

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

NR 6-25-09

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Butterfield Overland Mail Route Fayetteville Segments Historic District

other names/site number WA0975, WA0976

2. Location

street & number West of AR Hwy. 265 in Lake Fayetteville Park

☐ not for publication

city or town Fayetteville

☐ vicinity

state Arkansas code AR county Washington code 143 zip code 72701

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐
request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic
Places and meets the procedural and professional requirements set for in 36 CFR Part 60. In my opinion, the property ☒ meets ☐
does not meet the National Register criteria. I recommend that this property be considered significant
☐ nationally ☒ statewide ☐ locally. (See continuation sheet for additional comments.)

Debbie Maccas
Signature of certifying official/Title

6/11/09
Date

Arkansas Historic Preservation Program
State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See Continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

☐ entered in the National Register.
☐ See continuation sheet

☐ determined eligible for the
National Register.
☐ See continuation sheet

☐ determined not eligible for the
National Register.

☐ removed from the National
Register.

☐ other, (explain:) _____

Signature of the Keeper

Date of Action

Butterfield Overland Mail Route
Fayetteville Segments Historic District

Washington County, AR

Name of Property

County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☐ private
☒ public-local
☐ public-State
☐ public-Federal

Category of Property
(Check only one box)

- ☐ building(s)
☐ district
☐ site
☒ structure
☐ object

Number of Resources within Property
(Do not include previously listed resources in count.)

Contributing

Noncontributing

	buildings
	sites
2	structures
	objects
2	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

**Number of Contributing resources previously listed
in the National Register**

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/road related

Current Functions
(Enter categories from instructions)

VACANT/NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions)

No Style

Materials
(Enter categories from instructions)

foundation Earth

walls N/A

roof N/A

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Butterfield Overland Mail Route
Fayetteville Segments Historic District

Name of Property

Washington County, AR

County and State

8. Statement of Significance

Eligible National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☐ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** birthplace or grave of a historical figure of outstanding importance.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Levels of Significance (local, state, national)

Statewide

Areas of Significance (Enter categories from instructions)

Transportation

Period of Significance

1858-1861

Significant Dates

NA

Significant Person (Complete if Criterion B is marked)

NA

Cultural Affiliation (Complete if Criterion D is marked)

NA

Architect/Builder

NA

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ Previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey
- # _____
- ☐ recorded by Historic American Engineering
- Record # _____

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State Agency
- ☐ Federal Agency
- ☐ Local Government
- ☐ University
- ☐ Other

Name of repository:

Butterfield Overland Mail Route
Fayetteville Segments Historic District
Name of Property

Washington County, AR

County and State

10. Geographical Data

Acreage of Property 2.5 acres

UTM References

(Place additional UTM references on a continuation sheet.)

A	15	399314	4000912
	Zone	Easting	Northing
B	15	399238	4000348

C	15	399152	4000065
	Zone	Easting	Northing
D	15	399073	3999849

☐ See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

The property consists of two 38-foot wide strips of land connecting the following UTM points on the Sonora, Arkansas, quad map: A 15/3993144000912; B 15/399238/4000348, and C 15/399152/4000065 and D 15/399073/3999849.

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

These boundaries contain all of the remains of the Butterfield Overland Mail Route that run through Lake Fayetteville Park that still retain their historic integrity, and include a ten-foot buffer on either side.

11. Form Prepared By

name/title	Mark Christ/Community Outreach Director	date	February 2, 2009
organization	Arkansas Historic Preservation Program	street & number	1500 Tower Building, 323 Center Street
city or town	Little Rock	state	AR
		zip code	72201

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items.)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name	City of Fayetteville	telephone	(479) 575-8330
street & number	113 W. Mountain	city or town	Fayetteville
		state	AR
		zip code	72701

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listing. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20303.

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National Register of Historic Places Continuation Sheet

Section number 7 Page 1

SUMMARY:

The Butterfield Overland Mail Route Fayetteville Segments Historic District, located in Lake Fayetteville Park west of Arkansas Highway 289, consists of two discontinuous sections of abandoned road separated by an inlet of the lake.

ELABORATION:

The Butterfield Overland Mail Route Fayetteville Segments Historic District, located in Lake Fayetteville Park west of Arkansas Highway 289, consists of two discontinuous sections of abandoned road separated by an inlet of the lake.

Butterfield Overland Mail Route Fayetteville Segment 1 connects with Highway 289 at its northern terminus and runs south for 1,890 feet before it is covered by an inlet of the lake. The segment is about 18 feet wide and is incised two or three feet in places. Much of the western edge of the segment has suffered from erosion. A concrete structure, probably built to allow movement of cattle and farm machinery across the roadbed, obstructs the road at one point.

Despite these two elements, Butterfield Overland Mail Route Fayetteville Segment 1 is clearly identifiable as a historic road segment. It has excellent integrity of location, situated as it has been since 1836, and setting, being located in a wooded environment much as it would have been at the time the Butterfield Mail used it. Despite the erosion and the concrete structure, its original design, workmanship and materials are very apparent. As a clearly identifiable road segment, it conveys excellent integrity of feeling and association. Butterfield Overland Mail Route Fayetteville Segment 1 is a contributing resource in the district.

Butterfield Overland Mail Route Fayetteville Segment 2 lies south of the first segment, just beyond the inlet of Lake Fayetteville. It has suffered no serious alterations other than the presence of some trees and underbrush within the roadbed. Segment 2 runs for 777 feet, is some 18 feet wide, and is incised up to three feet deep in places. It has excellent integrity of location, situated as it has been since 1836, and setting, being located in a wooded environment much as it would have been at the time the Butterfield Mail used it. Its original design, workmanship and materials are very apparent. As a clearly identifiable road segment, it conveys excellent integrity of feeling and association. Butterfield Overland Mail Route Fayetteville Segment 2 is a contributing resource in the district.

A third remnant of the road lies to the south of Segment 2, but as it is badly eroded and difficult to discern in part, it is not included in this nomination.

Butterfield Overland Mail Route
Fayetteville Segments Historic District
Name of Property

Washington County, Arkansas

County and State

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Despite being separated by an inlet of Lake Fayetteville, the two segments of the Butterfield Overland Mail Route Fayetteville Segments Historic District convey a feeling of travel and would easily be identifiable today by travelers who had taken the stagecoach along it between 1858 and 1861.

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National Register of Historic Places Continuation Sheet

Section number 8 Page 1

SUMMARY:

The Butterfield Overland Mail Route Fayetteville Segments Historic District is being nominated to the National Register of Historic Places under **Criterion A** with **statewide significance** as a remarkably intact remnant of the stagecoach route that ran from 1858 to 1861 and provided the first overland transcontinental mail by stagecoach.

ELABORATION:

In March of 1857, Senator William K. Gwinn of California and Representative John S. Phelps of Missouri sponsored legislation to speed the rate at which mail could be delivered to the Pacific Coast from the Mississippi River valley, addressing a situation under which it took a letter three months to get to San Francisco from Philadelphia via steamship. The bill authorized the Postmaster General to "contract for the conveyance of the entire letter mail from such point on the Mississippi River as the contractors might select, to San Francisco . . . at a cost not exceeding three hundred thousand dollars per annum for a semimonthly, four hundred and fifty thousand for weekly, or six hundred thousand dollars for semiweekly service."¹

John Butterfield of New York, already president of the newly formed American Express Company, submitted the winning proposal, with a contract signed September 16, 1857, calling for routes beginning at St. Louis, Missouri, and Memphis, Tennessee, to converge at Little Rock. The convergence point was soon moved to Fort Smith, and service was to commence on September 16, 1858.²

In the year before service commenced, Butterfield purchased 250 closed Concord coaches, 500 open-sided Celerity coaches and other vehicles, 1,800 horses and mules, and 3,000 tons of grain and hay delivered to stations along the route. In addition he arranged for provisions to be warehoused along the route, had wells dug or water supplies arranged, and hired 1,200 superintendents, drivers, guards, blacksmiths and other personnel. The bulk of the drivers hailed from New England and had been apprenticed on some of Butterfield's other stage lines.³

Passengers traveling the entire distance from St. Louis to San Francisco would pay \$200 for the trip (and were allowed 40 pounds of luggage at no extra cost), while "way passengers" traveling between stations would pay 10 cents per mile. Postal rates were a dime for each letter. The Butterfield Overland Mail Route covered about 120 miles every 24 hours, stopping at 141 stations located about 20 miles from each other along the entire route.⁴

The Butterfield Overland Mail Route from Memphis made its first mail run on September 16, 1858. This initial endeavor started by taking the Memphis-Little Rock Railroad to its terminus 12 miles east of Madison

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on the St. Francis River before heading overland through the wilderness to Des Arc on the White River. Butterfield had contracted with the Chidester, Reeside & Co. line to carry the mail from there to Norristown (near modern-day Russellville). Butterfield stages then carried the mail from Dardanelle to Fort Smith, beating the mail from St. Louis – which had left St. Louis at about the same time, some 66 hours earlier – by 15 minutes.⁵

Unlike the St. Louis-based route, the Butterfield's Memphis run utilized numerous routes and methods of travel. When the Arkansas River was high enough, the mail would travel down the Mississippi to the mouth of the Arkansas, then travel up that river to Little Rock from which it would move on by stagecoach. When the Arkansas was too low for steamboat traffic, the Butterfield would take the White River to Clarendon or Des Arc before switching to stagecoach travel. Sometimes the entire route across eastern Arkansas would be taken by stage.⁶

Despite the uncertainty of the mode of travel of the Memphis route, several stops at established stations could be anticipated. The first was at Madison, then on to the Jackson House in Des Arc. From there, the stage would go to the Atlanta Hotel in Atlanta (later named Austin) before heading to Little Rock's noted Anthony House at Markham and Main streets. The stage would head west, crossing Palarm Creek near modern-day Mayflower, and go to Rocky Gap (southwest of modern Conway) to August Hartje's Inn. Crossing Cadron Creek by ferry, the stage would strike north toward Plummer's Station (NR listed 8-11-75) in Plummerville, then west to Lewisburg (south of modern Morrilton). The Butterfield would move west through Hurricane to Pott's Inn (NR listed 6-22-70) in Pottsville, then to Norristown where it crossed the Arkansas River and took the Little Rock to Cantonment Gibson Road from Dardanelle to Fort Smith (including the Short Mountain Road Segment, NR listed 1-24-08), and then west to San Francisco.⁷

The St. Louis-based Butterfield Overland Mail Route would travel its first 160 miles to Tipton, Missouri, by train, where the mail and passengers would transfer to stagecoaches for 17 stops in Missouri before entering Arkansas. It followed the Springfield to Fayetteville Road into Arkansas, a path that had been laid out in the summer of 1835 and that was used extensively by Cherokee Indian detachments during the removals of the late 1830s. The first stop was at Callahan's tavern in what later became Rogers, then the stage went south through Cross Hollows and Mudtown to Fitzgerald's Station (NR listed 5-29-03) at present-day Springdale. From there, it headed to Fayetteville, where the Butterfield utilized the two segments included in this nomination. Butterfield had constructed a hotel, a station, and several large barns to serve the company in Fayetteville.⁸

From Fayetteville, the Butterfield followed a path through the Boston Mountains. Passing through Cato Springs, the stagecoach went to Hog Eye – a settlement noted for its tavern – then to Park's Station, and then seven miles to Strickler's. From there to Cedarville, the ride became interesting and the stretch became

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known as "the roughest 10 miles between St. Louis and San Francisco." One Butterfield employee wrote that "the stage reels from side to side like a storm-tossed bark, and the din of the heavily ironed wheels in constant contact with the flinty rock, is truly appalling." A white-knuckled reporter from New York noted that "I might say the road was steep, rugged, jagged, rough and mountainous and then wish for more impressive words," while the Postmaster General's Report for 1858 simply stated that "it is impossible that any road could be worse."⁹

The relieved travelers would next reach Brodie's Station south of Lee Creek, followed by Woosley's Station south of Cedarville, and then on to Van Buren where the stage would cross the Arkansas River by ferry to Fort Smith. From there it headed west, following a route roughly through Spiro and Durant, Oklahoma, through Sherman, San Angelo and El Paso, Texas, then through Deming and Lordsburg, New Mexico, Tombstone, Arizona, and finally through Los Angeles and San Francisco, California. The first west-bound mail, which included John Butterfield as a passenger, left St. Louis on September 16, 1858, and arrived at San Francisco on October 10, a total of 24 days.¹⁰

The Butterfield Overland Mail continued in business for around three years, but after the onset of the Civil War its stock and stages were targeted for seizure by Confederate authorities and proved tempting targets for opportunistic guerrillas in Missouri, Arkansas and Texas, as well as for Native Americans to the west. In addition, the Pony Express, which opened for business on April 2, 1860, had proved to be a faster and more economical means of delivering mail, and the Western Union opened its transcontinental telegraph on October 24, 1861. John Butterfield was ousted from the company because of debt in 1860 and the firm merged with the Wells Fargo, continuing to carry the mail with that company until 1869.¹¹

The Butterfield Overland Mail Route Fayetteville Segments Historic District is a tangible reminder of the stagecoach line that provided the first transcontinental mail service in the United States. Located today in Lake Fayetteville Park, the two road segments within the district provide a unique opportunity to share the experiences of the nineteenth-century travelers who braved the rough roads from Missouri to California.

The Butterfield Overland Mail Route Fayetteville Segments Historic District is being nominated to the National Register of Historic Places under **Criterion A** with **statewide significance** as a remarkably intact remnant of the stagecoach route that ran from 1858 to 1861 and provided the first overland transcontinental mail by stagecoach.

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Section number 9 Page 1

Bibliography

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Lemke, W.J., and Ted R. Worley. *The Butterfield Overland Mail in Arkansas* (Little Rock: Arkansas History Commission, 1957)

Littlefield, Dan, Amanda L. Paige and Fuller Bumpers. "The Pea Ridge National Military Park Site: Interpretive Contexts," found at http://anpa.ualr.edu/trail_of_tears/indian_removal_project/site_reports/pea_ridge/pea_ridge_1.htm, downloaded February 3, 2009

Sanders, Kirby. *Driver's Guide to The Butterfield Overland Mail Route* (Springdale, AR: Heritage Trail Partners, 2008)

¹ Kirby Sanders, *Driver's Guide to The Butterfield Overland Mail Route* (Springdale, AR: Heritage Trail Partners, 2008) ii.

² Ibid., ii-iii; W.J. Lemke, "The Butterfield Overland Mail Through Northwest Arkansas" in W.J. Lemke and Ted R. Worley, *The Butterfield Overland Mail in Arkansas* (Little Rock: Arkansas History Commission, 1957) 3.

³ Sanders, *Driver's Guide*, iii; Lemke, "The Butterfield Overland Mail," 3.

⁴ Lemke, "The Butterfield Overland Mail," 3. Several other stations were added after 1858.

⁵ Ted R. Worley, "The Butterfield Overland Mail – Memphis to Fort Smith Branch," in Lemke and Worley, *The Butterfield Overland Mail in Arkansas*, 11-12.

⁶ Worley, "The Butterfield Overland Mail," 12-13.

⁷ Ibid., 14-16.

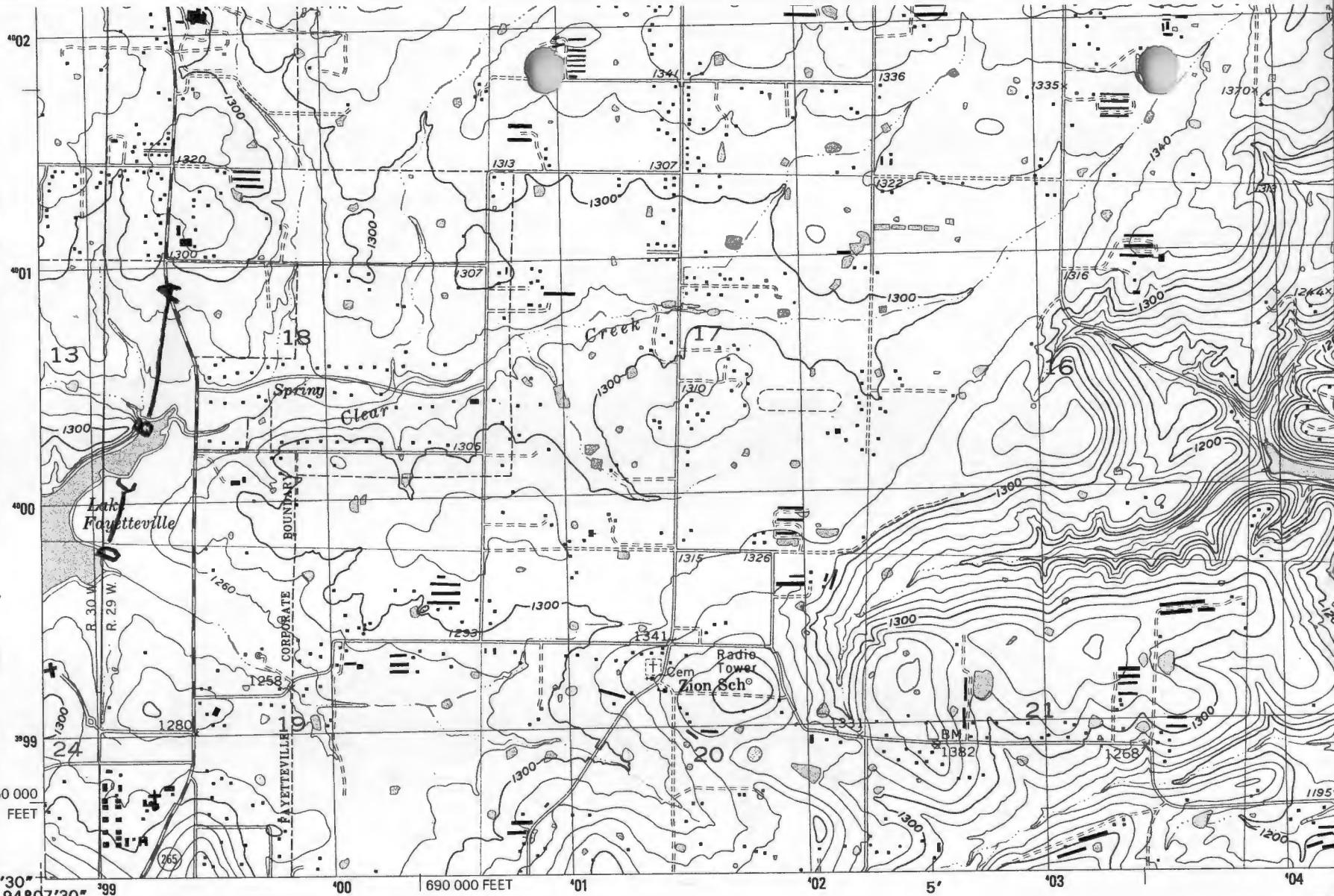
⁸ Dan Littlefield, Jr., Amanda L. Paige and Fuller Bumpers, "The Pea Ridge National Military Park Site: Interpretive Contexts," found at http://anpa.ualr.edu/trail_of_tears/indian_removal_project/site_reports/pea_ridge/pea_ridge_1.htm, downloaded February 3, 2009; Lemke, "The Butterfield Overland Mail," 4-6.

⁹ Lemke, "The Butterfield Overland Mail," 5-7.

¹⁰ Ibid., 8-9; Sanders, *Driver's Guide*, iv.

¹¹ Sanders, *Driver's Guide*, iv; Nancy Hendricks, "Butterfield Overland Express," found at <http://www.encyclopediaofarkansas.net/encyclopedia/entry-detail.aspx?entryID=2308>, downloaded February 2, 2009.

Butterfield Overland Mail Route Fayetteville Segment's Historic
 Fayetteville, Washington Co, AR
 A: 15/399314/4000912
 B: 15/399238/4000348
 C: 15/399152/4000065
 D: 15/399073/3999849



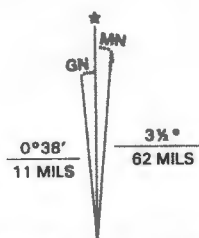
Produced by the United States Geological Survey

Topography compiled 1957. Planimetry derived from Imagery taken 1994. Public Land Survey System and survey control current as of 1958.

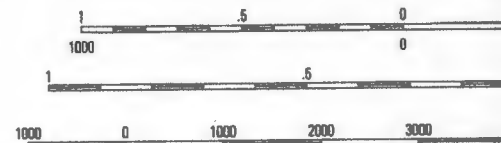
North American Datum of 1983 (NAD 83). Projection and 1 000-meter grid: Universal Transverse Mercator, zone 15 10 000-foot ticks: Arkansas Coordinate System of 1983 (north zone)

North American Datum of 1927 (NAD 27) is shown by dashed corner ticks. The values of the shift between NAD 83 and NAD 27 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software

Landmark buildings verified 1958



UTM GRID AND 1998 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET



CONTOUR
NATIONAL GEOD
TO CONVERT FROM FE

THIS MAP COMPLIES WITH