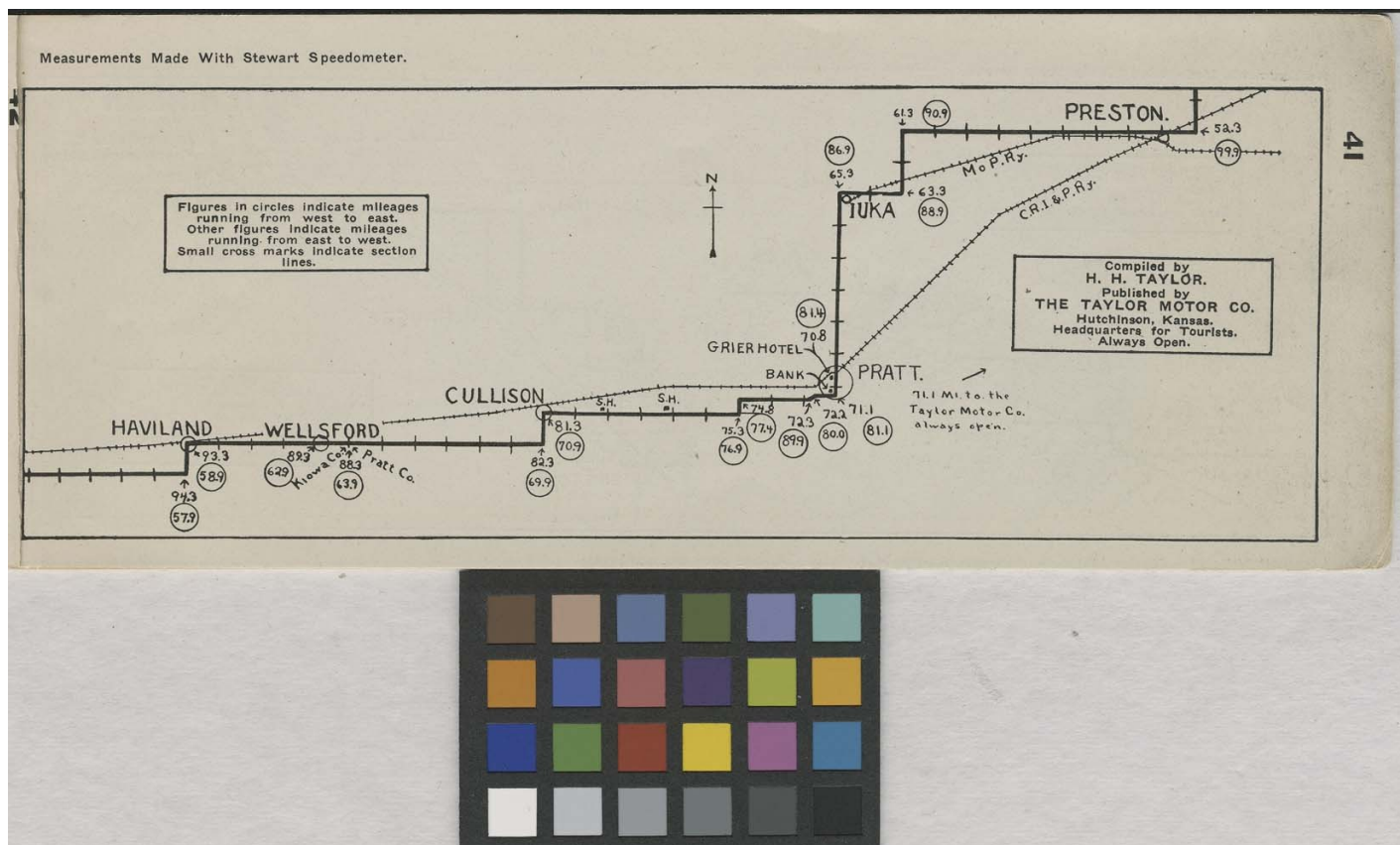
Hutchinson has 18,000 people. Here is located the largest salt plant in the world. Soda ash and caustic soda, others of many chemicals extracted from the salt vein, are also made here. Wheat is milled at the rate of three thousand barrels daily and the elevator capacity is very large. Hutchinson being in the center of the largest wheat zone in the world. Hutchinson has paved streets, trolley cars, manufactures the cheapest electric current known in the west, and has every convenience to be found in any city. It is the center of a system of roads built and maintained by the county government, comprising more than four hundred miles. There are excellent hotels and garages. The Bisonte and Chalmers hotels are exceptional and the garage of the Taylor Motor Company, located on the Trail, in East Sherman street, is much the largest place of the kind in the West. The Trail was organized at a meeting held in Hutchinson and the office of the secretary is located here, in The News building, in Sherman street, also alongside the Trail. Three routes are to be had from here west to Dodge City, following two lines of the Santa Fe railroad, these being two lines of the Trail, and the other following the Rock Island road west, and known to travelers as the Coronado Trail.



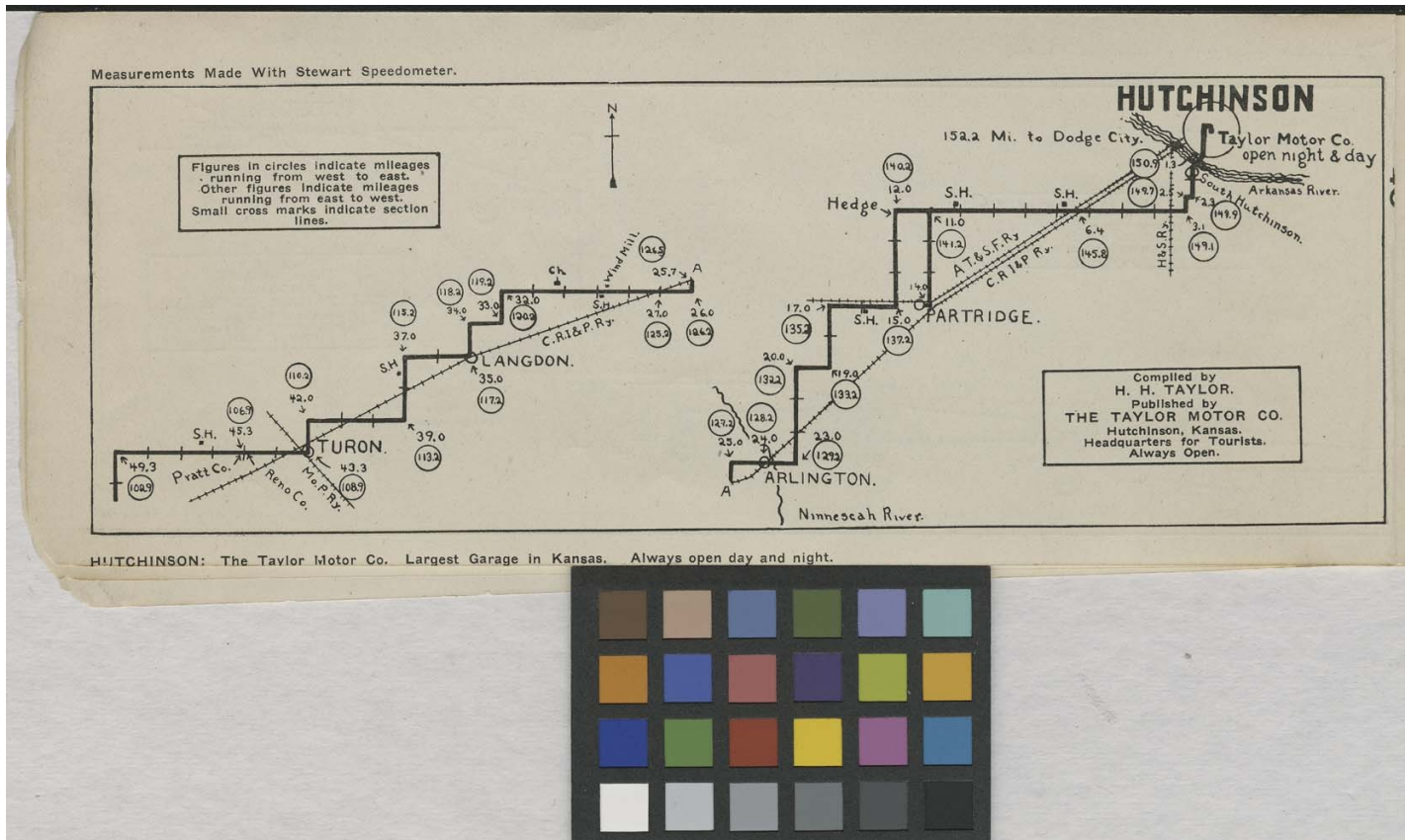
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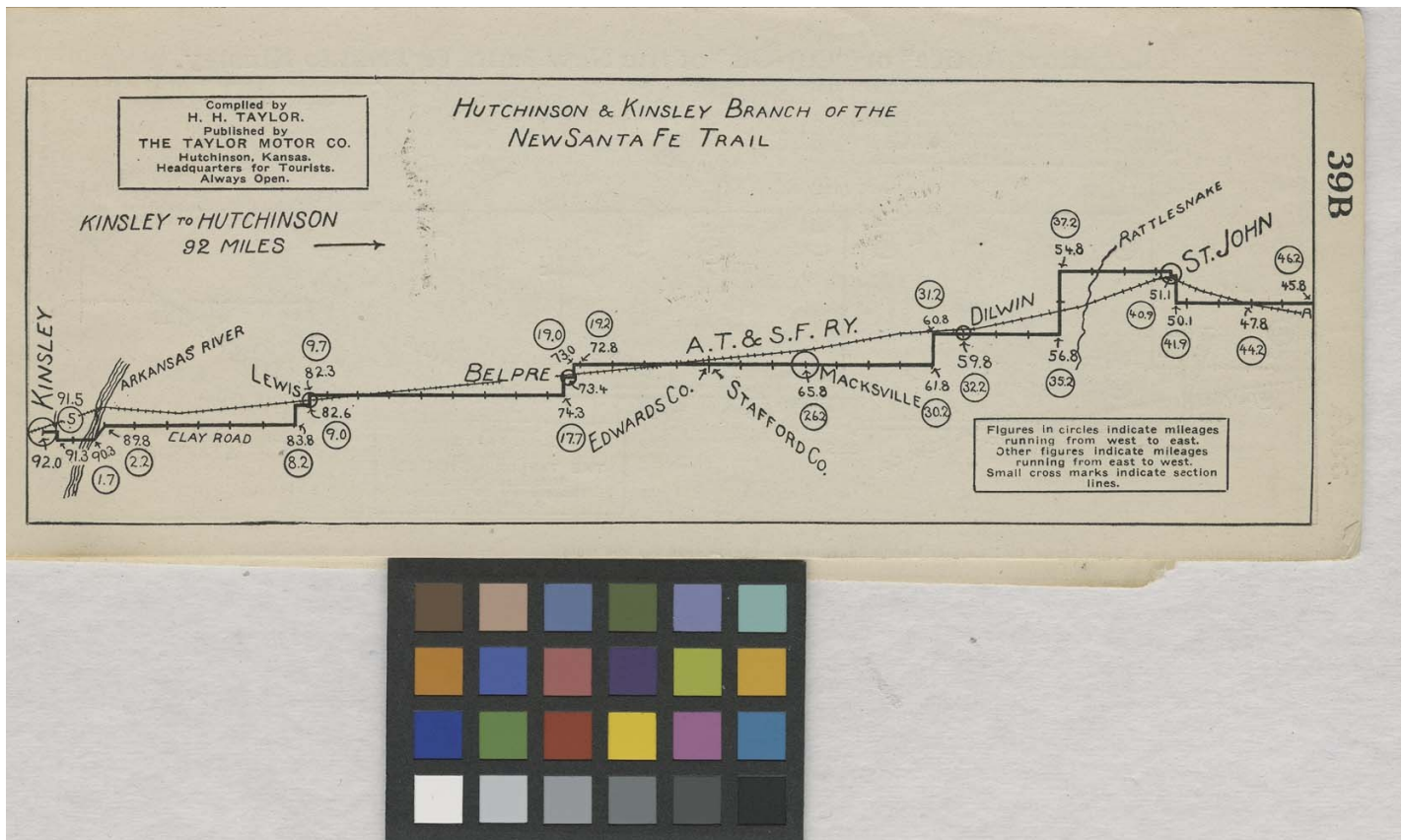


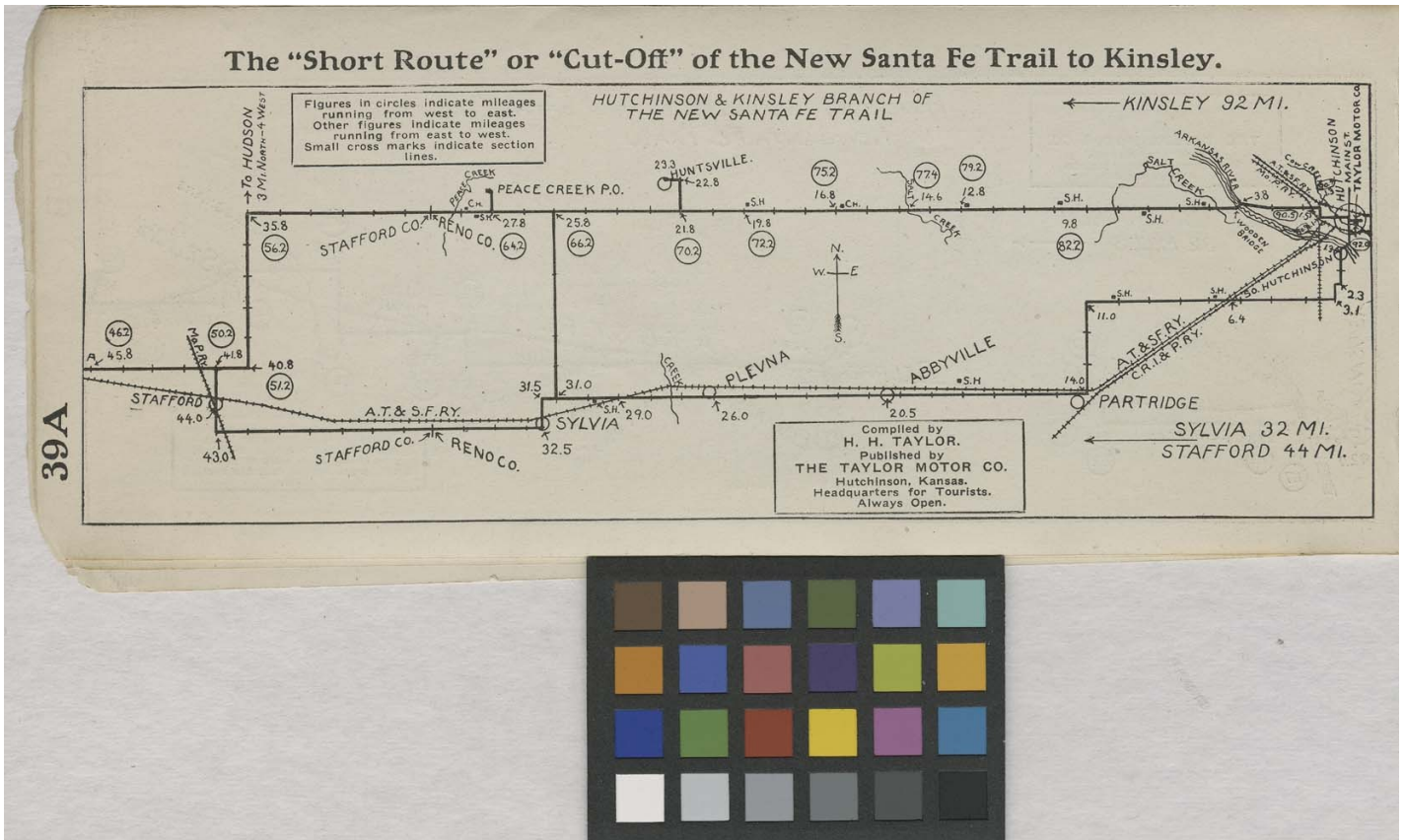
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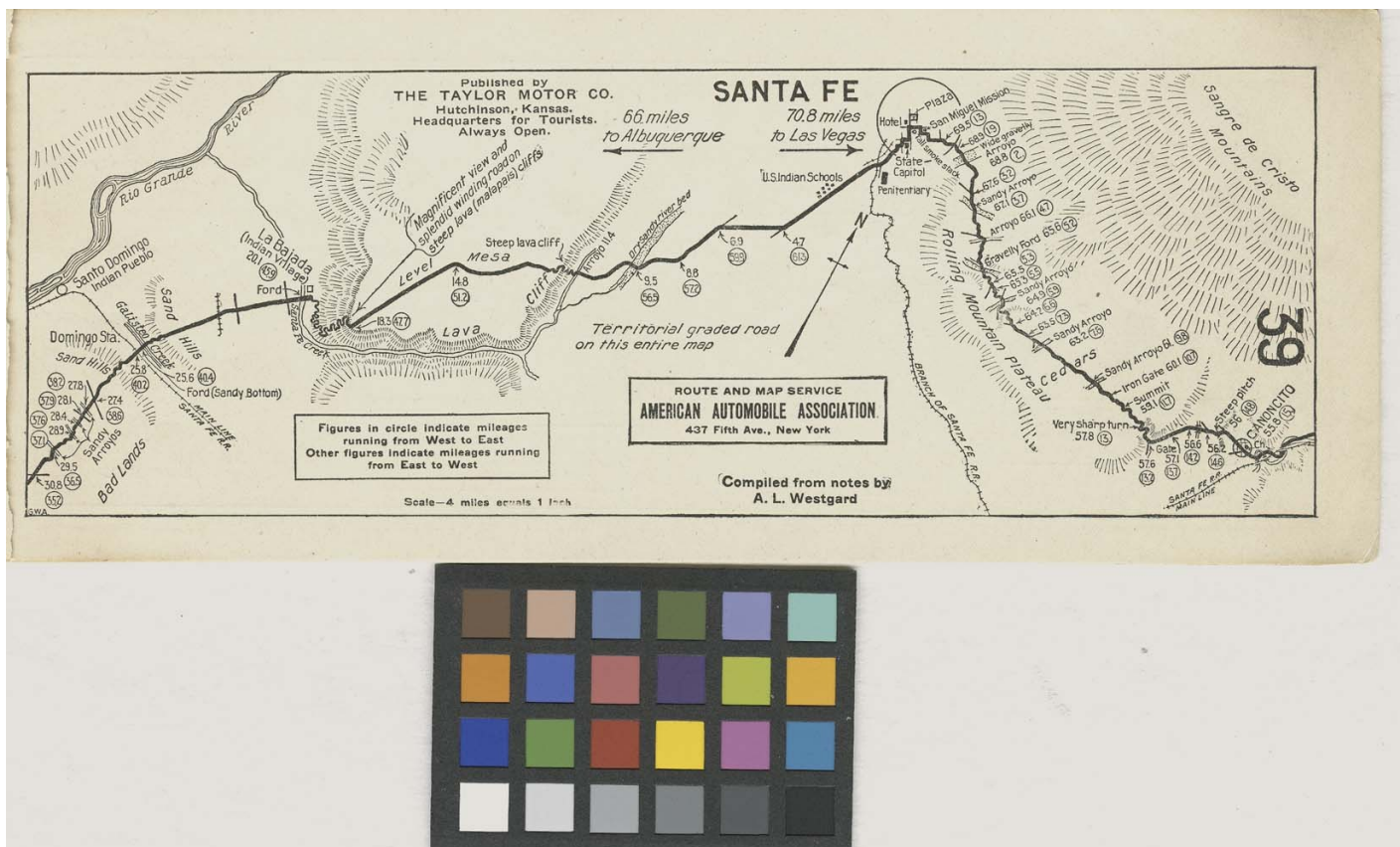


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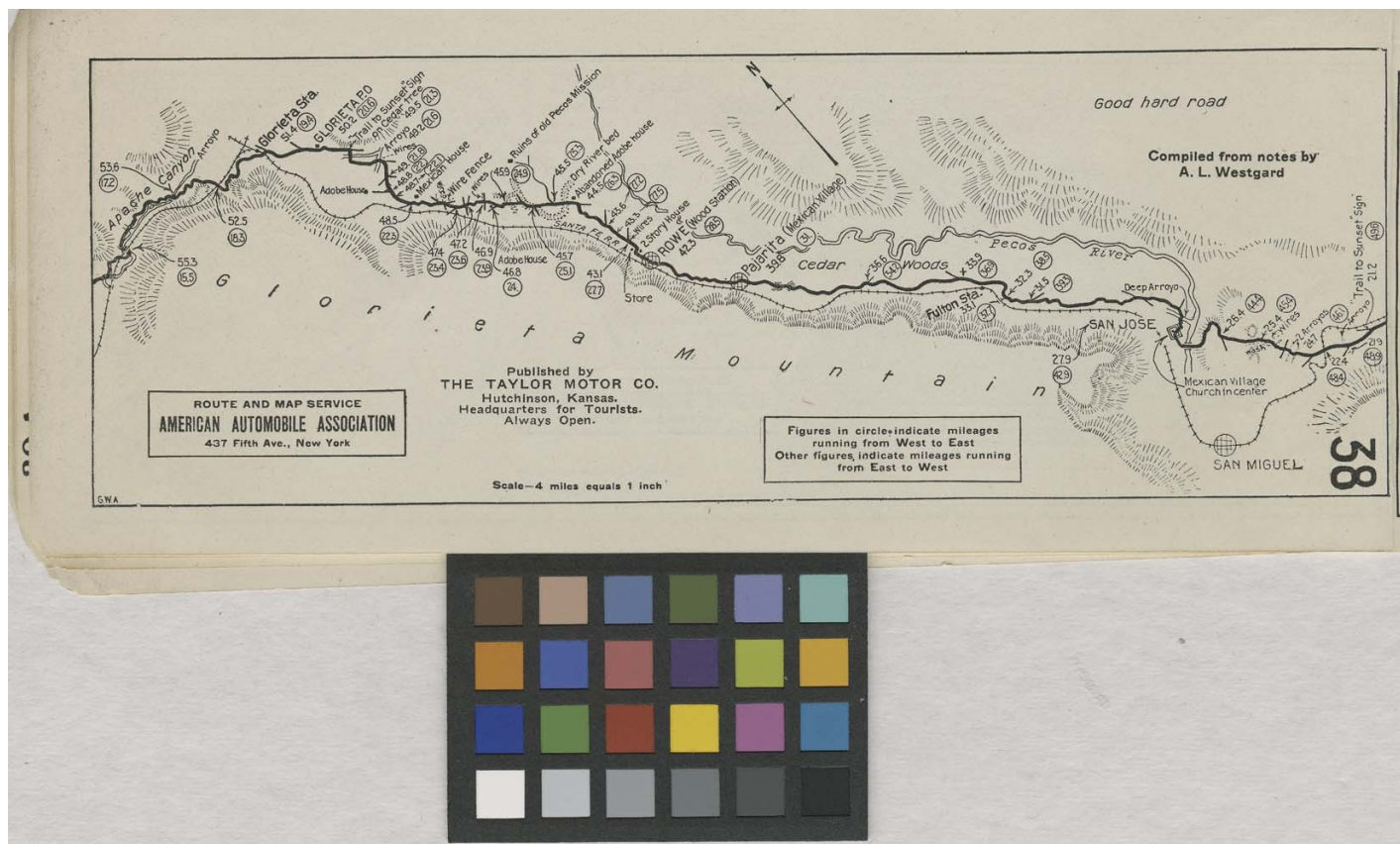


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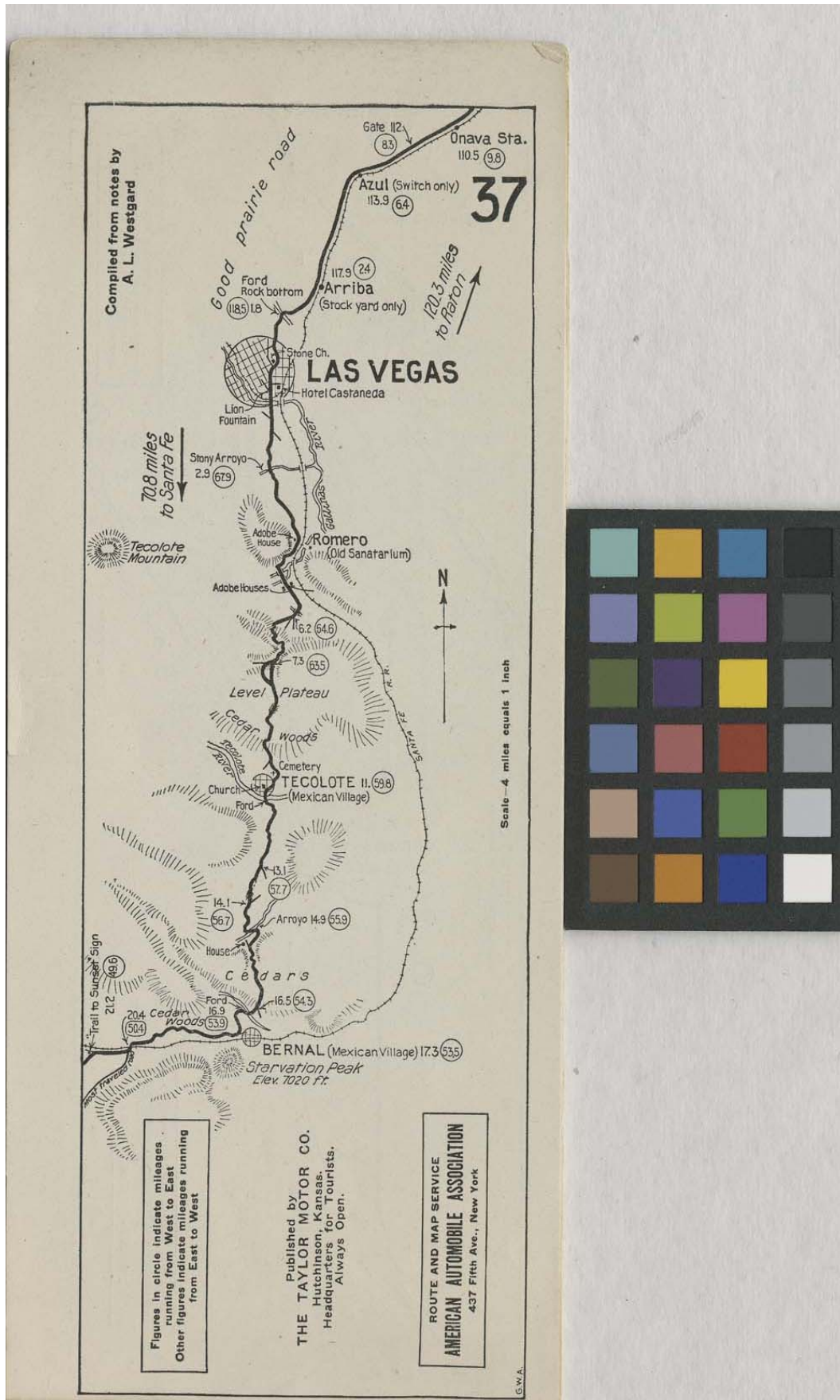




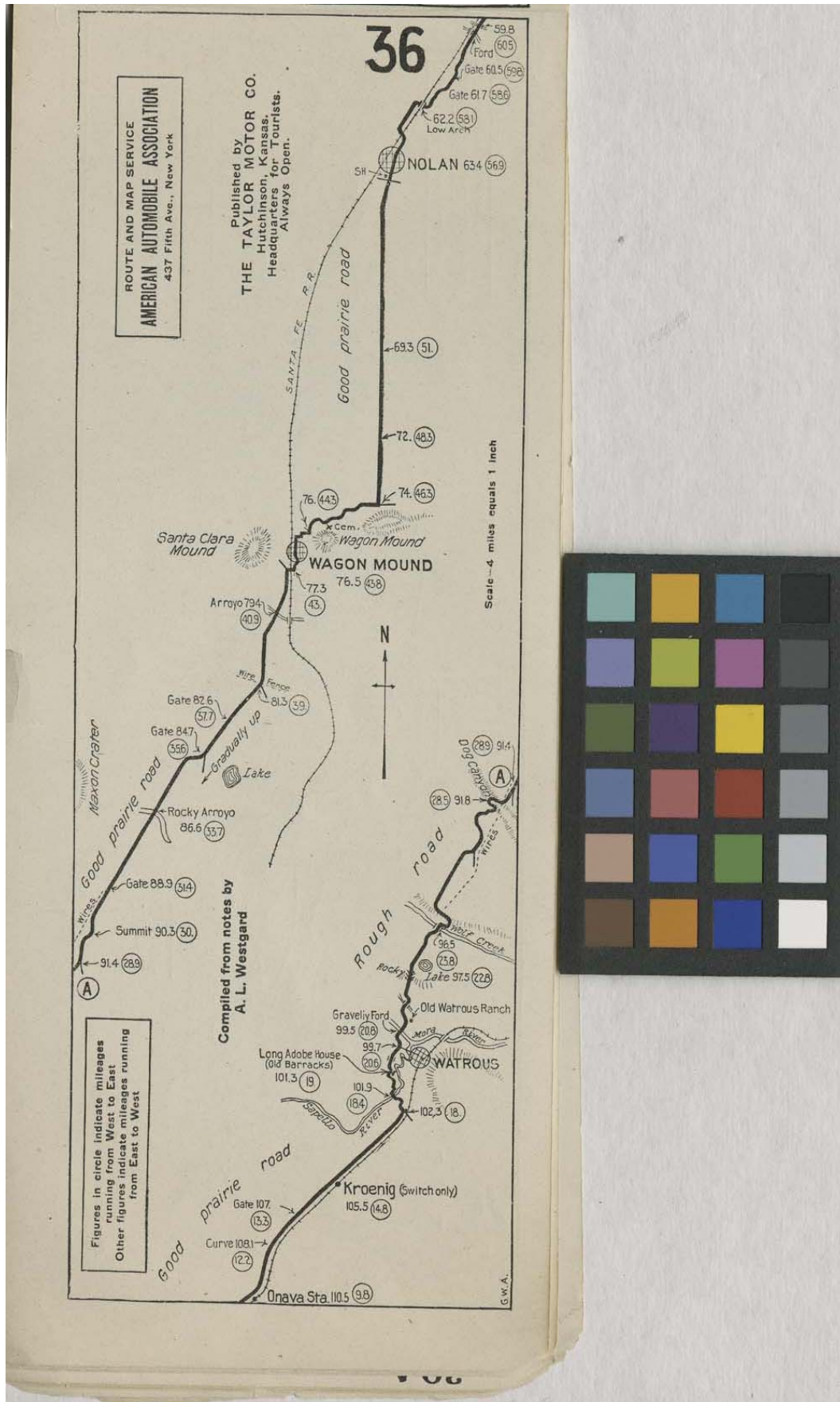
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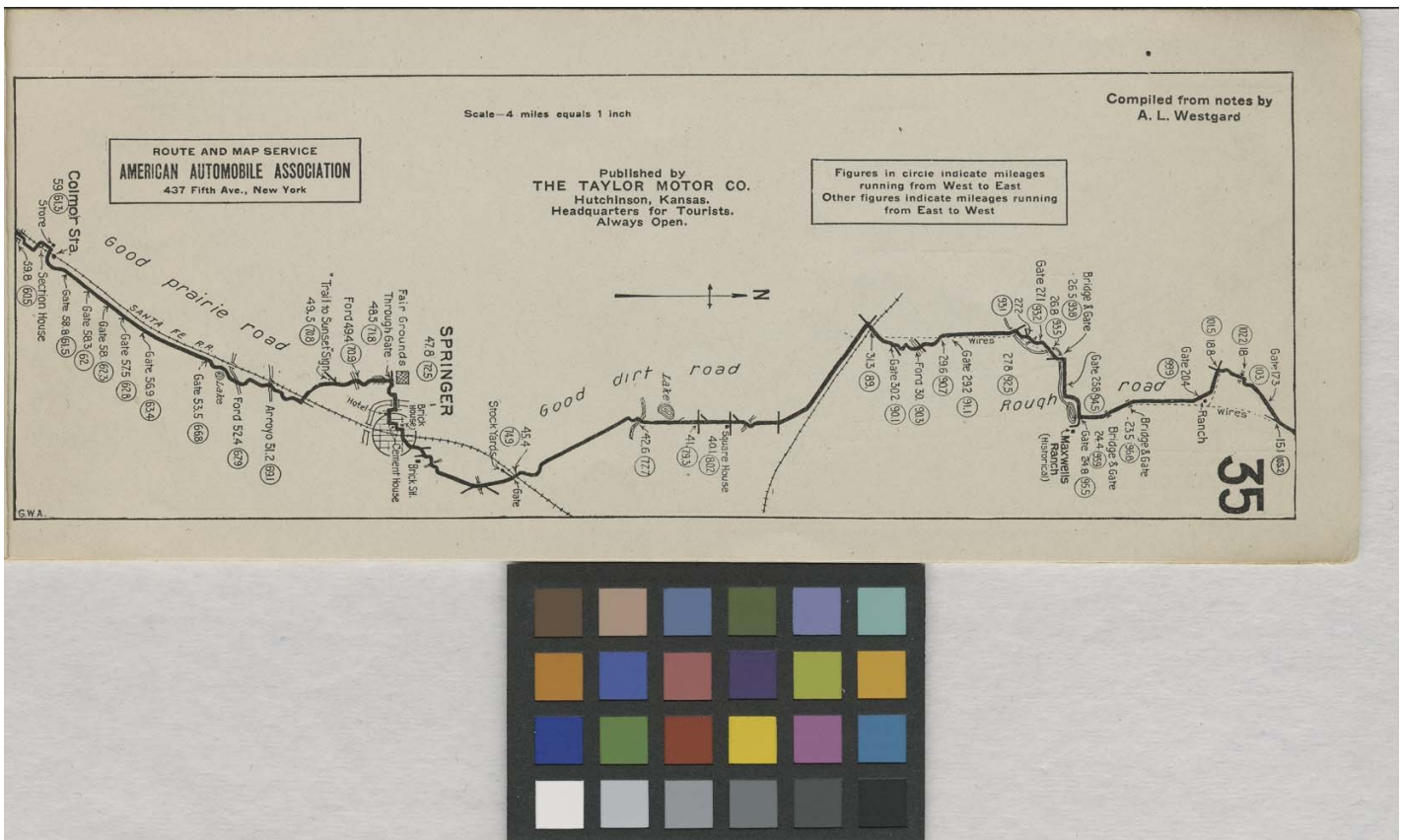


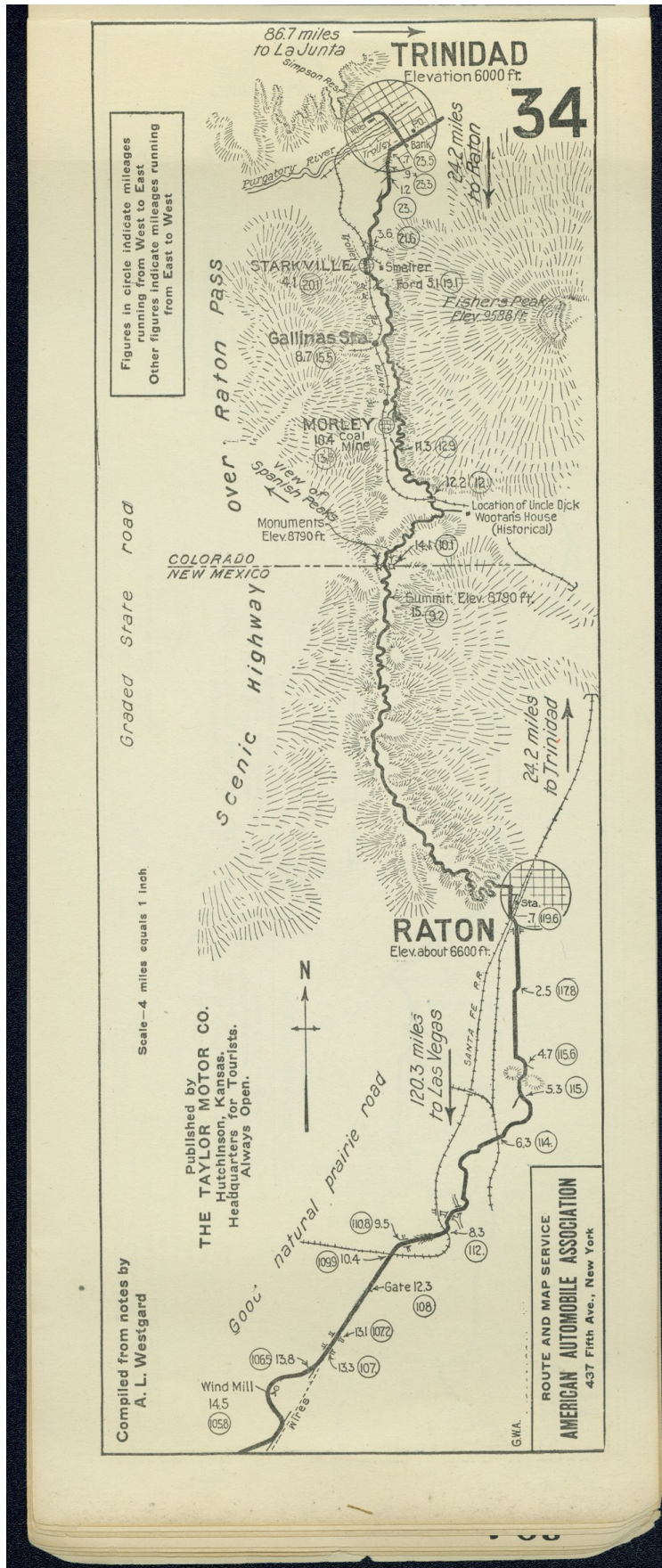






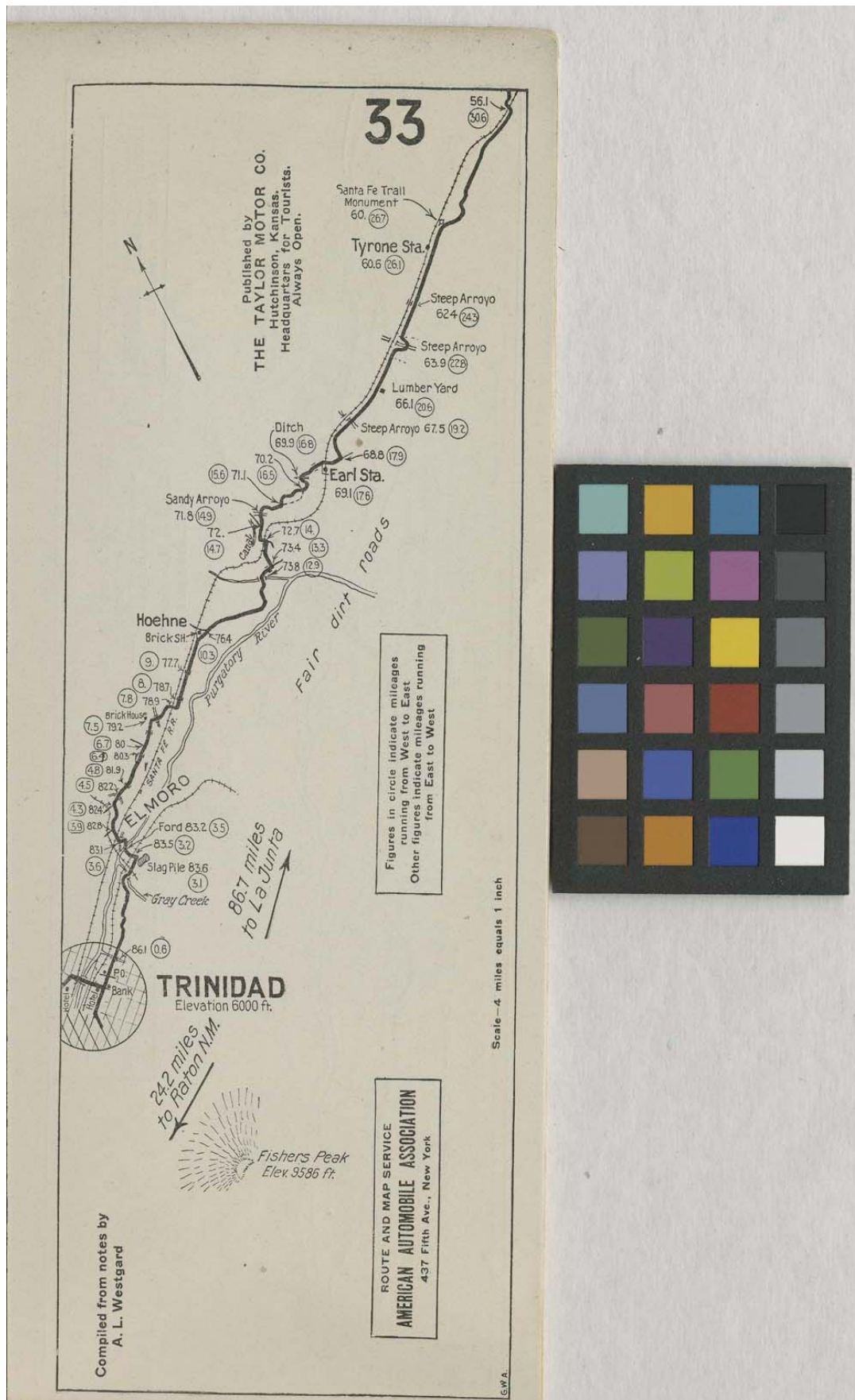
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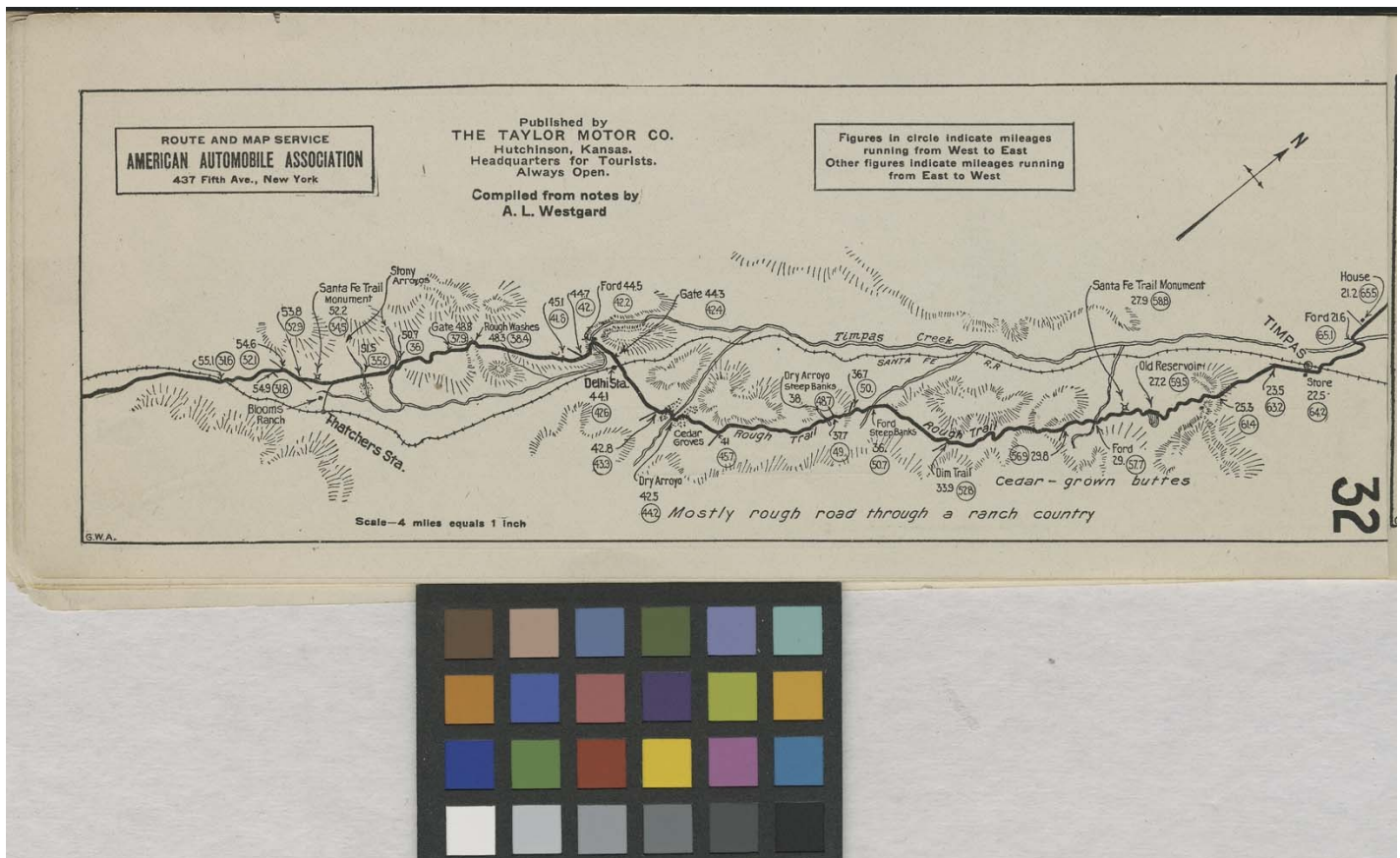


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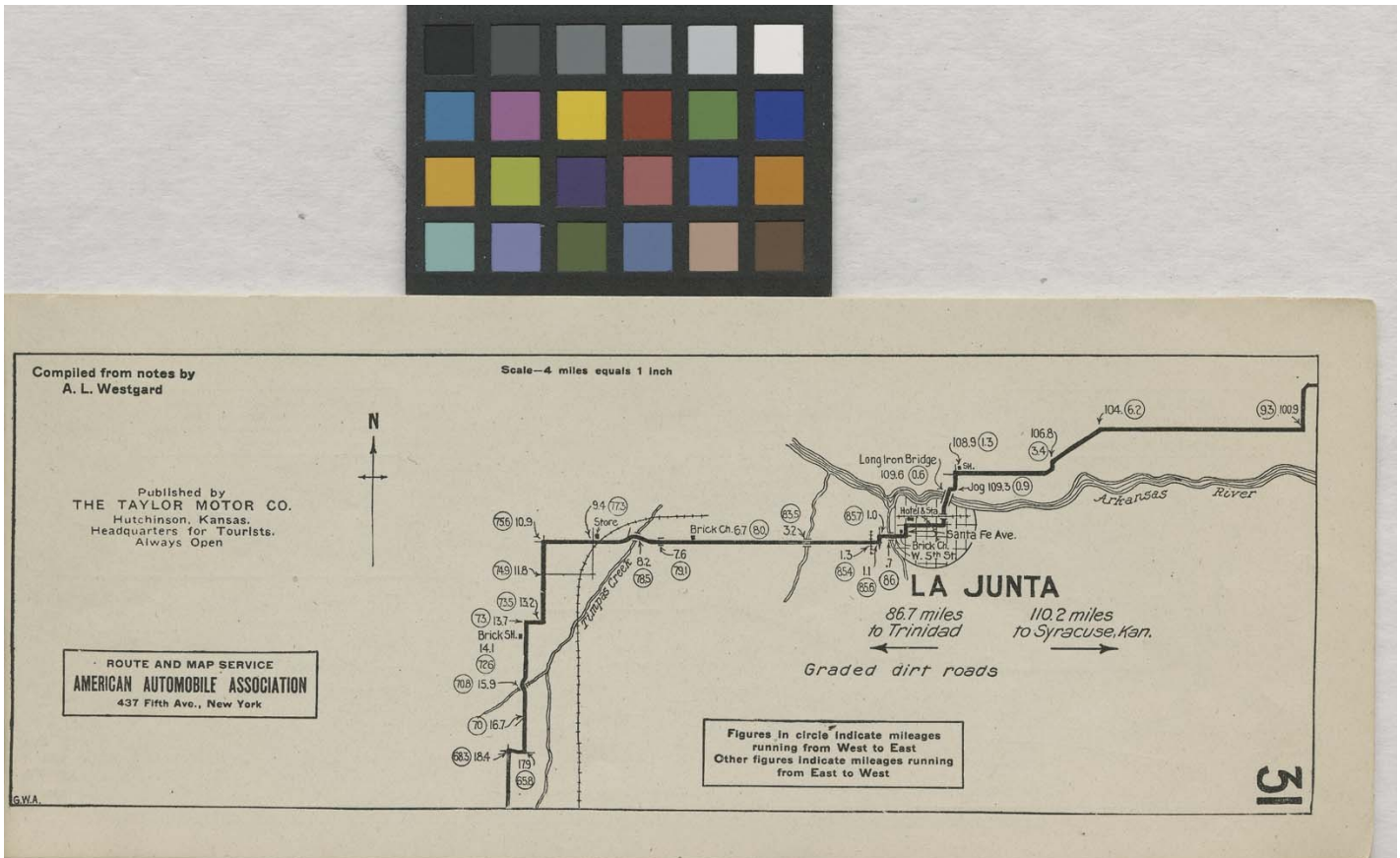




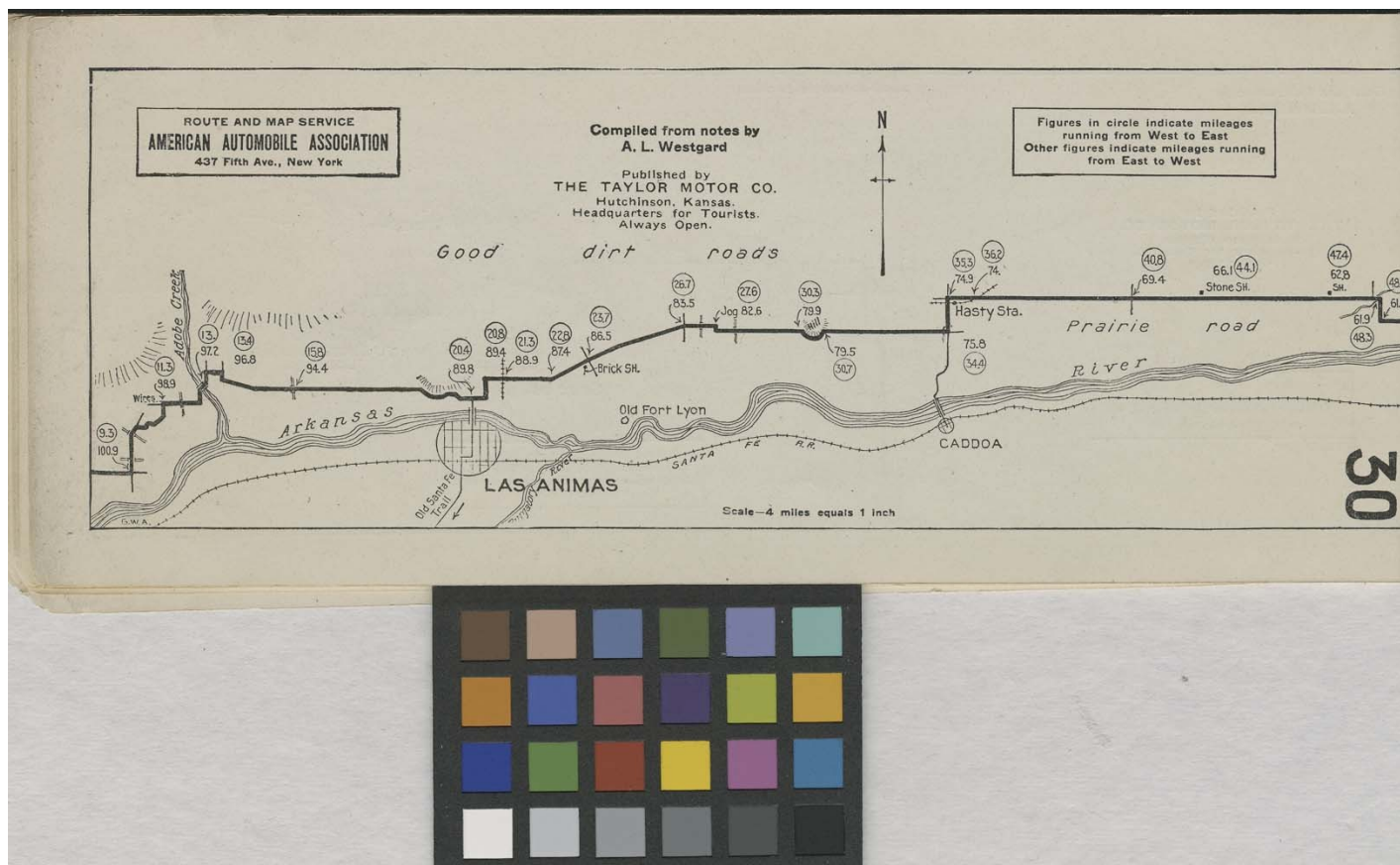
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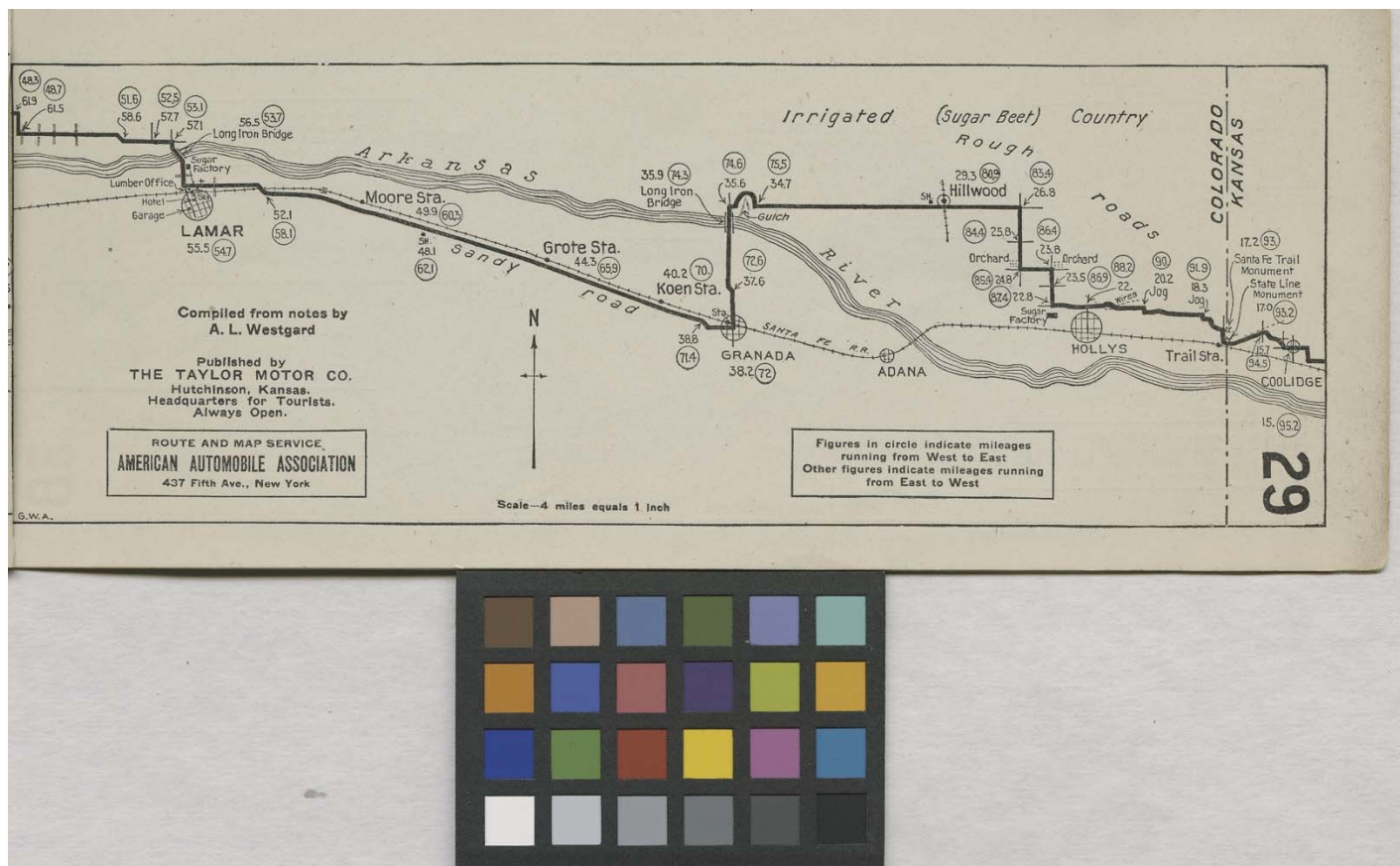


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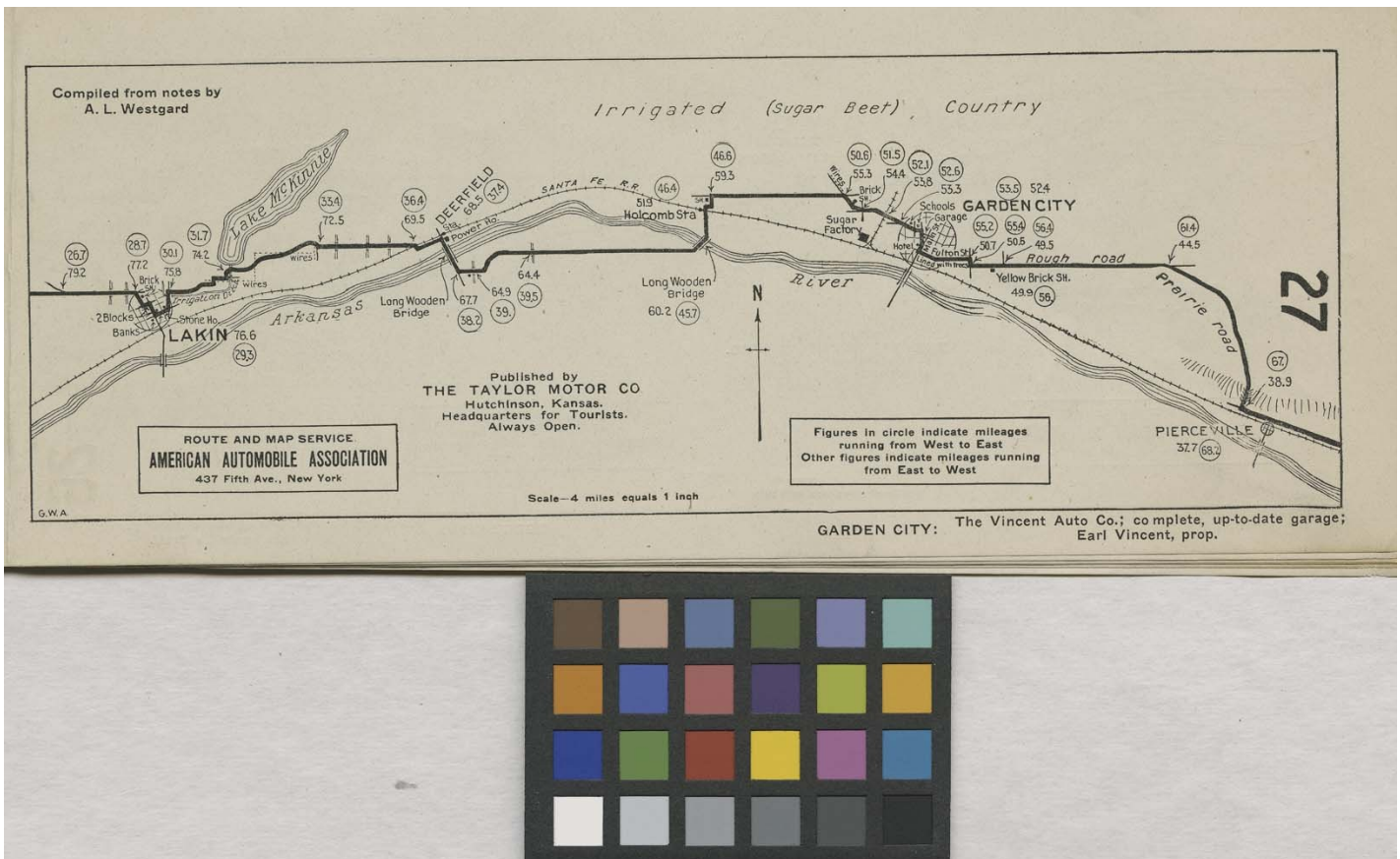
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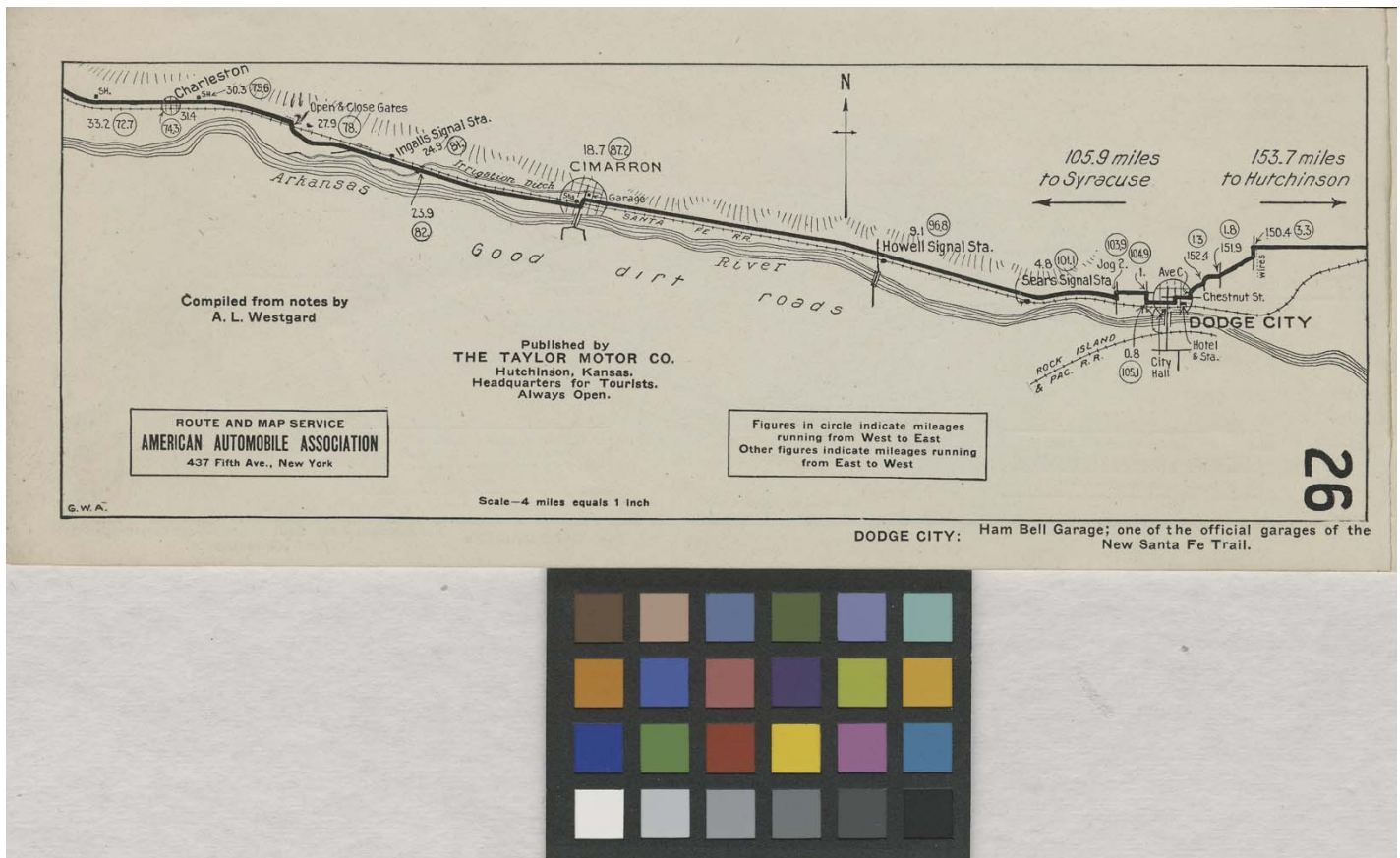


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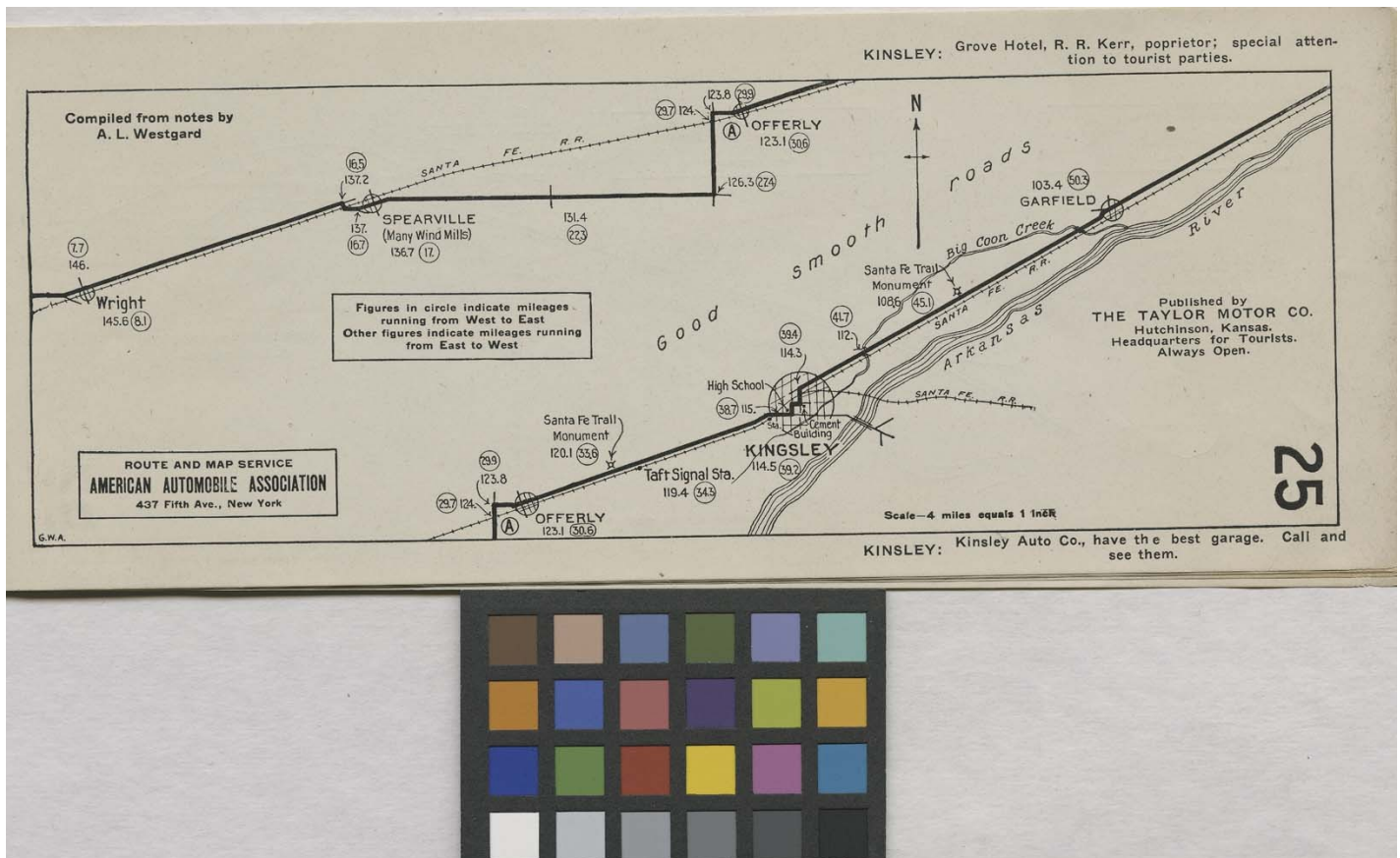




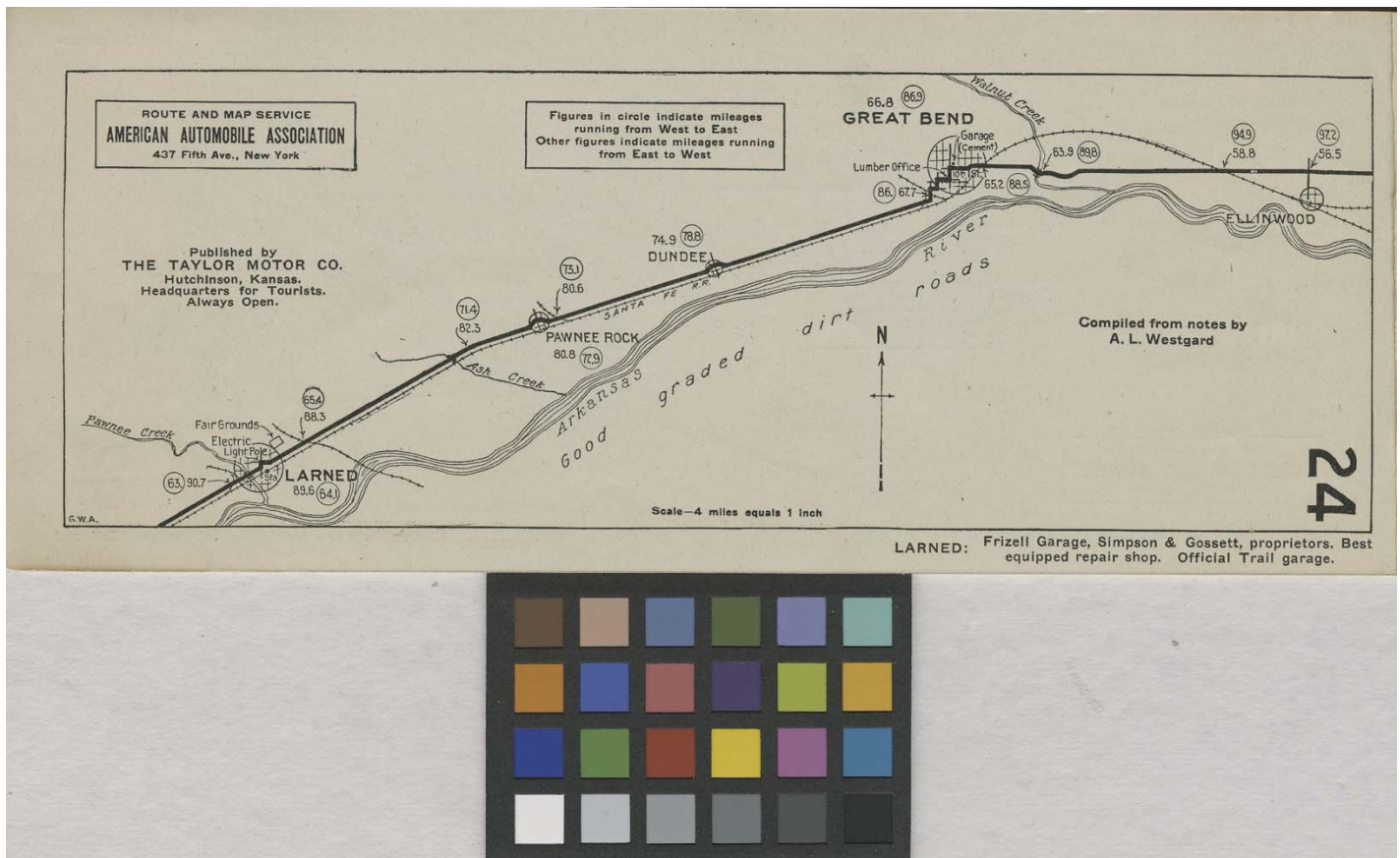
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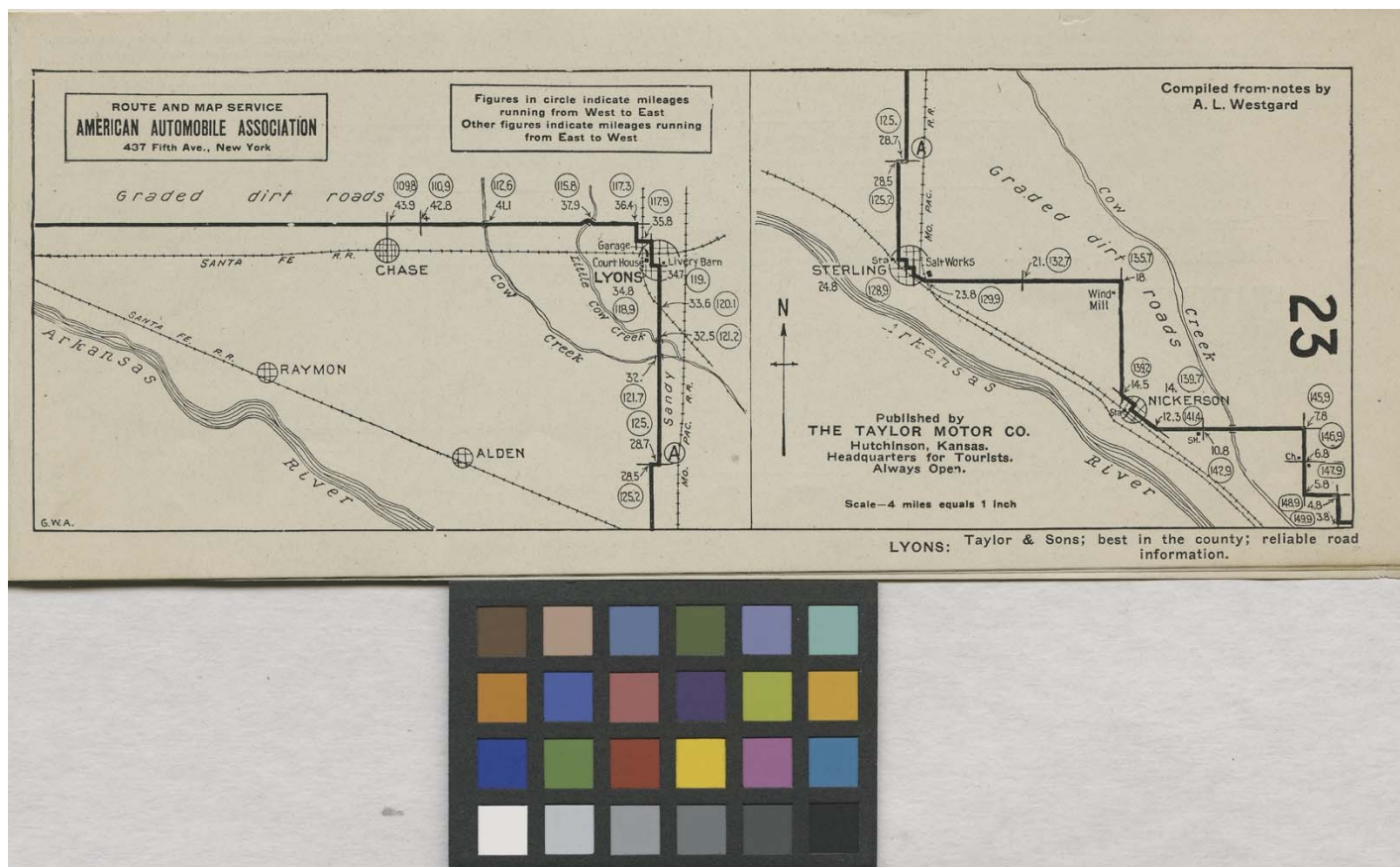


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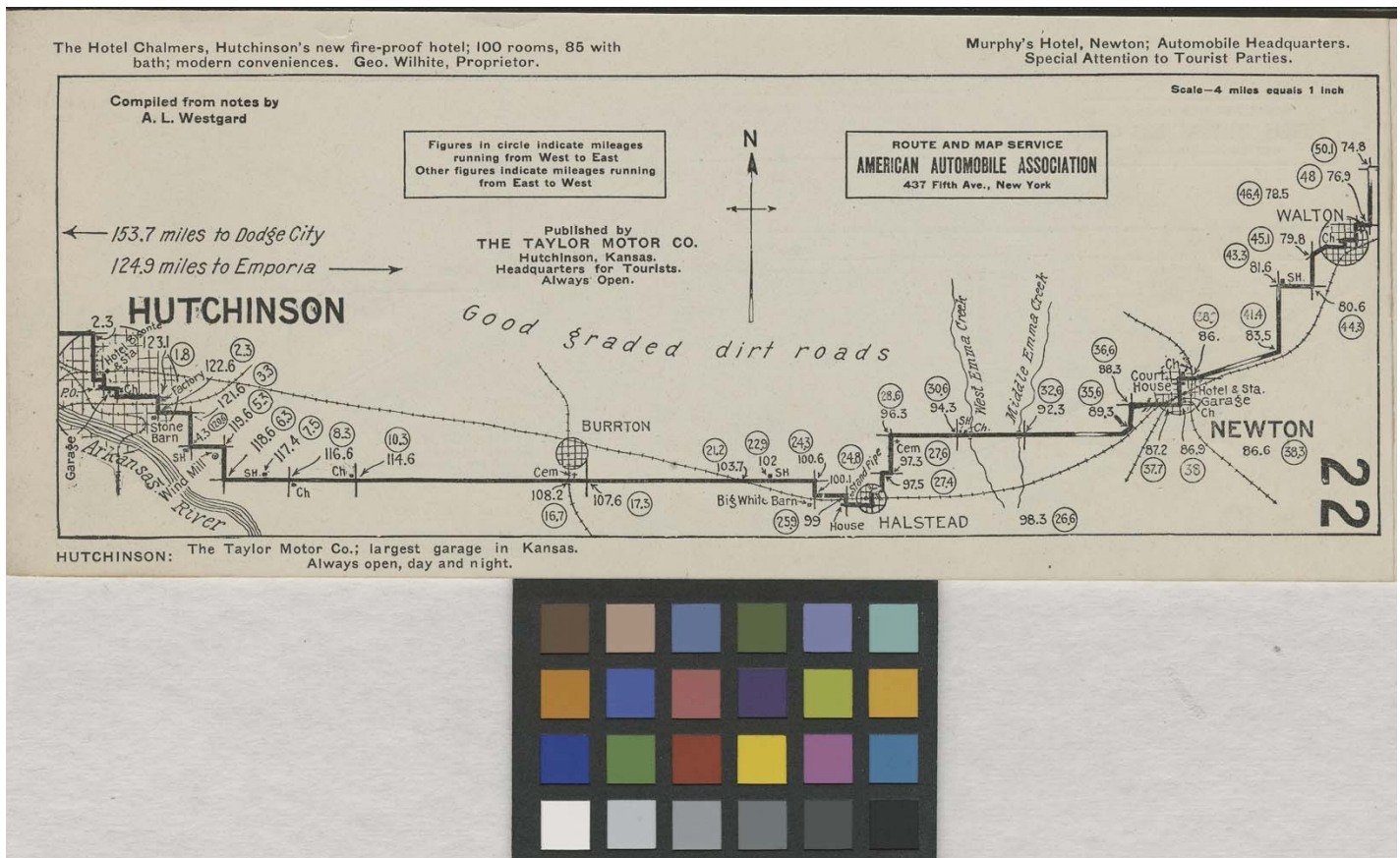




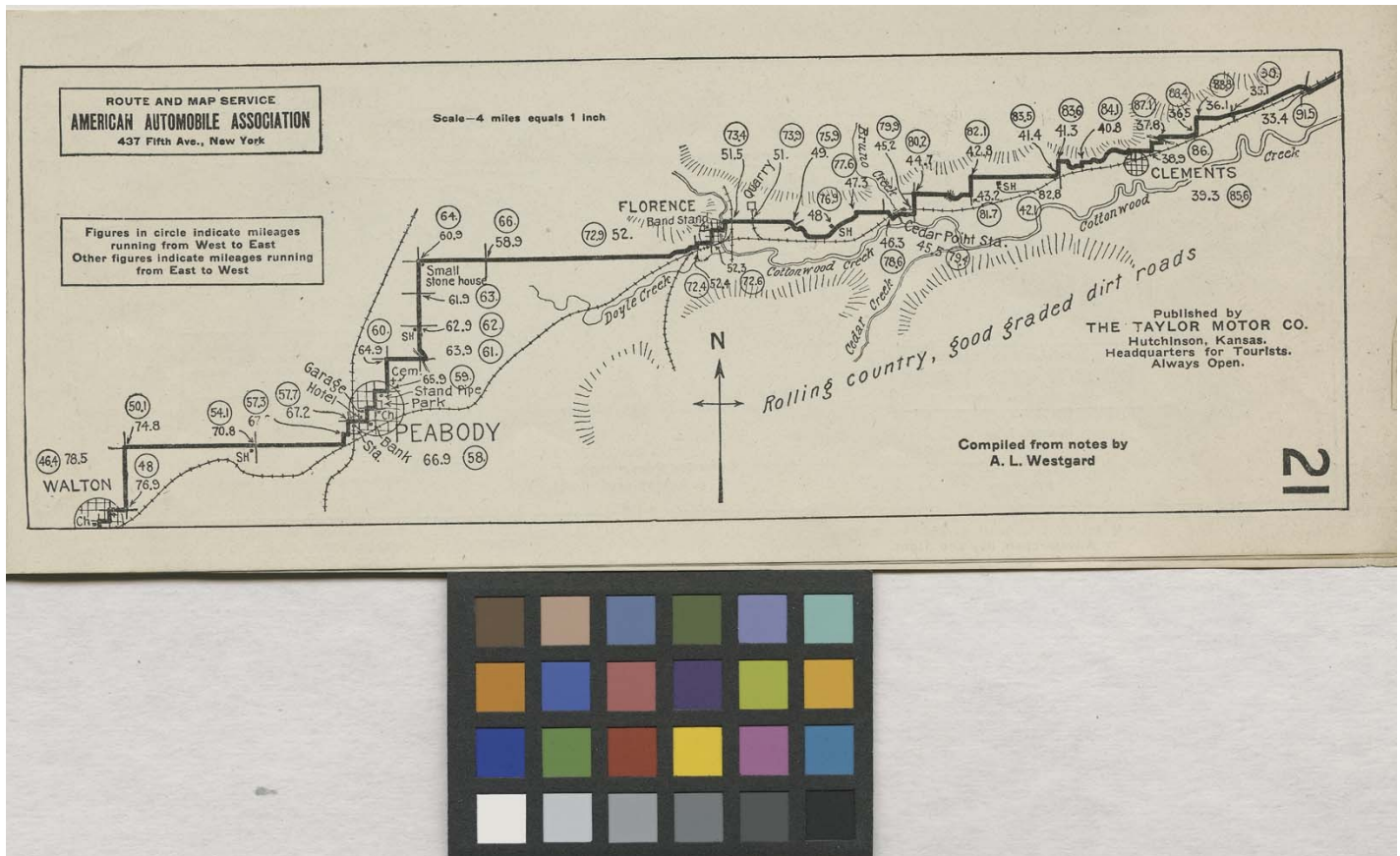
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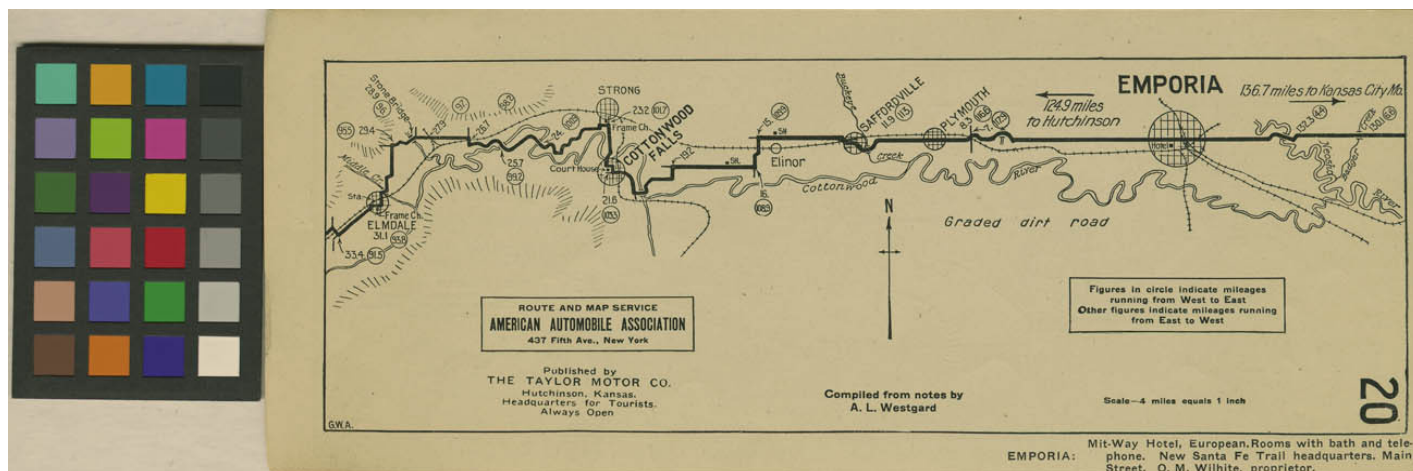


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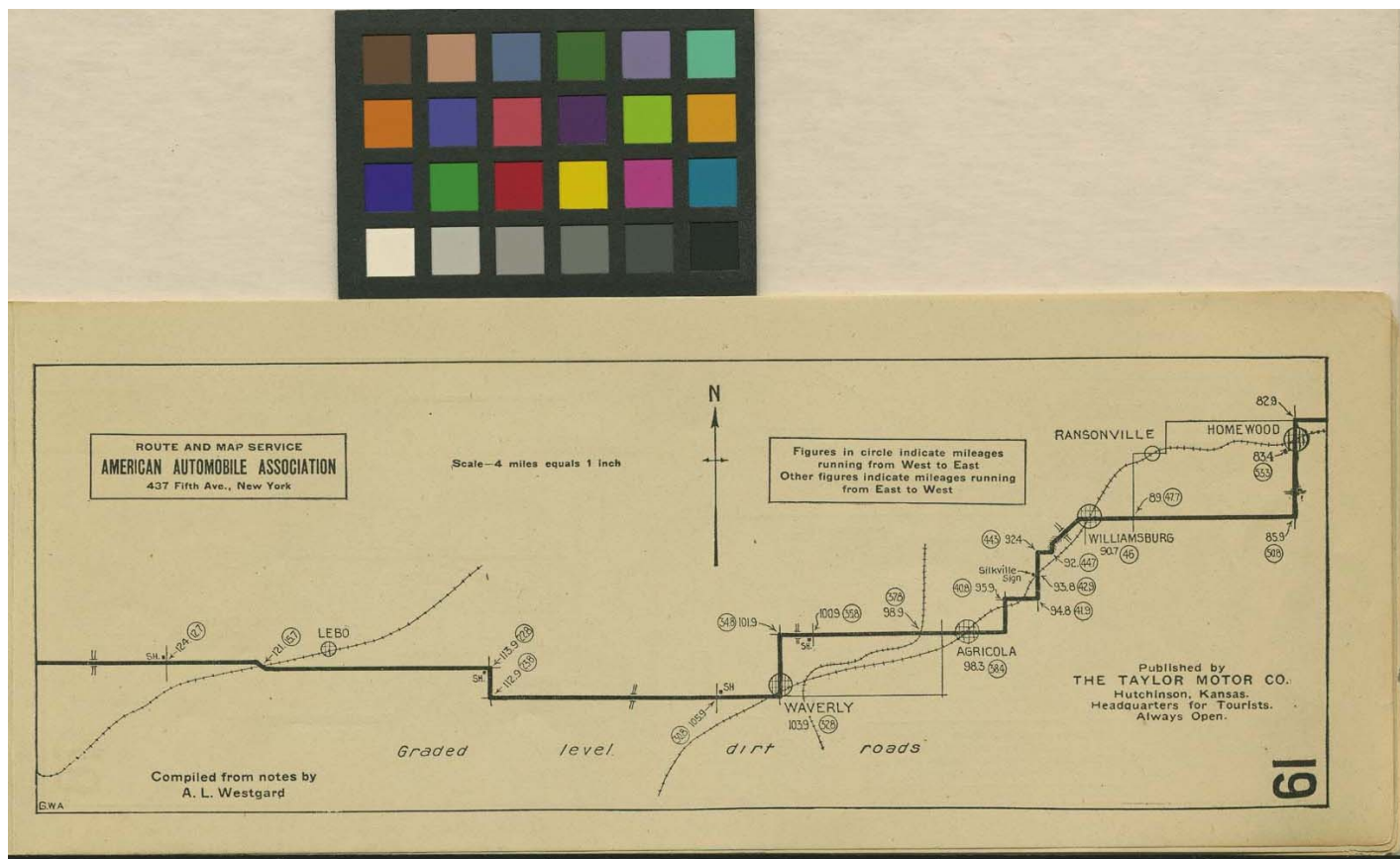




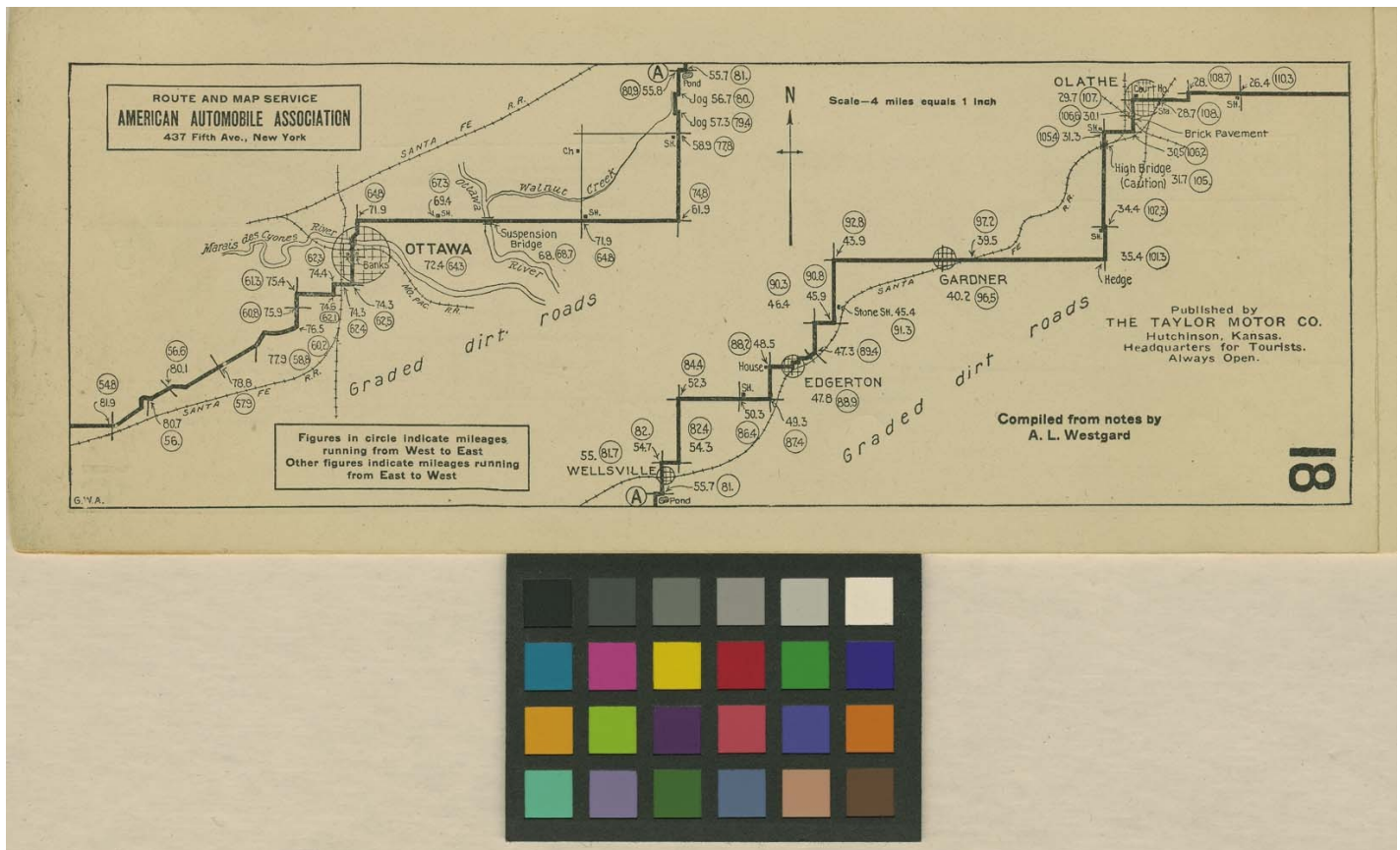
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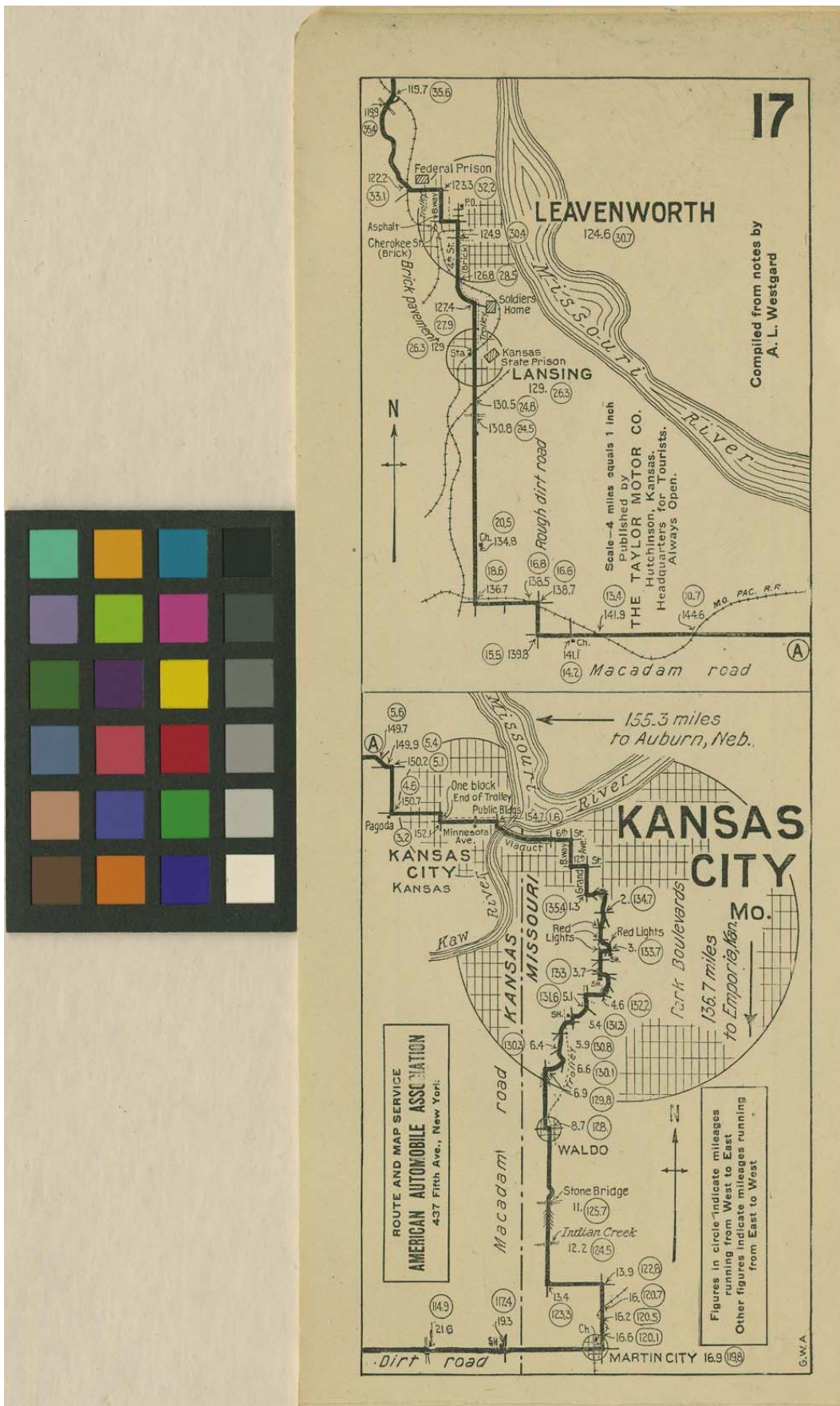
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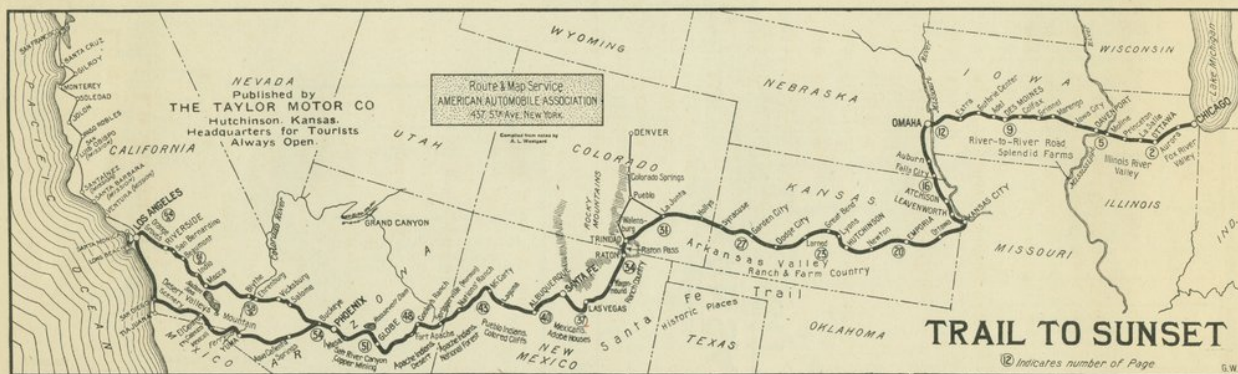
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### Log of Road From La Junta to Pueblo.

- 0. La Junta Court House, 3rd street, west on 3rd street.
- 0.5 Under subway, pass Fairview Cemetery, follow railroad tracks to
- 5.4 Swink; cross railroad tracks and follow track to
- 10.7 Rocky Ford, Main street, turn right two blocks, turn left,
- 11.1 Cross Irrigation Ditch,
- 11.2 Cross railroad side track, follow main traveled road to railroad track and follow track to
- 12.7 Beet dump on left,
- 13.7 White school house on right, beet dump on left.
- 16.3 Weitzer.
- 19.8 Manzanola, cross tracks, go two blocks and turn right, follow railroad track.
- 24.5 Cross irrigation bridge and Apishapa Creek bridge.
- 25.5 Elder station and beet dump, follow tracks to
- 28.7 Fowler; follow railroad tracks to
- 30.7 Otero-Pueblo County line.
- 32.0 Steel bridge.
- 35.9 Right road to Nepesta, straight road to Pueblo.
- 43.0 Turn right.
- 44.1 Across Huerfano River bridge.
- 44.2 Turn left,
- 49.4 Avondale, follow telephone poles to Rose Lawn Cemetery, down long hill and good road to
- 64.4 Santa Fe Ave., Pueblo.
- 66. Turn left and cross C Street Viaduct to C St. and Union Ave., Pueblo.
- 66.2





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**The Century Tire**

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The Century Tire is built for those motorists who want the best. They give more mileage.

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