

# Kansas Before 1854: A Revised Annals

Compiled by LOUISE BARRY

PART TWENTY-TWO, 1853

€ January-June.—Licenses (new and renewal) to trade with Indians in "Kansas," as granted by agents of the Central Superintendency, St. Louis, were:

<i>Traders</i>	<i>Indians</i>	<i>Issued by</i>	<i>Rec'd at St. Louis</i>
William P. Burney	Delawares	Thos. Moseley, Jr.	January
M. D. Richardville	Miamis	A. M. Coffey	January
W. H. Haskell	Miamis	A. M. Coffey	January
Gilham & McDaniel	Miamis	A. M. Coffey	January
Josiah Smart	Sacs & Foxes	J. R. Chenault	January
(R. A.) Kinzie & (J. H.) Whistler	Sacs & Foxes	J. R. Chenault	January
Arthur I. Baker	Sacs & Foxes	J. R. Chenault	January
J. B. Scott	Sacs & Foxes	J. R. Chenault	March
(R. C.) Miller & (G. L.) Young	Pottawatomies "on Soldier creek"	F. W. Lea	March
Seth M. Hays	Shawnees	Thos. Moseley, Jr.	April
Baker & Street	Shawnees	Thos. Moseley, Jr.	April
Seth M. Hays	Kansa	F. W. Lea	April
Cyprian Chouteau	Delawares	Thos. Moseley, Jr.	April
Joseph Robidoux	Kickapoos, Iowas, and Sacs & Foxes (of the Missouri)	W. P. Richardson	April
William Hughes	Kickapoos, Iowas, and Sacs & Foxes (of the Missouri)	W. P. Richardson	April
Cyprian & Frederick Chouteau	Kansa	F. W. Lea	May
John W. Forman	Iowas, and Sacs & Foxes (of the Missouri)	W. P. Richardson	May
Oliver H. P. Polke	Pottawatomies at St. Mary's Mission		
	Pottawatomies at Union Town	F. W. Lea	June
Harker S. Randall	Sacs & Foxes	B. A. James	June
Baker & Street	Sacs & Foxes	B. A. James	June

Ref: Superintendency of Indian Affairs (SIA), St. Louis, "Records," v. 9, typed copy, pp. 696, 699, 700, 706, 707, 718, 720, 725, 734, 740, 745; and *ibid.*, pp. 739, 751, 811 for (1) E. M. Sewell as clerk for Arthur I. Baker, (2) Milton P. Randall as clerk for Seth M. Hays, (3) Harvey W. Forman as clerk for John W. Forman. In 1856 John W. Forman testified he had been a "Kansas" resident since April, 1843; and moved to "Doniphan, where I now live in 1853."—34th Cong., 1st Sess., H. R. No. 200 (Serial 869) p. 17.

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€ January 18.—On the Wyandot reserve (and within present Kansas City, Kan.) John Coon, Jr., was executed by a firing squad. He had been convicted December 19, 1852, in a Wyandot court, of "murder in the first degree" for the killing of Curtis Punch in a drunken brawl.

Of the jury's December decision, William Walker (prominent Wyandot) had commented: "This was wrong. . . . He could not be convicted of anything more than 'Manslaughter.' But such is the verdict."

Ref: William Walker's diary, in W. E. Connelley's *The Provisional Government of Nebraska Territory* . . . (1899), p. 371.

€ January 19.—The January mail party from Santa Fe arrived at Independence, Mo., after a "fine weather" journey all the way. James Gilchrist was a stage passenger.

Immense numbers of buffaloes had been seen on the Cimarron river.

Ref: *Missouri Republican*, St. Louis, January 22, 1853; or, *New York Daily Times*, February 1, 1853; or, *New York Daily Tribune*, February 2, 1853.

€ January 26.—Bvt. 2d Lt. John T. Shaaff assumed command, temporarily, at Fort Atkinson, while 2d Lt. Henry Heth and a Sixth infantry detachment went up the Arkansas "to examine the vicinity of Purgatory [Purgatoire] river I. T. per instructions from Dept. Head Quarters."

Heth was absent less than a month. The February post returns listed the officers at Fort Atkinson as Heth, Asst. Surg. Aquila T. Ridgely, and Shaaff.

Ref: Fort Atkinson post returns (microfilm from National Archives, in KHI).

€ February.—The Independence-to-Santa Fe mail party, setting out February 1(?), in charge of "Mr. [John?] Jones," reached Santa Fe on February 25, having had good weather as far as Fort Union, N. M. (where the stage was detained by a heavy fall of snow).

Ref: *New York Daily Times*, April 5, 1853 (from *Santa Fe Gazette* of February 26); or, *New York Daily Tribune*, April 4, 1853.

€ February 4.—The January "Salt Lake" mail, with dates as late as January 12 from Fort Laramie (but none from west of that point), reached Independence, Mo. Stage passengers were "Messrs. Meer and Mechelle" (according to a telegraphic dispatch).

Between Forts Laramie and Kearny the party encountered snow averaging 15 inches in depth, and had to follow the "meanderings of the [Platte] river, and pack their provisions and mail."

Ref: *Missouri Republican*, St. Louis, February 6, 7, 1853; *Missouri Statesman*, Columbia, Mo., February 18, 1853. Possibly "Meer" was H. F. Mayer—see September 1 annals entry, p. 52.

€ DIED: On February 7, Edmund F. ("Guesso") Chouteau, eldest

son of Kaw's mouth pioneer Francis G. Chouteau (d. 1838), in Jackson county, Mo.

Ref: William Walker's diary, *loc. cit.* See *Kansas Historical Quarterly (KHQ)*, v. 29, pp. 469, 482; v. 30, p. 373; and v. 32, pp. 255, 267, for earlier annals references to Edmund F. Chouteau.

€ DIED: On February 14, John Hicks, "last of the hereditary Chiefs of the Wyandott nation," aged "upwards of 80 years," on the Wyandott reserve (present Wyandotte county).

Ref: William Walker's diary, *loc. cit.*

€ February 16.—"Dougherty's Ferry," on the Missouri two miles above Sonora, Atchison county, Mo., was advertised (in the *St. Joseph Gazette*) by proprietors O'Fallon Dougherty and George Borches.

The notice stated they were "fitting up two new Ferry Boats"; and that the Rev. R. Horn and John Hall (proprietors of Sonora) were "also putting in two fine Boats," to be completed "early in the Spring." Sonora was described as a "thriving little town"; and Linden, 10 miles distant, was said to be "well supplied with large stores. . . ." Via the Sonora route, emigrants would intersect the Old Fort Kearny road about 15 miles west of the old military post.

Ref: *St. Joseph (Mo.) Gazette*, February 23, 1853.

€ February 18.—"Story, Wagner, & Lewis, proprietors" began advertising "Story's Ferry across the Missouri river," located "about 9 miles below the mouth of the Nishnabotana river, in Holt co., Mo."

Their notice (in the *St. Joseph Gazette*) stated: "Once across [the Missouri] the emigrant will find a pleasant road along the high dry and level lands of ridge dividing the waters of the two Nemahaws, which will lead him into the main [Oregon-California] trail at the intersection of the Fort Leavenworth and St. Joseph roads, at a point about 50 miles from the ferry. . . . By this route the emigrant will avoid crossing Wolf River the Big Nemahaw, and their tributaries. . . ."

Ref: *St. Joseph (Mo.) Gazette*, February 23, 1853. The *Gazette* of March 8, 1854, mentioned Mr. Story's ferry "at his landing on the Half Breed tract in Nebraska . . ." opposite Holt county.

€ February 18.—"Bissonnette, Kenceleur & Co.," in a lengthy "Notice to Californians" of this date (first published in the *St. Joseph [Mo.] Gazette* of the 23d), announced they were constructing a "substantial" bridge across the North Fork of the Platte (110 miles above Fort Laramie) which would be ready "in time for the earliest trains."

Their advertisement also stated: "There will be at the Bridge two Black smith and Wagon maker's shops, for the accommodation of emigrants. The company will have a good Grocery Store and eating house, and all kinds of Indian handled peltries, also oxen, cows, horses, and mules at low prices. . . ."

"Bissonnette, Kenceleur & Co's," St. Joseph agent was R. L. McGhee.

Ref: St. Joseph Gazette, February 23, 1853. For earlier annals mention of trader Joseph Bissonnette see *KHQ*, v. 30, p. 351, v. 31, pp. 279, 316.

❧ February 20.—The *Robert Campbell* (intended destination Weston, Mo.), having discharged her freight at a point two miles below Fort Leavenworth, where a gorge of ice had formed, started downriver. She reached St. Louis on February 25.

Among the upbound steamboats she had met were the *El Paso* (at Camden, Mo.), the *Ben West*, the *Polar Star*, and the *Banner State*. The *El Paso* returned to St. Louis on February 28, from Parkville, Mo., having been unable to get higher up the Missouri than "Spar Island . . . six miles below Fort Leavenworth," because of the "very thick and heavy" ice jam at that point. (See, also, February 28 entry.)

Ref: *Missouri Republican*, St. Louis, February 26, March 1, 1853.

❧ February 28.—The *Ben West*, apparently the year's first steamboat to reach Weston, Mo., left there for St. Louis; and soon met the upbound *Banner State*, at Parkville, Mo. Meantime, the *Polar Star* (which had steamed upriver not far behind the *Ben West*) went on above Weston to St. Joseph; reached there on, or about, the 28th. She was the year's first steamboat arrival at that town. (The *Polar Star* left St. Joseph March 1; returned to St. Louis March 4.)

The *Banner State*—second arrival at St. Joseph—reached, and left, there March 2; returned to St. Louis March 7. En route down, she met the *St. Ange* at Parkville (March 3), and other boats below.

Ref: *Missouri Republican*, St. Louis, March 3, 5, 7, 8, 1853; St. Joseph (Mo.) Gazette, March 2, 1853.

❧ February 28.—Ten Quapaw children were entered at Osage (Catholic) Mission school (present St. Paul, Kan.). By May 20, 24 were enrolled; and in July there were 28 Quapaw students.

Ref: W. W. Graves, *Life and Letters of Rev. Father John Schoenmakers* (Parsons, Kan., c1938), p. 40; Sister Mary Paul Fitzgerald, *Beacon on the Plains* (Leavenworth, 1959), p. 91. The Southern Methodist school for the Quapaws, on the Quapaw reserve, had closed in 1852—see *KHQ*, v. 32, p. 432.

❧ March 2.—"Tutt & Dougherty" (John S. Tutt and Lewis B. Dougherty), "Sutlers at Fort Laramie," in a notice (first published in the St. Joseph Gazette of this date) announced that "having made extensive preparations last Fall for the supply of the emigration this Spring," they were prepared to provide emigrants with "every article that is needed on the trip, as well as luxuries, in the eating line that will please the most fastidious taste."

Emigrants would also find at Laramie "a large supply of Medicines" (and could avail themselves of the services of the "United States Surgeon stationed here"); blacksmith shops would be ready by spring; and flour and pork could be bought from post supplies "at cost and transportation," by those in distress.

Ref: St. Joseph (Mo.) Gazette, March 2, 1853; *Annals of Wyoming*, Cheyenne, v. 5 (July, 1927), p. 17.

€ March 7.—The February mail from Fort Laramie, in charge of "Messrs. [William] Allison and Smith," arrived at Independence, Mo., after a "very difficult and disagreeable" journey.

Ref: *The Weekly Tribune*, Liberty, Mo., March 18, April 15, 1853; *New York Daily Tribune*, March 28, 1853 (from *Occidental Messenger*, Independence, Mo., March 12, 1853).

€ March 15.—W. P. Richardson, Great Nemaha Agency head, paid Henry Thompson \$14.10 for "Ferriage of agent, &c." across the Missouri.

Later-day accounts say that Henry Thompson established a trading post, and ferry, on the "Kansas" side of the Missouri, opposite St. Joseph, in the fall of 1852. Daniel Vanderslice (Richardson's successor), in a December 6, 1853, letter, mentioned the house "in the bottom opposite St. Joseph which is occupied by Henry Thompson. . . ." Vanderslice said he had told Thompson to move, as the trading license issued to him by Richardson had been withheld or suspended; and Vanderslice was not going to grant him one. In 1855 the Kansas territorial legislature granted Thompson a 15-year ferry charter at the same location.

Ref: 33d Cong., 1st Sess., Sen. Ex. Doc. No. 69 (Serial 701), p. 438; F. L. Gray's *Dominican County History* (1905), p. 23; Office of Indian Affairs (OIA), Letters Received from Great Nemaha Agency (National Archives Microcopy 234, Roll 308), for Vanderslice's letter; *General Statutes, Kansas*, 1855, pp. 787-789; *KHQ*, v. 2, p. 126.

€ In mid-March the *St. Ange* went up the Missouri to Council Bluffs, Ia.; left there on the 24th for St. Louis. As reported, she was "the first boat to arrive at and depart from Council Bluffs City" in 1853.

On her downward journey the *St. Ange* met the *Patrick Henry* (bound for Council Bluffs) 10 miles below St. Joseph; saw the *St. Paul* (hard aground) at Smith's Bar; met the upbound *Banner State* at Parkville, Mo., and other boats below. She reached St. Louis on April 3.

Ref: *Missouri Republican*, St. Louis, April 4, 1853.

€ Mid-March.—"Mr. Stockton, of Pennsylvania," arriving at St. Joseph, Mo., said he had some 1,200 head of sheep, bound for California, which would cross the Missouri at that point.

"He informs us," reported the *St. Joseph Adventure*, "that the wool of these sheep will be taken off at this place."

Ref: *The Weekly Tribune*, Liberty, Mo., March 25, 1853 (from the *Adventure*).

€ March 19.—A passenger in the mail stage, arriving at Independence, Mo., from Santa Fe, was Lt. Lloyd Beall, Second artillery. The party had encountered cold weather; and numbers of Indians had been seen on the route.

Ref: *Missouri Republican*, St. Louis, March 20, 1853.

☛ March.—The *Occidental Messenger*, Independence, Mo., of March 26(?) reported: "Emigrants for California and Oregon are beginning to arrive by land and by river. Those who come by land have already their quantum of stock. . . ."

"C. M. S." wrote (from Independence) on March 31: "There is a good number [of emigrants] here already, and others are arriving daily—yet I think there will not be as many here this spring as heretofore. The principal starting points are St. Joseph and Council Bluffs. . . ."

He described Independence Landing as "graded and set with stone, and accessible at all stages of water. The road up the bluff is also graded, and now nearly McAdamized."

Ref: *The Weekly Tribune*, Liberty, Mo., April 1, 1853; Alton (Ill.) *Telegraph*, April 9, 1853.

☛ April 5.—In her diary under date of "Wednesday, April 6," Oregon-bound Celinda E. Hines wrote: "On Tuesday Kansas [Mo.] was made a city and Dr. [Johnston] Lykins mayor."

At the town's first municipal election—on Monday, April 4—William Gregory had been elected mayor, Lykins, council president, T. H. West, W. G. Barkley, Thompson McDaniels, and M. J. Payne other council members. But Gregory had not lived at Kansas City, Mo., long enough to be eligible for office, so Lykins was named to replace him as mayor.

Ref: Oregon Pioneer Association, Portland, *Transactions of the Forty-Sixth Annual Reunion*, . . . 1918 (for Celinda E. Hines' diary); *The History of Jackson County, Missouri*, reprint of 1881 edition (1966), pp. 413, 414; Perl W. Morgan's *History of Wyandotte County Kansas* . . . (1911), v. 1, p. 112; *Daughters of the American Revolution*, Kansas City chapter, *Vital Historical Records of Jackson County Missouri 1826-1876* (Kansas City, Mo., c1934), p. 439.

☛ April 6.—Jarvis Streeter with the March mail arrived at Independence, Mo., from Fort Laramie (which place he had left on the 21st). His party had found the weather "unusually pleasant" and roads "remarkably fine."

Streeter brought no Salt Lake mail; and reported that none had been received at Fort Laramie from the west "for the past five months owing as it is alleged to the fact of the frequent and unusual heavy snows which have fallen in that region."

Ref: *St. Louis Intelligencer*, April 15, 1853; *ex*, *Liberty (Mo.) Weekly Tribune*, April 22, 1853.

☛ April 12.—At Fort Leavenworth a public auction of government property (horses, oxen, mules, wagons, harness, etc., etc.) was held.

A mid-April issue of the Platte (Mo.) *Argus* said the sale was well attended; and that on *this* occasion the tables were turned and "the Government speculated off of the citizens. . . ."

Ref: *St. Joseph (Mo.) Gazette*, February 2, 1853 (has "ad" for the sale, dated January 31, signed by L. C. Easton, AQM); *Liberty (Mo.) Weekly Tribune*, April 22, 1853 (from Platte *Argus*).

¶ April.—These were some newspaper items reporting Missourians' overland-to-California stock drives in 1853:

From Hannibal, Mo., on April 12, a company composed of "two eastern men and a few citizens," planned to start for California with 1,500 sheep, 500 cattle, 40 horses and mules.—*Weekly Missouri Sentinel*, Columbia, April 21, 1853.

On April 14 F. M. McLean of Randolph county was crossing a California-bound drove of 500 steers at Glasgow, Mo. They were said to be the best, out of some 5,000 head that had "passed up the river."—*Ibid.*

At the end of March, partners "Mr. Lagrave" and Joseph Bogy (who had made the trip before), were preparing to set out from Ste. Genevieve, Mo., with some 25 young drivers, about 500 cattle, and around 4,000 sheep.—*St. Joseph Gazette*, April 6, 1853.

Early in April, John Holloway and Dr. J. R. Pointer, with about 20 young men, left the Glasgow vicinity with a large number of cattle destined for California. Several other companies were soon to set out from the same area for the West.—*Missouri Republican*, St. Louis, April 12, 1853.

Early in May, the Springfield (Mo.) *Advertiser* reported that the year's emigration west from Greene county included 25 or 30 families, a great many young men, and at least 100 wagons; and that the number of cattle to be driven to California amounted to 6,630 head. One company was taking 1,500 sheep. In addition 1,600 steers had been driven to Independence and St. Joseph.—*Weekly Missouri Sentinel*, Columbia, May 12, 1853.

See, also, p. 26 for Jackson county, Mo., stock drives west in 1853.

Ref: As noted above.

¶ April-May.—At St. Joseph, Mo., the *Gazette* of April 13 stated: "Emigrants for the plains, still continue to come, though they are not as numerous here as they were this time last year. From every indication we may still look for a large number."

The April 20 issue of the *Gazette* noted: "Many of the emigrants now here, are destined for Oregon, and still they come. They are mostly persons well fixed who are going there to settle permanently."

A late-April issue of the *St. Joseph Adventure* reported: "The emigration this spring, so far, is much greater at this point than was anticipated. Great numbers arrive daily, make their purchases and cross the river on the way to the plains. Not a day passes but large droves of stock are driven thro' our streets—the amount on the plains, if equal at each of the other starting points . . . will be immense. Emigrants are encamped in every direction in and around the city; the streets are thronged, and business brisk."

At the beginning of May, for three days, the steamboat *Alton* ferried emigrants across the Missouri at St. Joseph. During that time she "took over 7,563 head of cattle, 382 head of horses, and 212 wagons."

A correspondent of the *St. Louis News*, writing from St. Joseph on May 5, stated: "For the past two weeks the roads leading to the

city have been thronged with emigrant wagons, droves of sheep, cattle and horses, and our streets have been sometimes so crowded that it was with difficulty you could get along the sidewalks of the principal thoroughfares.—A good many have come by boats also, but the emigration so far, is not as large as that of last year, by one half. . . . I think the greater part of the wagons have crossed the river. Two flat-boats have been constantly engaged, and were not sufficient. The steamer Alton . . . ferried for three or four days. . . . There is a ferry about four miles above which has also been kept busy, and another eight miles above by land, has crossed a great many. . . ."

Ref: *St. Joseph Gazette*, April 13, 20, May 25, 1853; *Liberty (Mo.) Weekly Tribune*, May 6, 1853; *Missouri Republican*, St. Louis, May 10, 1853 (or, see KHQ, v. 10, p. 413).

☛ April.—On the 19th the April mail from Santa Fe, in charge of "Mr. Rupe," reached Independence, Mo. Stage passengers were "Judge [Grafton] Baker" (recently New Mexico territory's chief justice, 1851-1853; now homeward-bound), James A. Lucas ("formerly of Independence"), and one other person.

En route the party had overtaken the Missouri-bound trains of Mexican traders Gutierrez (at McNees' creek) and Armijo (one at Sand creek, the other at Cow creek). They had met, near Fort Atkinson, the Santa Fe-bound April mail party; and at Council Grove, some dragoons.

The dragoons probably escorted Bvt. Maj. Edward Johnson, Sixth infantry, who, in April, was en route to Fort Atkinson—where he took over as commanding officer on April 26.

A party of Mexican traders reached St. Louis April 26, aboard the *Georgia*. It was said they brought "about \$100,000, chiefly in gold and silver"; and that they were bound for New York "to buy goods, etc."

Ref: *Missouri Republican*, St. Louis, April 21, 27, 1853; *Liberty (Mo.) Weekly Tribune*, April 29, May 6, 1853; *New York Daily Tribune*, April 22, 1853; or *New York Daily Times*, April 22, 1853; *Alton (Ill.) Telegraph*, April 28, 1853 (from *St. Louis Evening News*, April 26); Fort Atkinson post returns (microfilm from National Archives, in KHI).

☛ April 19.—At Council Bluffs, Iowa, the steamboats *Patrick Henry* and *Highland Mary*, were ferrying emigrants across the Missouri (at 25 cents per head for cattle, and \$2 each for wagons). Only a few companies had left the river-area camps to begin the journey west.

On May 11, when the *Patrick Henry* left Council Bluffs, the *Hindoo* and *Highland Mary* were "still engaged in ferrying emigrants across the river," but the "larger portion" had set out for the West. The *Hindoo* left Council Bluffs on May 13, for St. Louis. The *Highland Mary* started downriver June 5; returned to St. Louis June 9.

Ref: *Missouri Republican*, St. Louis, April 25, May 21, June 5, 10, 1853.

¶ April 20.—The St. Joseph (Mo.) *Gazette* (long published by William Ridenbaugh) appeared with the masthead of new ownership—"Lucian J. Eastin & Co."

(In late October, 1854, Eastin became a Kansas journalist—as editor of the Democratic and Proslavery *Kansas Weekly Herald*, Leavenworth).

Ref: St. Joseph *Gazette*, April 13, 20, 1853. Eastin, as a Mexican War volunteer (from Missouri), had crossed "Kansas" in 1846 and 1847—see *KHQ*, v. 30, pp. 362, 536.

¶ April 20.—A company of 12(?) from Galena, Ill., and vicinity, captained by Isaac Evans, left St. Joseph, Mo., for California. They had four wagons and 25 "handsome" horses.

Their arrival, July 4, at Sacramento, was heralded by the *Union* as the "first of the great overland army of the present season." Evans was accounted "a famous overland traveler, this being his third trip since the gold emigration commenced."

Ref: *Liberty* (Mo.) *Weekly Tribune*, August 26, 1853. The *New York Daily Tribune*, August 24, 1853, quoted the Downieville (Calif.) *Echo* of [July?] 23d as follows: "On Saturday a pack train reached Sacramento from the Missouri river, having left St. Joseph on April 23d last. The company consists of five persons, all from Illinois."

¶ April 22.—The *Kansas* (Henry White, captain), bound for Council Bluffs, struck a snag "near Iowa Point" ("at Linden Landing" another report stated), and sank in 20 feet of water. "The boat, and freight which was large, total loss. No lives lost."

Built in 1847 (see *KHQ*, v. 31, pp. 150, 151), the *Kansas* "at one time a favorite Missouri river packet, . . . at the time of her sinking had seen her best days." White, and William W. Wilson (her clerk) recently had purchased the boat for \$7,000. It was said the *Kansas* was not insured.

Ref: *Liberty* (Mo.) *Weekly Tribune*, May 6, 1853 (from St. Joseph *Adventure*); *Missouri Republican*, April 27, 1853 (via telegraphic dispatch from St. Joseph).

¶ April 22.—Fort Scott (founded 1842) was this day "broken up, pursuant to Dept Orders No. 9 of March 30, 1853, and the Garrison put *en route* for Fort L[ea]venworth." A sergeant was left in charge of the post.

Three companies of troops departed: "A" and "K" of the Mounted riflemen, "H" of the Sixth infantry. Officers present when the fort closed were: Capt. Michael E. Van Buren (commanding), Asst. Surg. Levi H. Holden, Bvt. Capt. Thomas Claiborne, Bvt. 1st Lt. George H. Gordon, 2d Lt. Darius D. Clark, 2d Lt. Eugene A. Carr, Chaplain (and Schoolmaster) David Clarkson.

Ref: Fort Scott records (microfilm from the National Archives, in KHI). The article on Hiero T. Wilson (Fort Scott's sutler), in *United States Biographical Dictionary, Kansas* (1879), pp. 39, 40, says Fort Scott, after being abandoned, was "left solely in charge of Orderly Sgt. David Reed" for 13 months; that on April 16, 1855, the buildings were auctioned; and that the government realized less than \$5,000 of the \$200,000(?) expended on improvements. Chaplain Clarkson's name is "David" on the Fort Scott post returns. Unaccountably, he is listed as "Daniel" in F. B. Heitman's *Historical Register and Dictionary of U. S. Army* (1903).

¶ April.—Alfred Cumming, "formerly of Georgia," and now of Missouri, was appointed to head the Central [Indian] Superintendency, St. Louis, replacing David D. Mitchell.

Ref: *Missouri Republican*, St. Louis, May 4, 1853 (from item in Washington [D. C.] *Union* of April 28).

¶ A late-April issue of the Weston (Mo.) *Reporter* stated: "Large numbers of Emigrants are daily crossing the Missouri river at this place, taking the great Military Road from Fort Leavenworth to California and Oregon."

Ref: *Liberty* (Mo.) *Weekly Tribune*, May 6, 1853.

¶ April 30.—The April mail from Fort Laramie, in charge of "Mr. Hobbs" (who had set out on the 15th), arrived at Independence, Mo. (No mail from Salt Lake had reached Laramie prior to his departure. See April 6 entry.)

Hobbs and party made the Fort Kearny-to-Independence segment in six days (averaging over 70 miles per day). West of the Big Blue they had met the advance emigrant parties—including Pitcher, Foulke & Co. of St. Louis ("at Little Blue" on April 25), and (Joel) Chiles & Co. of Independence (see p. 26).

Ref: *Missouri Republican*, St. Louis, May 15, 1853; *Liberty* (Mo.) *Weekly Tribune*, May 13, 1853; or, *New York Daily Tribune*, May 24, 1853.

¶ May 1.—On schedule, the Santa Fe, and Salt Lake, U. S. mail parties set out from Independence, Mo. William S. Messervy (appointed secretary of New Mexico territory) was a passenger in the Santa Fe-bound coach; the Hon. John M. Bernheisel (Utah territory's delegate to congress) and Edward A. Bedell (new Indian agent for Utah) were aboard the Fort Laramie-bound stage.

Ref: *Missouri Republican*, St. Louis, April 26, May 15, 1853; *Liberty* (Mo.) *Weekly Tribune*, May 13, 1853; or, *New York Daily Tribune* May 24, 1853.

¶ DIED: On May 1, Gabriel Philibert, aged 52, at, or near Kansas (City), Mo. He had been a resident of the Kaw's mouth area since the (late?) 1820's; and had lived in "Kansas"—as blacksmith to the Kansa Indians—from 1827 to 1831.

Ref: Kansas City chapter D. A. R., *Vital Historical Records of Jackson County Missouri 1826-1876*, p. 267; *KHQ*, v. 28, pp. 26, 32, 180, 191, 202, 336, v. 29, pp. 42, 59, 337.

¶ May 1-31.—These were the steamboat arrivals and departures at the "Port of St. Joseph [Mo.]," as reported by the *Gazette*:

Arriving	From	Date	Departing	For
St. Paul	St. Louis	May 1	<i>Banner State</i>	St. Louis
Alton	St. Louis	May 2	St. Paul	Council Bluffs
Honduras	St. Louis	May 3	Honduras	St. Louis
<i>Ne Plus Ultra</i>	Council Bluffs	May 3	<i>Ne Plus Ultra</i>	St. Louis
<i>Timour No. 2</i>	St. Louis	May 4		
<i>Martha Jewett</i>	St. Louis	May 4		

<i>Clara</i>	St. Louis	May 5	<i>Martha Jewett</i>	St. Louis
			<i>Timour No. 2</i>	St. Louis
		May 6(?)	<i>Alton</i>	St. Louis
<i>Polar Star</i>	St. Louis	May 7	<i>Clara</i>	St. Louis
		May 8	<i>Polar Star</i>	St. Louis
<i>St. Paul</i>	Council Bluffs	May 10	<i>St. Paul</i>	St. Louis
<i>F. X. Aubrey</i>	St. Louis	May 11	<i>F. X. Aubrey</i>	St. Louis
<i>Bluff City</i>	St. Louis	May 12	<i>Bluff City</i>	Council Bluffs
<i>Sonora</i>	St. Louis	May 13	<i>Sonora</i>	St. Louis
<i>Patrick Henry</i>	Council Bluffs	May 15		
		May 16	<i>Patrick Henry</i>	St. Louis
<i>Honduras</i>	St. Louis	May 18	<i>Honduras</i>	St. Louis
<i>Bluff City</i>	Council Bluffs	May 19		
<i>Clara</i>	St. Louis	May 20	<i>Bluff City</i>	St. Louis
<i>Polar Star</i>	St. Louis	May 21	<i>Clara</i>	St. Louis
		May 22	<i>Polar Star</i>	St. Louis
<i>F. X. Aubrey</i>	St. Louis	May 24		
		May 25	<i>F. X. Aubrey</i>	St. Louis
<i>Sonora</i>	St. Louis	May 26		
<i>El Paso</i>	St. Louis	May 27	<i>Sonora</i>	St. Louis
		May 27	<i>El Paso</i>	Council Bluffs
<i>Robert Campbell</i>	St. Louis	May 29	<i>Robert Campbell</i>	Mouth of Yellowstone
<i>Honduras</i>	St. Louis	May 31		

Ref: St. Joseph Gazette, May 11, 25, June 1, 1853. The *F. X. Aubrey* was a new boat (making her first trip in April). Other boats were on the "middle Missouri" in May—for example, the *Isabel* (regular packet to Weston) arrived at Weston on May 2 and again on May 16; and the *Saramak* was at Weston on May 13.—Missouri Republican, St. Louis, May 5, 17, 20, 1853.

¶ May 4.—"Ward & Guerrier" (Seth E. Ward and William Guerrier), in a notice of this date (published in the *St. Joseph Gazette*), announced the establishment of their "Ferry across the North Fork of the Platte River," nine miles above Fort Laramie; also, "in company with others who have lived for the last twenty years with the Sioux, Shians, and Snake Indians," the construction of a toll bridge (charge: \$5.00 per wagon) across the Platte "four miles below the old ferry or Mormon Crossing."

At the ferry Ward & Guerrier had a "large band of horses, mules, and oxen" for sale or trade; a blacksmith shop; also, "all kinds of Groceries, Dried Meat and other substantial for the plains."

Ref: St. Joseph (Mo.) Gazette, May 11, 1853 (but doubtless first published in the May 4 issue, which is lacking). See *Annals of Wyoming*, v. 5 (July, 1927), pp. 5-18 for some data on Ward & Guerrier as partners.

¶ On May 5 a small Oregon-bound company captained by the Rev. Gustavus Hines crossed the Kansas river at Delaware (Grinter) Crossing (present Wyandotte county) to begin the journey overland. In this party were three Hines brothers, their families, and

a Bryant family—all from New York, Ohioans Holden A. Judson, wife and daughter; also, three young men, and, for a short time, a Missouri family named Leonard.

Celinda E. Hines (daughter of Jedediah) kept a diary—a journal of special "Kansas" interest for her comment on local events and social life in the Missouri border-Shawnee Methodist Mission area (where the Hines families sojourned from late March till early May); and for the description (though brief) of a route up the north side of the Kansas river, which, "for the first hundred miles," was "away from the great line of emigrant travel."

"It took almost all day to ferry the teams and cattle across [the Kansas]," wrote Celinda on May 5. "Some of the cattle swam the river. . . . at length we were all safely landed in Nebraska[!] at Little St. Louis [Delaware trading post]."

Two days later, and some miles to the northward, a Delaware chief advised the Hines train to "take the divide route [heading west] instead of [continuing northward on] the government road by Ft. Leavenworth, as it is nearer and they say a better road." After three days on the "divide route," the company spent most of May 12 at Grasshopper (Delaware) river—which they crossed by ferry! ("The wagons had to be unloaded and let down the bank with ropes, it being so steep and high on both sides, and the river so deep that we could not ford it," Celinda wrote.) Just before night, on May 14, they "intersected the southern road which crosses the Kansas at the upper ferry" (at or near, present Topeka?). On the 16th they passed the "Catholic Mission of the Pottawatamies [St. Mary's]."

The Hines train arrived at the "Middle Fork of the Blue" (the Alcove Springs area ford of the Big Blue) on May 19. The river was at flood stage. There were people "camped in every direction, waiting for the water to fall." Two days later the company decided "to go north to the ferry about seven miles." (The Francis J. Marshall ferry at present Marysville.) Going with them was the train of "Mr. Ferguson, a Santa Fe trader," who had "lived ten years in Mexico and crossed the plains six times." Celinda's May 23 diary entry says: "Remained in camp because our turn had not yet come to cross the Blue. Many camps in sight. Mr. Jones' company from Kansas [Mo.] arrived." On the 24th the Hines company ferried the Big Blue and swam the cattle over. ("I should think there were a hundred wagons in sight during the day," Celinda wrote.)

The Hineses and their cotravelers reached Oregon in September.

Ref: Oregon Pioneer Association, *Transactions of the Forty-Sixth Annual Reunion, 1918* (see Celinda E. Hines' diary); Phoebe C. Judson, *A Pioneer's Search for an Ideal Home* (Bellingham, Wash., 1925), for an account of the trip. The original Celinda E. Hines diary is in the Coe Collection, Yale University Library. Mrs. Judson's book makes mention of the fact that the Gustavus Hineses had adopted the Rev. Jason Lee's daughter; and that she (Lucy Ann Lee, aged 10) was one of the children in the party.

¶ May 6 and 7.—Sen. Thomas Hart Benton, of Missouri, made speeches at Kansas City, Westport, and Independence, Mo., on the subject of a railroad to the Pacific, and the advantages of the

central route. He publicized the forthcoming overland expedition of Edward F. Beale (*see* p. 27).

Ref: *Jefferson Inquirer*, Jefferson City, May 28, 1853; *St. Joseph (Mo.) Gazette*, May 11, 18, June 8, 1853. The senator had accompanied Beale up the Missouri on the Clara.

¶ May 7-17.—Leaving Fort Leavenworth on the 7th, Capt. Charles S. Lovell and command (Companies B, F, and H, Sixth infantry) marched overland by way of the old, and new, sections of military road leading from Fort Leavenworth to "Fort Riley" (*see* p. 29); and reached their destination on the 17th.

In a June 15 letter (from "Camp Centre") a man commented on his journey over the Fort Leavenworth-"Fort Riley" road: ". . . it was the roughest and most disagreeable one that ever was traveled by white man or nigger since the days of Moses. It was an incessant crossing of creeks, sloughs, quagmires, swampy bottoms and rocky hollows, the entire route. . . . It will cost Government more than the new post to make that road practicable for general travel." (The army appropriations act of March 3 had allotted \$11,725 for "bridges, establishing communications between Fort Leavenworth and the Republican Fork of the Kansas River." But most of the bridge-building came later. *See* October annals entry, p. 57, for first mention of the government ferry at the Big Blue crossing; and other comment on the military road.)

This table of distances, giving mileages from Fort Riley to Fort Leavenworth, published in Max. Greene's *The Kansas Region*, in 1856, from all appearances was compiled in 1853:

	Miles	Total miles
From Fort Riley to Wild Cat [creek] . . . . .	12	
From Fort Riley to Big Blue [river] . . . . .	7	19
From Fort Riley to Sargent's Creek . . . . .	3	22
From Fort Riley to Rock Creek . . . . .	14	36
From Fort Riley to Vermillion . . . . .	4	40
From Fort Riley to Lost Creek . . . . .	5	45
From Fort Riley to [St. Mary's] Catholic Mission . . . . .	7	52
From Fort Riley to Soldier Creek . . . . .	20	72
From Fort Riley to Grasshopper [Delaware] (crossing Bayou creek) . . . . .	20	92
From Fort Riley to Hickory Point . . . . .	10	102
From Fort Riley to Stranger Creek [River] . . . . .	12	114
From Fort Riley to Salt Creek . . . . .	9	123
From Fort Riley to Missouri State line . . . . .	4	127

(In a January 12, 1855, letter Bvt. Maj. E. A. Ogden stated: "Fort Riley . . . is one hundred and thirty miles west of Fort Leavenworth. . . . It is connected with Fort Leavenworth . . . by a good road on the north side of the Kansas.")

Ref: W. F. Fride's *The History of Fort Riley* (c1926), p. 61; *Missouri Republican*, St. Louis, July 6, 1853; or, *New York Daily Tribune*, July 15, 1853; Max. Greene's *The Kansas Region* . . . (New York, 1856), pp. 109, 140; U. S. *Statutes at Large* (for 1853); 33d Cong., 2d Sess., *H. Report No. 36* (Serial 808)—for Ogden, 1855. "Sargent's Creek" evidently was named for 2d Lt. Alden Sargent, Sixth infantry, stationed at Fort Riley in its early days.

€ May.—The *Occidental Messenger*, Independence, Mo., of May 7, published an estimate of the livestock *owned by citizens of Jackson county, Mo., alone*, that would be driven across the plains [and across "Kansas"]; and noted that "some of the heaviest droves" were from "other portions of the State, or from different States, and hence . . . not included in the . . . list":

Owner(s)	Stock	Wagons	"Animals"	Number in party
John Cantrell's train . . . . .	250 cattle	1	6	6
Finley, Johnson & McCabe [Findlay] . . . . .	700 cattle	8	30	30
Cunningham & Asbury ["As- berry" in 1850 census] . . . . .	2,200 sheep	4	10	10
John C. Chrisman . . . . .	300 cattle	4	10	10
John Montgomery . . . . .	300 cattle	5	10	15
Thomas G. Clarkson . . . . .	400 cattle	22	15	35
William Clark ["Clarke" in 1850 census] . . . . .	500 cattle	5	20	20
Charles S. Shortridge . . . . .	13[0?]	1	1	8
John Sims . . . . .	800 cattle	8; and 1 carriage	35	35
Joel Chiles . . . . .	400 cattle	5	20	20
Finis Ewing . . . . .	300 cattle	4	15	15
Manna [?] . . . . .	140 cattle	4	15	6
James and Thomas Rogers . . . . .	200 cattle	5	8	10
John Adams . . . . .	150 cattle	4	10	10
Caldwell & Overton . . . . .	110 cattle	4	6	6
Smart, Caldwell & Barnes . . . . .	300 cattle	3	10	15
Joel W. Hudspeth . . . . .	700 cattle	8	30	30
Smith, McCaul[e]y & Hereford . . . . .	2,000 cattle	20; and 2 carriages	70	70
D[avid] Waldo & Co. . . . .	500 cattle	17	10	21
Enoch Moore . . . . .	300 cattle	11	25	16

As the *Occidental Messenger* recapitulated it: Number of cattle, 8,263; Wagons, 143; Animals, 350; Men, 385; Carriages, 4; Sheep, 2,200. And added: "We feel satisfied that the whole number of stock that will be driven by the drovers of this county, and of those that will be taken in the trains of our citizens who are going to Oregon and California for the purpose of hunting homes, will equal, if it does not exceed, ten thousand head of cows and sheep."

Ref: *Missouri Republican*, St. Louis, May 11, 1853. As quoted from the Independence paper by the *Weekly Missouri Sentinel*, Columbia, May 12, 1853, the figures varied slightly: 8,050 cattle, 2,200 sheep, 153 wagons, 4 carriages, 349 animals (horses and

mules), and 373 persons. The *Sentinel* of April 21, 1853, quoted the *Occidental Messenger* of April 9, as stating that Joel Chiles, with the first drove of the season, had set out during that week. Returning Californian E. G. McClure (who reached Independence August 4) reported having met "Smith, Hereford & McCauley's train at South Pass, all well and getting along finely—as are the emigrants and drovers generally. . . ."—*Liberty* (Mo.) *Weekly Tribune*, August 12, 1853; or, *Missouri Republican*, August 12, 1853. Joel F. Chiles died February 6, 1855, at his home in Jackson county.—*Liberty Tribune*, February 16, 1855.

¶ May 10.—At St. Joseph, Mo., contracts were let for the first 25 miles of the Hannibal and St. Joseph railroad's western end.

Successful bidders were Messrs. Harding, Mills & Co., New York, for grading, and Messrs. Passmore & Newman, for heavy masonry and bridging.

On July 27 the *Gazette* reported: "There are now about sixty hands at work on this end of the Rail Road, and Mr. Kingsley has advertised for 200 more."

Ref: *St. Joseph Gazette*, May 18, July 27, 1853.

¶ May 11.—"Wm. Priddee, Presley Muir & Company set out from Wyandotte Territory [present Wyandotte county] for California, with nearly two hundred head of cattle."—William Walker.

Ref: William Walker's diary (loc. cit.). See *KHQ*, v. 31, p. 311, and v. 32, p. 74, for Wyandotte expeditions to California in 1849 and 1850. On May 11, 1853, Walker "Wrote a long letter to the California Wyandottes"—which the above company presumably carried West.

¶ Mid-May.—From Westport, Mo., the overland (by a central route) light-traveling pack-train expedition of California's Indian affairs superintendent—Edward F. Beale (aged 31), got under way. Beale dispatched the train on May 10—to go as far as Council Grove. He, and his cousin G. Harris Heap (journalist of the trip), set out on May 15. Their path across "Kansas" would be the Santa Fe trail, and its Bent's Fort branch.

At the outset the party numbered 12. Cotravelers included three men from Washington—Elisha and William Riggs, William Rogers; the employees were Henry Young, J. Wagner, J. Cosgrove, Richard Brown (a Delaware), Gregorio Madrid, Jesus Garcia, and George Simms (cook).

Heap's journal notes that the first day's (12-mile) ride (May 15) was "over prairies enamelled with flowers." They camped on Indian creek. Of the habitations between Westport and Council Grove, Heap had these comments: (May 16) "at Bull Creek . . . we found two log-huts . . ."; (May 17)—at 110-mile creek "This hamlet is composed of a few log-houses situated in a hollow, near a small stream shaded by cottonwoods. The inhabitants are Shawnees . . . the women appeared neat and respectable."

He described Council Grove (reached May 18) as "a settlement of about twenty frame and log houses, and scattered up and down the stream are several [Kansas] Indian villages. At a short distance from the road is a large and substantially built Methodist mission-house, constructed of limestone. . . ." (Elsewhere in Heap's 1854-published *Central Route to the Pacific* is the statement: "At Council Grove, there is a large, well-furnished

store [run by Seth M. Hays], where a constant supply of everything required for the road is kept. Also, a good farrier and blacksmith [Emanuel Mosier?].")

Beale and his party set out from Council Grove on May 19. Their Santa Fe trail marches varied from 32 to 45 miles per day, and they passed many other westbound travelers (slower-moving emigrant trains—see p. 34). At Turkey creek (May 20) they overtook Antoine Leroux (Taos-bound with his own wagon train) and Beale arranged to hire him as guide. (But Leroux developed pleurisy and was left at Fort Atkinson.)

It was May 25 when Beale and company reached Fort Atkinson. Bvt. Maj. Edward Johnson (commandant) gave them "a cordial reception." (William Riggs left the party at this place, to return home.)

On May 26 Beale's party (now 11) left Fort Atkinson to continue up the Arkansas. The night of May 28 was spent on Chouteau's Island. Bent's (old) Fort was passed on May 31. (See facing p. 33, Heap's "Itinerary of the Central Route" from Westport, Mo., to Bent's Fort.)

The rest of the journey is not chronicled here. G. Harris Heap summarized the Beale expedition's "central route" travels from Westport, Mo., to Los Angeles (reached August 22, "in exactly one hundred days"; total distance 1,852 miles) as follows:

"From Westport, Missouri, to Council Grove, 122 miles"; "From Council Grove to Fort Atkinson, Arkansas River, 239 miles"; "From Fort Atkinson . . . to mouth of Huerfano River, 247 miles"; "From the mouth of the Huerfano to Fort Massachusetts, 85 miles"; "From Fort Massachusetts to Coochatope Pass, 124 miles"; "From Coochatope Pass to Grand River, 134 miles"; "From Grand River to Green River, 154 miles"; "From Green River to Mormon Settlements near Las Vegas de Santa Clara, Utah Territory, 242 miles"; "From . . . [these] Settlements . . . to Mohaveh River, 374 miles"; "From Mohaveh River to Los Angeles, 137 miles."

Ref: G. Harris Heap's *Central Route to the Pacific* . . . (Philadelphia, 1854); G. Harris Heap's *Central Route to the Pacific* . . . Edited by LeRoy R. and Ann W. Hafen (Glendale, Calif., 1957); St. Joseph (Mo.) Gazette, May 11, 1853, or, New York Daily Times, May 14, 1853; New York Daily Tribune, August 2, October 14, 1853. The Weekly Missouri Sentinel, Columbia, September 29, 1853 (for adventures, and return east of Elisha Riggs, who, with William Rogers, had left the party while at Taos, N. M.). Emanuel Mosier was blacksmith for the Kansas Indians in 1853, and a Council Grove resident.

€ Mid-May.—The California-bound emigrant company headed by Charles Albright, which included John B. Haas, arrived at the Big Blue crossing (present Marysville). They found the river bank full and "roaring like a millrace." There were "hundreds of tents and wagons" at camps in the vicinity.

As described by Haas (in a later-written account), the ferry (Frank Marshall's) was a "rough flat boat," just large enough for one wagon and a yoke of oxen. "A stout rope spanned the river, and upon it a block and tackle run the current, propelling the boat across. The ferry men crossed a wagon every fifteen or twenty minutes at five dollars a wagon . . . The approach to the ferry was in deep mud, and had to be constantly renewed by putting in logs and boughs. One man of the ferry crew had been drowned that day, carried down stream."

Ref: *Pony Express Courier*, Placerville, Calif., v. 5, No. 3 (August, 1938), p. 9.

€ May.—Captained by "Bob" Smith, a company of Arkansas emigrants (57? persons; 18 wagons) crossed "Kansas" by way of the

Cherokee and Santa Fe trails; followed up the Arkansas to Pueblo; then journeyed northward along the base of the Rockies to a junction with the Oregon-California trail—as recollected (in 1900) by Dillis B. Ward. His family had started from “near Batesville, Ark.”)

Emigrant J. S. Bowman (who traveled the Oregon-California trail) stated that a “large number of immigrants (not generally estimated in the aggregate of overland immigration,) from Arkansas, &c., via the Arkansas river; thence to the head waters of the Platte, came into the Salt Lake road this side of Green river. Their stock generally was in better condition than that which came by the Platte, though there were some complaints of sickness by this route.”

Ref: *The Washington Historian*, Tacoma, v. 2, pp. 83-88, 124-133, 173-181; *Missouri Republican*, St. Louis, November 2, 1853. “L’s” May 31, 1853, letter from St. Louis (published in the *New York Daily Times* of June 9, 1853) stated that Major Howe’s party (see p. 35), on the Santa Fe trail eastbound in May, had met “a number of large parties of emigrants to California from the Southern and S West’n States, who were driving out immense herds of cattle. Most of these emig’s will pursue the El Paso route. Some were inclined to follow Sitgreaves path from Albuquerque. . . .” Another account (from Independence, Mo., May 25) said Howe’s party had met “large parties of emigrants to California from Arkansas, and points south, with immense herds of cattle. The Pawnees[?] were a little troublesome to them. They had run off a hundred head of stock for Col. Hill of Batesville, Ark., and killed one of his teamsters. . . .”—*New York Daily Tribune*, June 3, 1853.

☞ May 17.—Capt. Charles S. Lovell, with Sixth infantry companies B, F, and H, arrived at “Camp Centre” (at the Smoky Hill-Republican rivers junction—see *KHQ*, v. 32, p. 497) to establish the military post subsequently named Fort Riley. (The army appropriations act of March 3 had included the sum of \$65,000 for “barracks and quarters at the Republican Fork of the Kansas River.”)

An 1853 chronology of Fort Riley events and developments follows:

May 28. A train with quartermaster and commissary stores set out from Fort Leavenworth for Camp Centre. (Bvt. Maj. Edmund A. Ogden, AQM at Fort Leavenworth, and supervisor of construction at Fort Riley, was at “Camp Centre” in May, but left on June 1. He was back, briefly, early in July.)

May 31. News, via an express from “Camp Centre”: “The place is . . . in good health, and officers stationed there are busily employed in making preparations for putting up the necessary buildings &c.” (May post returns showed six officers present: Captain Lovell, Bvt. Major Ogden, Asst. Surg. Joseph K. Barnes, 2d Lt. Joseph L. Tidball, 2d Lt. Darius D. Clark, and 2d Lt. Alden Sargent. Besides the three Sixth infantry companies, there were 41 civilians [mechanics, teamsters, etc.] in quartermaster department employ.)

June 4. Capt. Thomas Hendrickson (arriving from leave) took over command of Company H, Sixth infantry.

June 15. From “Camp Centre” a correspondent wrote: “One set of quarters are about half up, and it is contemplated to commence the others in about a week. . . . The quarters are very capacious, being calculated to

accommodate eighty-eight men, exclusive of the married portion; and there is also in it quarters for one laundress. The dimensions of the building are 36 by 86 feet. The lower or basement story is divided into seven apartments, to be occupied as a mess-room, kitchen, orderly room, laundress' quarters, pantries and store room. The upper part is to be in one apartment, the full size of the building, which will be occupied by the soldiers." (The "plan" called for barracks of stone for eight companies.) The writer also reported that everybody, except himself, had the "ague and fever, bilious fever, diarrhea, or some other agreeable complaint." (Asst. Surg. Joseph K. Barnes wrote [in August?] of the "large and unfailing" spring which had supplied troops with water during the summer. Of the buildings being erected, Barnes said they were, "judiciously situated . . . commodious and well ventilated with walls of porous limestone." He noted, also, that "since the 20th day of May, large quantities of timber" had been cut in the river bottoms by the troops.)

June 27. War Dept. General Order No. 17 gave permanent name—Fort Riley—to the new military post. (Named for Maj. Gen. Bennet Riley whose death had occurred June 9, at Buffalo, N. Y.)

July 2. At "Camp Centre, Nebraska [i. e., "Kansas"]," (where news of the "Fort Riley" name had not yet been received) Bvt. Major Ogden negotiated a contract with J. A. Crump to "put up such masonry of brick and stone, pertaining to the barracks at Pawnee [Republican] river, as may be required, for the sum of \$488, and eight cents per cubic foot of work . . . [etc.]."

July 4. Capt. John W. Gunnison, and some members of his expedition, visited Fort Riley, briefly—see p. 43.

August 1.—At Fort Riley, Charles Perry, Weston, Mo., signed a contract (made with 2d Lt. Alden Sargent, AAQM) to deliver 250 tons of hay (at \$7 per ton) to the post by October 15. His bondsmen were Elias Perry and Robert Wilson.

August. According to post returns for this month, there were 26 civilian teamsters and 60 civilian mechanics at Fort Riley, in addition to the troops.

October 10. Bvt. Maj. Edward Johnson and Company D, Sixth infantry, arrived at Fort Riley from Fort Atkinson (see p. 44). Asst. Surg. Aquila T. Ridgely, Lt. Henry Heth, and 2d Lt. John T. Shaaff were in this party. Johnson assumed command of the post (from Captain Lovell).

October 14. Bvt. 2d Lt. J. A. Smith joined Company F at Fort Riley.

October 26. Lt. Levi C. Bootes (joining from furlough on the 25th) assumed command of Company F. Bvt. 2d Lt. Augustus H. Plummer (from the military academy) arrived and joined Company D.

October (28?). John C. Fremont crossed the Republican near the post—see p. 55.

November 14-15. Maj. Albemarle Cady, Sixth infantry (transferred from regimental headquarters) arrived at Fort Riley on the 14th; and on the 15th assumed command of the post (from Bvt. Major Johnson).

November. In his annual report, the quartermaster general stated: "Much labor has been done [at Fort Riley], and materials procured for future operations. A steam saw-mill is in operation, with shingle machine, lath saws, and mortising machine attached." But "quarters sufficient for the officers and men of [only] two companies, according to the plan [see above]," had been completed. They would, however, "during the winter, shelter the four [Sixth infantry] companies of which the garrison is now composed." November post

returns showed an aggregate of 229 troops at Fort Riley; and there were some 40 civilians (32 mechanics; eight teamsters). Ten officers were present: Cady, Ridgely, Johnson, Hendrickson, Heth, Bootes, Sargent, Shaff, Smith, and Plummer. (Lovell, Tidball, and Clark were "absent with leave"; Barnes had been transferred.)

Ref: Fort Riley post returns, 1853 (microfilm from National Archives); *Pride, op. cit.*, p. 61; *New York Daily Tribune*, June 29, July 15, 1853; *Missouri Republican*, St. Louis, July 6, 1853; 33d Cong., 1st Sess., *Sen. Ex. Doc. No. 37* (Serial 698), pp. 31 and 33 (for Perry, and Crump contracts); 34th Cong., 1st Sess., *Sen. Ex. Doc. No. 96* (Serial 827), pp. 167, 168 (for Barnes); 33d Cong., 1st Sess., *Sen. Ex. Doc. No. 1* (Serial 691), p. 131 (for quartermaster general's 1853 report); 33d Cong., 2d Sess., *Sen. Ex. Doc. No. 78* (Serial 758), p. 16 (for Gunnison); *U. S. Statutes at Large* (for army appropriations act). In KHI ms. division are some original quarterly muster rolls 1853-1855, of Company H, Sixth infantry. The death, by drowning in the Kansas river near Fort Riley, of Pvt. George W. Sewell, on October 18(?), 1853, is recorded therein.

¶ May 17.—In charge of "Mr. [John] Jones," the Santa Fe mail reached Independence, after a 17-day trip—pleasant except "for a few heavy rains and hailstorms. . . ." Stagecoach passengers were: A. H. Foster, J. B. Gardner (also referred to as "Sergeant Gardner"), and John Gwyn.

They reported that the Cheyennes (encamped about Fort Atkinson, awaiting arrival of Agent Fitzpatrick) were "remarkably friendly."

On the trail they had met "a great many large droves of cattle" en route to California (the drivers having "sustained some heavy losses" of cattle as a result of stampedes during hailstorms). Also met: California-bound (Indian) Sup't Edward F. Beale, Harris Heap, and company, at "Willow Spring," in "fine health and spirits. . . ."

Ref: *Liberty (Mo.) Weekly Tribune*, May 27, 1853 (from *Occidental Messenger*, Independence, Mo.); *Missouri Republican*, St. Louis, May 20, 1853; *New York Daily Tribune*, May 20, 1853 (by telegraph from Louisville, May 19); *Alton (Ill.) Telegraph*, May 21, 1853.

¶ Mid-May.—Oregon resident William H. Gray (who had traveled the Oregon trail westward in 1836 with the Whitman party; east to the states in 1837; and westward again in 1838), left the vicinity of Westport, Mo., on May 18, to drive a flock of sheep overland. His small company (15 at the start) included four women and three children. Rebecca Ketcham of Gray's party kept a journal.

Most of the party ferried the Kansas river on May 25—probably at Papin's crossing (present Topeka). Rebecca described the operation: "This is done by means of a strong rope fastened on each side of the river. They have a boat something like those they have on the canal called scows. This is fastened to the rope across the river by means of another rope and pulleys. One of the ox teams went on the boat first, then two saddle horses, then the ladies and children. . . . The current is very swift. The banks on one side are high, and it was quite difficult to get the teams on the boat, but everything came over safely." Gray's party camped near the river, after crossing, and temporarily minus their supply wagon, had to borrow a water pail from "the house of one of the ferrymen who lives on this [north] side the river."

Under way again, on the 27th, after delays, the company camped four miles beyond a stream Rebecca called "Vermillion Creek," but which must have been Cross creek (at present Rossville). There was a toll bridge, but they did not use it. On May 28 they traveled some 25 miles. Rebecca wrote: "We went over several hills that were much higher than the surrounding country, and once or twice had the most beautiful view I ever saw. We could see something like 20 miles before us and 12 or 14 behind us, and the same on each side." Her description (and the fact she made no mention of St. Mary's Mission) indicates Gray headed his company over the hills after fording Cross creek. Also, it appears he did not approach the Big Blue in the Alcove Springs area, but, rather went directly to the crossing at present Marysville, so as to use Marshall's ferry. "When we got to the river [on May 31] we found there were 20 or 30 wagons to be ferried over before we could go, and only one could go at a time," wrote Rebecca. Some hours later it was their turn. Her diary entry states: "The river is not very wide but quite deep and muddy. The bank where they cross is quite steep on both sides, and the mud was awful. The wagon in going down to the boat and out from it sometimes stood almost on end. We all walked down to the boat and stood on one end of [it] while we went over." There was trouble with the sheep; and it was next day before they were across (the sheep had to swim). Eleven days later the party arrived at Fort Kearny.

In September Gray's party reached Oregon.

Ref: *Oregon Historical Quarterly*, Salem, v. 62 (September and December, 1961, issues), pp. 237-287, 337-402.

☪ May 18.—The *St. Joseph Gazette* stated: "It is estimated that considerably upwards of ten thousand head of cattle alone have crossed the river at St. Joseph destined for California. . . . The number of cattle [to cross the Plains this spring] it is supposed will exceed *one hundred thousand head*."

Ref: *St. Joseph (Mo.) Gazette*, May 18, 1853.

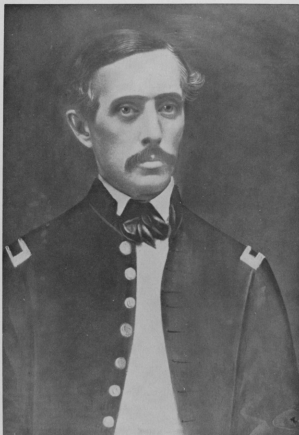
☪ May-August.—"Statistics," and other information on the year's westbound emigration passing Fort Kearny (on the south side of the Platte), from the post register, and a few other sources, are given below:

*Up to noon of May 20:* 3,348 men, 905 women, 1,207 children. (Total persons: 5,460.) 1,320 wagons, 34,151 cattle, 1,691 horses, 740 mules, 1,200 sheep.

*Up to May 31:* 4,937 [7,937?] men, 1,900 women, 2,630 children. (Total persons: ?) 2,084 wagons, 81,660 cattle, 4,360 horses, 1,637 mules, 11,000 sheep.

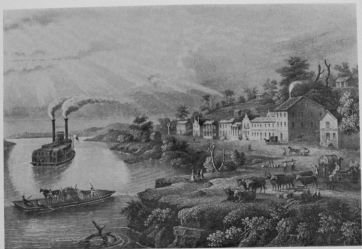
"Passing Fort Kearny [on May 31]: There has passed here 13,000 people, 3,000 wagons, and about 90,000 head of stock."—Agnes Stewart.

*On June 4, at Fort Kearny:* The Captain informed Pa that there had passed here 85,000 head of cattle and 8,000 men who were crossing the plains this year, also that most of the emigration was going to Oregon."—Celinda E. Hines.



Bvt. Maj. Edmund A. Ogden  
(1811?-1855)

Stationed at Fort Leavenworth, 1849-1855, Ogden in October, 1852, headed the board of officers selecting the site for Fort Riley (established in May, 1853); then supervised construction of the new post's buildings till his sudden death, August 3, 1855, during the cholera outbreak at Fort Riley.



Kansas (City), Mo.

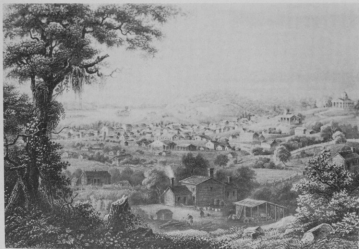
In March, 1853, Celinda E. Hines wrote: "The village [of Kansas, Mo.] is situated on a high bluff rising from the river. The houses are very much scattered, extending over considerable space. . . . The houses are mostly log, with nice brick chimneys on the outside. The streets run every way without regard to form, and houses are scattered hither and thither over the hills and in the valleys."

Little of the upland town is depicted in the waterfront view shown above. See KHQ, v. 32, p. 277, for another description; and see April 5, 1853, annals entry.

Views, 1853, of three Missouri river towns opposite the "Kansas" border. Reproduced from *The United States Illustrated*—a work issued serially in 1853 and published in two volumes before February, 1854, by Herrmann J. Meyer, New York. The artists are nowhere identified.



Weston, Mo.



St. Joseph, Mo.

# ITINERARY OF THE CENTRAL ROUTE.

*From Westport, Missouri, to Los Angeles, California.*

DATE.	CAMPS.	DIST- ANCE.	DISTANCE FROM W.	REMARKS.
May 15	Ind. Creek	23	12	Cottonwoods, willows, good grass.
" 16	Bull Creek	23	35	Some timber; good grass and water.
" 16	Garfish Creek	22	57	Nearest wood, half mile; water and grass.
" 17	"110"	23	80	Running stream; timber, good grass.
" 17	Dragon Creek	12	92	" " fine timber and grass.
" 18	Stream	10	102	Good water; timber and grass.
" 18	"	4	105	" " " "
" 18	Hollow	6	112	Water in holes; grass.
" 18	Coucent Grove	10	122	Settlement; abundant timber; grass; water.
" 19	Hollow	17	139	Water; grass and timber abundant.
" 19	Lost Spring	15	154	Good water, not abundant; grass; no wood.
" 20	Cottonwood Creek	16	170	Large timber; running water; good pasturage.
" 20	Turkey Creek	19	189	Plenty of water and grass; no wood.
" 21	Pool	12	201	Grass and water; small bushes.
" 21	Little Arkansas	18	219	Good timber; grass and water.
" 21	Owl Creek	10	229	Timber and grass; no water, except after rains.
" 22	Great Bend of Ark.	35	264	Wood; grass and water.
" 22	Walnut Creek	7	271	" " "
" 23	Pawnee Fork	31	302	Well wooded; grass and water.
" 23	Pond	9	311	Good pasturage; water; no wood; plenty "buffalo chips."
" 24	"	25	336	Water; grass.
" 24	Arkansas River	20	356	Water; grass; small bushes.
" 25	Fort Atkinson	5	361	" " "
" 26	1st Crossing of S. Fé trail	10	371	" " "
" 26	" " "	5	376	" " " "
" 26	Camp on Ark.	20	396	" " "
" 27	"	20	416	" coarse grass; no wood.
" 28	Island on Ark.	19	435	" " little wood.
" 28	Chouteau's Island	12	447	" coarse rank grass; drift-wood.
" 29	Slough of Ark.	28	475	" wiry grass; no wood.
" 29	Arkansas River	8	483	" " "
" 30	Big Timbers	20	503	" coarse grass; large timber.
" 30	Arkansas River	12	515	Good water; abundant bottom grass; timber.
" 31	Lower Dry Creek	25	540	Scanty dry grass; water in pools, warm; wood.
" 31	BENT'S FORT	7	547	Bottom grass; river Arkansas; wood.
" 31	Upper Dry Creek	7	554	" " "
" 31	Pond	6	560	Dry bunch grass; water; wood near river.

G. Harris Heap, journalist of Edward F. Beale's 1853 expedition (see p. 27), compiled this Santa Fé trail (and Bent's Fort branch) table of distances, published in his *Central Route to the Pacific* (1854).

Up to June 4, from estimates supplied by Francis A. West (on returning to St. Joseph): 30,000 men, 8,000 women, 11,000 children. 17,000 horses and mules, 88,000 cattle, and sheep "without number." West had seen 12,000 sheep in one herd; 2,700 sheep belonging to a Holt county, Mo., doctor had drowned in crossing the Platte river.

Up to June 6: 8,746 men, 2,088 women, 2,892 children. (Total persons: 13,726.) 2,377 wagons, 91,493 cattle, 4,839 horses, 1,827 mules, 11,000 sheep. ("J. S. B."—who sent these post records to St. Louis—wrote: "On the roads from St. Joseph and Independence there must be at least 35,000 head more of cattle, and 50,000 head of sheep. These statistics relate only to the emigration south of the Platte, and may be safely estimated as not exceeding one half the entire emigration and stock, which are crossing the Plains this summer. As far as I can judge, the emigration this year will be considerably less, perhaps one-fourth [less], than that of last year, while the number of cattle and sheep will be twice as great.") Mountain man A. Archambeau, arriving at St. Louis in June, direct from Devil's Gate, reported he had met 105,000 head of cattle south of the Platte, also, a large number of sheep, and a great many horses ("the finest he ever saw").

On July [4?]: 9,698 men, 2,248 women, 3,058 children. (Total persons: 15,004.) 3,000 wagons, 102,828 cattle, 5,415 horses, 2,131 mules, 40,125 sheep. [Probably it was 3,600 (not 3,000) wagons in the Post record.]

Up to July 5: 9,711 men, 2,247 women, 3,058 children. (Total persons: 15,016.) 3,603 wagons, 102,846 cattle, 5,414 horses, 2,151 mules, 43,825 sheep.

Up to August 15: 9,909 men, 2,252 women, 3,058 children. (Total persons: 15,219.) 3,708 wagons, 105,792 cattle, 5,477 horses, 2,190 mules, 48,495 sheep. (The *Missouri Republican*, having at hand the Fort Kearny record book in quoting these final figures, also stated: "Of this number, as we understand the register, 1,661 males, 761 females and 1,085 children were destined for Oregon—making 3,507.")

Ref: For May 20: *Missouri Republican*, St. Louis, June 9, 1853, or, *New York Daily Tribune*, June 3 and 17, 1853; for May 31: *Mo. Rep.*, June 21, 1853; for Agnes Stewart: *Oregon Historical Quarterly*, v. 29 (March, 1928), pp. 83, 84; for Celinda E. Hines: *Oregon Pioneer Association, Transactions of the Forty-Sixth Annual Reunion, 1918*; for June 4: *Weekly Missouri Statesman*, Columbia, June 24, 1853; for June 6: *Mo. Rep.*, June 22, 23, 1853; for July [4?]: *Mo. Rep.*, July 27, 1853; for July 5: *St. Joseph (Mo.) Gazette*, August 3, 1853; for August 15: *Mo. Rep.*, November 4, 1853. The *New York Daily Tribune* of August 1, 1853 (from the *Missouri Republican*), quoted a Fort Laramie letter, dated June 28, 1853, as follows: "Up to this time there has passed about 6,000 wagons, 23,000 persons, and 150,000 cattle. Owing to cool weather and rain, cattle have got along finely, but few lame, and those are sold to the swarm of buyers that line the road at exorbitant prices. We hear of no sickness, and I suppose there never were as many persons travelled the same distance who were so healthy. . . ." The *Tribune* of December 13, 1853, had news from Oregon as follows: "The overland immigration is nearly all in. From an account kept at 'U'ma'tilla,' by the Indian agent, it appears that the whole number of immigrants who have passed that point, is 6,449, of which 898 are wives, 1,408 sons, 1,513 daughters; leaving 2,630 men. . . ." The stock was given as: 9,077 oxen, 6,518 cows, 2,009 horses, 327 mules, 1,500 sheep; the wagons as numbering 1,269. The "comparatively few" immigrants on other routes, it was stated, would bring the total (for Oregon) to a little over 7,000 souls.

¶ May 20.—J. Soule Bowman and companions (about 12?) set out from Kansas City, Mo., for California, taking the route up the

Kansas valley. They crossed the river near Pottawatomie Baptist Mission (just west of present Topeka); reached Fort Kearny about June 7, and Fort Laramie on June 21(?); left Salt Lake City on July 29.

A San Francisco newspaper reported this party's successful journey "bringing in thirty-five fine horses and mules, without losing or laming an animal; and the entire company of men in good health. . . ." Bowman estimated the emigration to California at 25,000; and the Mormon emigration at under 10,000.

Ref: *Missouri Republican*, St. Louis, August 1, November 1, 1853; and *ibid.*, December 31, 1853, issue for item on Bowman's death on November 24 at San Francisco. He had made the journey west in 1852 as well as in 1853. See a mention of Bowman's 1853 trip in 33d Cong., 2d Sess., *H. Misc. Doc. No. 37* (Serial 807), p. 86.

¶ May.—California, or Oregon-bound traffic on the Santa Fe trail (across "Kansas," and up the Bent's Fort branch) was fairly heavy this month—as shown in the items below, quoted from the journal of G. Harris Heap (westbound with Beale's pack train party—see p. 27).

May 22 (when west of Turkey creek, and east of Walnut creek): "We had already overtaken and passed several large wagon and cattle trains from Texas and Arkansas, mostly bound to California. With them were many women and children. . . ."

(While camped at Walnut creek, Heap wrote: "This is the point at which emigrants to Oregon and California, from Texas and Arkansas, generally strike this road. They prefer the route which leads them through the South Pass—to the one on the Gila, or Cooke's route. . . ." But see *KHQ*, v. 31, pp. 298-300.)

May 27 (above Fort Atkinson): "We passed during the morning several large parties of emigrants for California with cattle. Their stock was in good condition, and travelled steadily at the rate of fifteen miles a day. Encamped near an emigrant train at noon. . . ."

May 28 (at Chouteau's Island in the Arkansas): "On the left shore, opposite to us, was a large emigrant train, whose cattle were in splendid condition. . . ."

May 29 (on up the Arkansas): "A wagon and cattle train of emigrants encamped near us [at noon]. . . . In the evening, we had a large company of emigrants on each side of us."

May 30 (near the Big Timbers): "We passed this morning two wagon and cattle trains for California via Great Salt Lake. Washington Trainor, of California, with a large number of cattle, and about 50 fine horses and mules, camped near us."

May 31 (after passing Bent's [old] Fort): "The adobe walls . . . were covered with written messages from parties who had already passed here to their friends in the rear; they all stated that their herds were in good condition, and progressing finely."

Ref: Heap (1854), *op. cit.*, pp. 19-25. Possibly among the trains above was a company from Frankfort, Ky. (headed by Joseph Davis—who died August 3 before reaching California), which was said to be driving cattle from Missouri and Arkansas.—*St. Joseph Gazette*, November 23, 1853.

€ May 24.—Maj. Marshall S. Howe, Second dragoons, some other officers (among them Maj. George A. H. Blake, Lt. Harvey A. Allen, 2d Lt. James W. Robinson, 2d Lt. Nathan G. Evans), and 10 privates, arrived at Fort Leavenworth on, or about, this day, from Santa Fe (left May 3).

As escort—Sgt. William McCleave and 13 Company K, First dragoons—had traveled with them from Fort Union, N. M., to Fort Atkinson (and perhaps farther east?). The military party was accompanied by traders Albert Smith, Gutierrez, and one or two El Paso and Chihuahua merchants.

On May 20, west of Cottonwood crossing, Beale's party (see p. 28) had met "Major [Daniel H.] Rucker, and Lieutenants Heath [Heth?] and [James W.] Robinson on their way from New Mexico to Fort Leavenworth."

Ref: *New York Daily Tribune*, May 28, June 3, July 15, 1853; *New York Daily Times*, June 9, 1853; *Missouri Republican*, St. Louis, June 21, July 6, 23, 1853; *Weekly Missouri Scotland*, Columbia, June 16, 1853; Fort Atkinson post returns, June, 1853 (microfilm in KHI, from National Archives); G. W. Heap, *op. cit.*, p. 89.

€ May 25.—The May "Salt Lake" mail party, headed by William Allison, reached Independence, Mo., having traveled out to Fort Laramie and back in 25 days—the quickest trip on record. They brought the first mail "entirely through" from Salt Lake since November, 1852.

(By report, the Salt Lake-Fort Laramie mail carrier had found his journey difficult, due to very deep snow in the mountains.)

Allison's party, en route east, had met the first emigrants within five miles of Fort Laramie, and "from that point" to Fort Kearny, had found the road "crowded with living beings."

Ref: *Missouri Republican*, St. Louis, June 9, 1853; *New York Daily Tribune*, May 28, June 3, 17, 1853; *New York Daily Times*, May 28, 1853; *Liberty (Mo.) Weekly Tribune*, June 3, 1853.

€ From late May till June 14 a general court-martial was in session at Fort Leavenworth. High-ranking officers attending included Bvt. Brig. Gen. Newman S. Clarke (Sixth military department head) and Bvt. Lt. Col. Braxton Bragg.

The trial of Maj. Marshall S. Howe, on "charges preferred against him by Lieutenants Pleasanton [Alfred S. Pleasanton], N. G. Evans and company, of the 2d dragoons," opened on June 4. The court-martial adjourned on June 14, with Howe's case incomplete (the defendant having insisted that officers then in New Mexico be called as witnesses). The *New York Herald* of July 18 stated it had learned "from authority" that Major Howe had been "fully acquitted" of all charges, "and this, too, without the court waiting for any defence on the part of the Major."

Ref: *Missouri Republican*, St. Louis, June 15, July 6, 23, 1853.

€ May 29.—The *Robert Campbell* (under charter to the American Fur Company) "came up [to St. Joseph, Mo.] and landed on the opposite side of the river, in Nebraska [i. e., in 'Kansas'], with a flag

flying from the mast, and floating beautifully in the breeze, with the name of P. Cho[u]teau on it, in large letters."

Carrying about 170(?) persons, and more than 300 tons of freight, this steamboat had left St. Louis May 21. Among the passengers: company agents Alexander Culbertson and John B. Sarpy, Alfred J. Vaughan (upper Missouri Indian agent), and Prof. Fielding B. Meek and Dr. Ferdinand V. Hayden (young scientists en route to the Bad Lands), Dr. John Evans and Dr. Benjamin F. Shumard (on a separate Bad Lands expedition), Lt. Andrew J. Donelson (corps of engineers) and party (Lt. John Mullan, First artillery, W. N. Graham, an astronomer, and six soldiers), en route to join Gov. Isaac I. Stevens' expedition; William Nicholas, Prince of Nassau, and his entourage (four persons).

The *Robert Campbell* went up the Missouri to 150 miles beyond the Yellowstone's mouth; and came downriver in July, bringing over 2,800 packs of robes, skins, and furs. On July 22 she passed St. Joseph, and stopped, briefly, at Parkville, Mo., to put ashore company agent James Kipp (resident of Platte county, Mo.); and on the 25th reached St. Louis.

Ref: St. Joseph (Mo.) *Gazette*, June 1, July 27, 1853; *New York Daily Tribune*, June 7, 1853 (from St. Louis *Intelligencer* of May 25); *Liberty* (Mo.) *Weekly Tribune*, July 29, 1853 (from Parkville [Mo.] *Industrial Luminary* of July 26); *Weekly Missouri Sentinel*, Columbia, Mo., August 4, 1853; *Missouri Republican*, St. Louis, July 26, November 17, 1853; John E. Sunder, *The Fur Trade on the Upper Missouri, 1840-1865* (c1965), pp. 151-155; 33d Cong., 1st Sess., Sen. Ex. Doc. No. 37 (Serial 698), p. 28; 33d Cong., 2d Sess., H. Misc. Doc. No. 37 (Serial 807), p. 82.

☞ May 30 (?)—MARRIED, at the Iowa, Sac & Fox Presbyterian Mission (in present Doniphan county), William Zook and Sarah Ann Waterman, by the Rev. William Hamilton.

Ref: Highland Presbyterian Church Records, 1843-1890 (microfilm in KHI). The "Register of marriages," gives the date as May 30 (a Monday). However, the "Minutes" of May 23, 1853, state that Miss Waterman was married to Zook on "Tuesday following this meeting [of the 23d]," and that the Zooks, Hamilton (and family), left for "Otoe & Omahaw Mission this day." The Hamiltons had been present Doniphan county residents since late December, 1837—see KHQ, v. 29, p. 80.

☞ June 1.—"Whitehead's Ferry  $4\frac{1}{2}$  miles above St. Joseph . . . on the Missouri river . . . on the nearest and best route from St. Joseph to the Iowa Mission, Fort Kearney . . . [etc.]," was advertised by proprietor James R. Whitehead (in the St. Joseph *Gazette*).

His notice stated that he had "two good Boats in good order," and could cross "from 5 to 700 head of Cattle per day." In the same *Gazette* issue was a card signed by Simoon Mattingly, Jno. Johnstone, and Jno. W. Martin, stating that they—"bound for California, via the Plains, having over 800 cattle, horses, wagons &c—recommend[ed] Whitehead's ferry. . . ."

Ref: St. Joseph *Gazette*, June 1, 1853; 33d Cong., 2d Sess., Sen. Ex. Doc. No. 69 (Serial 756), p. 187 (for item on Agent Daniel Vanderslice's payment, August 31, 1853, of \$3.95 to James R. Whitehead for "Ferryage").

☞ On, or around, June 1, Bvt. Maj. Robert H. Chilton and his Company B, First dragoons left Fort Leavenworth for soon-to-be-

abandoned Fort Atkinson, on the Arkansas. Accompanying them down the Santa Fe trail were "teams and citizen teamsters to transport the government property from the Arkansas to the new [military] camp [near the mouth of Walnut creek],"—as recollected by Percival G. Lowe, in his 1906-published *Five Years a Dragoon*.

On arriving at the Plum Buttes (in present Rice county), the dragoons came upon the bodies of three Mexicans. As Lowe described it: "One was still breathing, and blood was trickling from the scalped heads. Away down towards the Arkansas was a large Mexican train. The dead men belonged to it, and were hunting antelope in the hills when killed. Ponies and arms were gone. They were evidently completely surprised. After following the Indian trail a short distance it was completely obliterated by countless thousands of buffalo tracks. The Mexican train was corralled on the plain below . . . but they had corralled to let the herds of buffalo pass by, and had not seen any Indians." (Lowe stated that the dragoons' travel was nearly blocked by buffalo from Cow creek to Coon creek.)

See p. 44.

Ref: Percival G. Lowe, *Five Years a Dragoon* (1906), pp. 128, 129; *Missouri Republican*, St. Louis, June 15, 1853 (from Weston [Mo.] *Reporter* of June 2[?], or June 9[?]), which says the dragoons "left Fort Leavenworth on yesterday . . ."; or, see *KHQ*, v. 10, p. 203. D. C. Beam, in 1853 a Company B dragoon, in his reminiscences (see *Nebraska State Historical Society Transactions*, v. 3, p. 295) did not mention the Indian depredations described by Lowe, but told of an incident at Arkansas crossing that summer in which Plains Indians tried to rob a Mexican train. They were run off by the First dragoons. This occurred before the treaty of July 27.

¶ June 3.—From Westport, Mo., the overland-to-California cattle drive (and scientific expedition?) of an Italian—Count Leonetto Cipriani—got under way. His companions included Alexander Garbi, Giuseppe Del Grande, "Gosto" (a servant), Mornard (a Frenchman), and Herman Reinke. According to Cypriani's later-written account, there were 11 covered wagons (carrying more than 20,000 pounds of freight), one "omnibus," 24 hired hands, 500 cattle, 600 oxen, 60 horses, and 40 mules.

(A Kansas City, Mo., man reported that the count had "three secretaries and a draughtsman, one engineer, one mathematician, a physician, a number of servants and many wagons to carry provisions, instruments, etc."; and that "His surveys will comprehend 15 miles wide the whole distance.")

Traveling up the Kansas valley, Cypriani's company camped the night of June 12 "near a cold-water spring surrounded by giant oak trees . . . a veritable oasis" (near present Big Springs, Douglas county); crossed "Chonguinangii creek" (the Shunganunga) on the 13th; and on the 14th was delayed all day at the Kansas river (perhaps at "Topeka"?) by the crossing of a 30-wagon military convoy (Chilton's?—see preceding entry) from "Fort Lawrence" (Fort Leavenworth), which preempted the ferry. Cypriani's account says the ferry was a flat-bottom boat which could transport two wagons at a time (for \$2 per wagon, and 50 cents per horse).

On June 17 the count attended a special mass at St. Mary's Mission. His train reached the Big Blue ("Alcove Spring"—area crossing) on June 20; and by noon of June 21 the wagons, supplies, men, and animals were all safely across the river.

Count Cypriani reached California in October (after a journey by way of Salt Lake City). His wagons and cattle arrived a little later that month. It is said he realized "a moderate return on his investment."

Ref: *California and Overland Diaries of Count Leonetto Cipriani* . . . translated and edited by Ernest Falbo (Portland, Ore., c1962); *Weekly Missouri Sentinel*, Columbia, Mo., May 26, 1853 (from the *St. Louis Democrat*); G. H. Heap (1854), *op. cit.*, p. 11, said he met the count at Westport; and that his party "consisted of eleven persons of education and science, and an escort of mountain men; and his outfit was in every respect well appointed and complete."

€ June.—Headed by "Colonel Lander, of Kentucky," a California-bound company of 17 persons, driving with them a herd of 725 fine cattle, crossed "Kansas," after a journey northward from southern "Oklahoma."

Asst. Surg. Rodney Glisan, at Fort Arbuckle, "Okla.," wrote that Lander's party "passed through this place" on June 1; and that having "left the States in a hurry, without even supplying themselves with subsistence or clothing," the post commissary "issued them sufficient provisions to last to Fort Atkinson [on the Arkansas, in Kansas]; where they anticipate replenishing their stock for the entire trip." Glisan also stated: "The route they contemplate traveling is west of north, until striking the Santa Fe, or Independence road, at Fort Atkinson."

Ref: Rodney Glisan, *Journal of Army Life* (San Francisco, 1874), p. 116.

€ In mid-June (?) a party of travelers which included Maj. Francis A. Cunningham (army paymaster), Charles S. Rumley (marshal of N. M. territory), Lt. Charles Griffin, Second artillery, 2d Lt. Louis H. Marshall, Third infantry, and "Lt. Bell [2d Lt. David Bell?]," left the States; and reached Santa Fe prior to July 16.

Ref: *New York Daily Tribune*, August 25, 1853 (from *Santa Fe Gazette*, via the *New Orleans Picayune* of August 18). Bell may have been Bvt. 2d Lt. George Bell, Fourth artillery.

€ Between June 16 and 29 the *Bluff City* (John McCloy, captain) made an unusually fast run from St. Louis to Council Bluffs, Ia., and back. It was stated that she not only made the round trip in 13 days (including all lost time), but also "laid by" 36 hours at the Bluffs. (She left there on June 25.)

The *Bluff City* brought to St. Louis "several packages of gold and silver in the hands of a party of Santa Fe traders who came down on board."

Ref: *Missouri Republican*, St. Louis, June 30, 1853. Earlier in June when the *Bluff City* had made the same trip in "one day less than two weeks," the *Republican* (June 11 issue) had stated that 20 days was considered "very quick" for that round-trip voyage. This steamboat burned at St. Louis on July 25.—*Ibid.*, July 26, 1853.

€ June-July.—From Fort Leavenworth, on June 17, General Garland's New Mexico-bound command, temporarily in charge of Capt.

Nathaniel C. McRea, Third infantry, set out for Council Grove. In this large cavalcade were more than 200 troops (mostly recruits), over 50 wagons, and a large number of horses.

According to the Weston (Mo.) *Reporter* the troops numbered 212 (125 dragoons; 87 artillerymen). Listed as making this trip were: Bvt. Maj. Oliver L. Shepherd, Bvt. Capt. William B. Johns, Lt. Henry B. Schroeder, Lt. William D. Smith, Asst. Surg. David C. DeLeon, 2d Lt. Horace F. DeLano, Bvt. 2d Lt. Matthew L. Davis, Bvt. 2d Lt. Charles H. Rundell, Bvt. 2d Lt. Alexander M. McCook. (Captain McRea's family accompanied him. Probably other families were along.)

On June 23 Bvt. Brig. Gen. John Garland (assigned to New Mexico as head of the Ninth Military dept.) left Fort Leavenworth (he had arrived on the 18th) for Council Grove. He was accompanied by Bvt. Maj. William A. Nichols, AAG; and perhaps by Maj. Cary H. Fry, army paymaster. (Fry did make the trip; and it was reported Garland had in charge \$300,000 in coins.)

Before June 25 a small party of civilians (with carriages and wagons) reached Council Grove, from Westport, Mo., to join the military command. It was composed of New Mexico territory's newly appointed governor—David Meriwether, the new chief justice—James J. Davenport, new Indian agents Edmund A. Graves and James M. Smith, Meriwether's son Raymond, a Doctor Jacobs, of Kentucky, and some employees.

On June 26 Col. Joseph K. F. Mansfield, inspector general, left Fort Leavenworth (where he had arrived on the 25th) to overtake General Garland. (2d Lt. Eugene A. Carr, and some Mounted riflemen, served as escort.)

About July 1(?) General Garland and his command got under way for New Mexico from the Council Grove encampment. (Beckwith's exploring party—see p. 42—reaching Council Grove on June 30 found Garland's company, and the civilian party, there.)

On July 9 (having just arrived at Walnut creek) Lieutenant Beckwith wrote: "General Garland's command passed our camp at 11 o'clock, all in fine health; and we also parted here with Governor Meriwether and his party, in equally fine condition."

Garland must have passed Fort Atkinson about July 15; and it was perhaps on the 16th(?), near one of the Arkansas crossings, that the approach of his cavalcade put to flight a party of Kiowas intent on searching McCarty's merchant train for two young Mexican girls who had escaped from them. McCarty had given the girls refuge, and was determined to keep the Indians at bay. Except for the timely arrival of the troops a fight probably would have occurred.

Notably, Garland's command did not take the Cimarron route, but followed Aubry's route—continuing up the Arkansas to present Kearny county before crossing the river (on July 20). The general reached Fort Union, N. M., on August 2, and Santa Fe on August 7. Governor Meriwether arrived in Santa Fe on August 8; and was inaugurated the same day.

Ref: *Missouri Republican*, St. Louis, May 22, 30, June 13, 15, July 6, September 27, 1853; *New York Daily Tribune*, July 15, August 25, 1853; *Missouri Statesman*, Columbia, June 10, 1853; *Liberty* (Mo.) *Weekly Tribune*, June 3, 1853; *Alton* (Ill.) *Telegraph*, June 14, 1853; *New Mexico Historical Review*, v. 39 (October, 1964), pp. 284, 285; William W. H. Davis' *El Gringo; or New Mexico and Her People* (New York, 1857), pp. 249, 250; 33d Cong., 2d Sess., Sen. Ex. Doc. No. 78 (Serial 758), pp. 20-22 (for Beckwith); David

*Meriwether, My Life in the Mountains and on the Plains*, edited by R. A. Griffen (Norman, Okla., c1965), pp. 141-156; Chris Emmett's *Fort Union and the Winning of the Southwest* (Norman, Okla., c1965), p. 154. Emmett names these officers as accompanying Garland: Maj. Electus Backus, Lt. William D. Smith, Capt. Langdon C. Easton, Asst. Surg. David C. DeLeon, and Captain "McPat" (McInae). Backus and Easton are not on the *Weston Reporter* list.

€ June 18.—From Westport, Mo., California-bound Charles W. McClanahan and partner "Mr. Crockett," with "a large number of sheep and some cows," set out to follow the Santa Fe trail, and the path of Gunnison's expedition. (Originally, these Virginians had taken their stock—purchased in Illinois and Missouri—to St. Joseph, Mo., for a start from that point.)

McClanahan's letter (written from Fort Massachusetts ["Colo.," August 28) told of cotravelers—"the two Mr. Ross's [brothers], of Iowa, with their families" (whom he had met at Westport), and "the two Mr. Burwells [brothers] of Franklin City, Virginia, with a large number of cattle" (whom he had met on the trail a few days out). It was reported by mountain man Dick Wootton (in an October 22 letter) that this McClanahan-headed train had "2,000 sheep, and from 3 to 400 head of cattle."

At Willow Springs, the night of June 26, "Mr. Ross" lost five horses (stampeded); and above Fort Atkinson, on the Arkansas, a "similar misfortune" resulted in the loss of several more riding animals, by some of the party.

Ref: 33d Cong., 2d Sess., Sen. Ex. Doc. No. 78 (Serial 758), pp. 13, 20, 68 (for mention of these travelers in Beckwith's report of the Gunnison expedition); G. H. Heap (1857), *op. cit.*, pp. 265-272 (for McClanahan, Wootton, etc.). The *Missouri Republican*, St. Louis, November 12, 1853, reprinted the McClanahan letter (from the *National Intelligencer*, Washington).

€ June-July.—"Mr. Carrol Hughes" (Francis Carroll Hughes, of Platte [?] county, Mo.), while "stationed" at Independence Rock in late June and early July, saw the following Missouri trains pass. (All, or almost all?—had crossed "Kansas" by one branch or another of the Oregon-California trail.)

June 21.—Hudspeth's train from Jackson county. (See p. 26.) "J." Hudspeth had been very sick, but was "nearly well." The stock were "all in fine order."

June 24.—Perry & Young's train. (They had lost "some few" cattle.) L. Younger's train, from Clay county. David James' train from Buchanan county.

June 26.—Dorris of Platte [county] with a large drove of cattle "all in good order."

June 27.—Andy Hughes from Caldwell county, "getting along fine."

On July 4 a big celebration was held at Independence Rock. Many emigrants had driven hard to get there for the Fourth. The Declaration of Independence was read; and an oration delivered.

July 5.—Peter Lovell and Mr. Davis of St. Joseph passed.

In mid-July Hughes began the journey back to Missouri. On the way he met the following trains:

July 14.—At the bridge over the North Fork of the Platte, Coleman Younger and family, and Drury Malone, "getting along well."

July 18(?).—At a place not recollected, Rucker & Hopkins from Boone county. (The *St. Joseph Gazette* of June 22, 1853, had stated: "Messrs. Rucker & Hopkins, of Boone Co. Mo. passed here yesterday, with 4,000 sheep for California.")

July 27.—At Big Sandy, "D. McDonald" (Duncan Macdonell), of Weston, Harvey Jones, A. J. Morrow and Mr. Tiernan of St. Joseph. (See p. 56.)

July (28? or 29?).—At Vermillion, McDonald's (Macdonell's) train, in charge of Brown, "all in good order."

Ref: *St. Joseph (Mo.) Gazette*, August 3, 1853. For Francis C. Hughes see *KHQ*, v. 32, p. 214.

¶ June-July.—With a large wagon train of Indian goods, Agent Thomas Fitzpatrick (under commission this year to negotiate treaties with Plains tribes) set out from Kansas, Mo., on June 20 to travel the Santa Fe trail. (At Bull creek on June 25, Captain Gunnison's party met and talked with Fitzpatrick and William Bent.) Two young St. Louis men—B. Gratz Brown and George M. Alexander—traveled with Fitzpatrick.

On delayed arrival (July 25?) at Fort Atkinson, Fitzpatrick found the greater part of the Comanche and Kiowa nations assembled "a short distance above the fort, and also a large number of Apaches near by. Others were daily arriving. . . ."

See, also, July 27 entry.

Ref: *Comm'r of Indian affairs, Report, 1853* (Fitzpatrick's report, therein); *Weekly St. Louis Intelligencer*, June 28, 1853; *Missouri Republican*, St. Louis, August 9, 16, 1853; *St. Joseph (Mo.) Gazette*, August 31, 1853; 33d Cong., 2d Sess., *Sen. Ex. Doc. No. 78* (Serial 758), p. 13 (for Gunnison).

¶ June 21.—Stage passengers arriving at Independence, Mo., with the June mail from Santa Fe included John Greiner (late secretary of New Mexico territory), and "Mr. [W. T.] Dalton, a merchant of Santa Fe."

Ref: *Weekly St. Louis Intelligencer*, June 28, 1853; *New York Daily Tribune*, July 2, 9, 1853. Greiner reached St. Louis June 23—*Missouri Republican*, St. Louis, June 24, 1853. "W. T. Dalton," of Santa Fe, is mentioned in James S. Calhoun's *Official Correspondence* . . . (1915).

¶ June 23.—Heading for the Santa Fe trail, Capt. John W. Gunnison's expedition (which would make explorations and surveys for a Pacific railroad route near the 38th and 39th parallels) got under way from a camp about five miles west of the Missouri border ("in the midst of the various Shawnee missions," and "in a fine grove near a spring"), where the party had been organizing since mid-June.

Captain Gunnison (U. S. topographical engineers) had as chief assistant Lt. Edward G. Beckwith, Third artillery. His "scientific party" was composed of Richard H. Kern (topographer and artist), Sheppard Homans (astronomer), Dr. Jacob H. Schiel (geologist and surgeon), Frederick Creutzfeldt (botanist), and James A. Snyder (asst. topographer). Charles Taplin (wagonmaster) headed the teamsters; and there were other employees. Bvt. Capt. Robert M. Morris, 2d Lt. Laurence S. Baker, and some 30 Mounted riflemen (who had come from Fort Leavenworth June 20) made up the escort. The expedition force totaled around 60 men; and in the train were 16 mule-drawn wagons (three teams per wagon), an instrument carriage, and an ambulance.

On June 26, from a camp on Bull creek (present Johnson county), Lieutenant Beckwith, most of the party, and the wagon train, continued down the Santa Fe trail—to go as far as Walnut creek, where Gunnison's detachment would rejoin them. (Beckwith's command reached the rendezvous on July 9.)

Capt. John W. Gunnison, accompanied by Kern, Homans, Captain Morris, some Mounted riflemen, a teamster, and a packer—a party of 16, in all—set out on June 26 for Wakarusa, en route to the upper Kansas. They had one light horse-drawn vehicle. Their June 26 camp was on the Wakarusa (and on the Oregon-California trail). Gunnison's notes for June 27 included comment on the conspicuous landmark "Wahkarrussi [Blue] mound," the "wooded dell, called Coon Point," the 21-mile march from Coon Point to "Big spring" ("situated in a hollow, and there are several small jets from the bank"). On the 28th, his party "steered . . . towards a hill [now called Burnett's mound] fifteen miles from camp, and made, opposite to it, [Thomas N.] Stinson's trading-house, on Shunga Munga creek." ("Here," wrote Gunnison, "the road to California branches off to the middle ferry, which is three miles to the north-west.") They camped that night on a branch of Mission creek.

After a 7½-mile ride on June 29, they came to Union Town ("a street of a dozen houses"). At this point Gunnison's party left the thoroughfare, to continue up the south side of the Kansas—starting out by way of a trail. Three Delaware Indians (John Moses, guide; Wahhone, hunter; James Sanders, interpreter), hired earlier, joined them this day. Traveling on the upland, and sometimes far away from the Kansas river, Gunnison and his companions came, on July 2, to a high point where the distant new military post (Fort Riley) could be seen.

On July 3 the party crossed "Mahungasa [Clarke's—now Clarks] creek" ("100 feet wide and 3 deep, with a swift current"). "It is rightly named Big Stone," wrote Gunnison, "for at the ford we found

its bed covered with boulders." Two and a half miles beyond, they arrived on the bluff opposite the fort.

On the Fourth of July, about noon, Gunnison's party got across the Kansas river. (The horses swam the stream. The light vehicle upset as it was being floated over on an "India Rubber ponton.") Their stop at Fort Riley was brief. The same day they resumed the march—crossing the "Pawnee" (Republican) via a ferry. That night their camp was at a spring between the Republican and Smoky Hill.

Of his travels from June 26 to July 12, Captain Gunnison later (August 22) wrote: "I followed the Kansas River valley to the new fort (Riley) on Pawnee river, and crossing, took a very level and direct route on the northerly side; crossed the Nepecholla (Solomon's fork) and Saline rivers by ferrying on rafts of logs, as they were swollen by recent rains; and then, cutting off the southern bend of the Kansas at the Smoky Hill, passed in the same direction to the Walnut creek . . . [where the main expedition party was waiting]."

After the July 12 reunion at Walnut creek, Gunnison's expedition continued westward on the Santa Fe trail, on the 13th; reached (and camped a mile west of) Fort Atkinson on July 16. Beckwith's journal says 280 lodges of Comanches were along the Arkansas nearby; and that on the river's southern bank, "the old men and the women and children of the Kioways were encamped." (The warriors had gone to fight Pawnees.) Shaved Head (principal chief of the Comanches) came to visit Captain Gunnison. They had a smoke and talk.

On July 19 the Gunnison expedition left Fort Atkinson to continue up the Arkansas. Their route, subsequently, was much the same as that traveled by E. F. Beale earlier in the year (see p. 27). Three months after leaving "Kansas," while the party was again divided, Captain Gunnison, Richard Kern, Frederick Creutzfeldt, William Potter (guide), John Bellins (employee), and three Mounted riflemen were massacred (October 26) by a band of Indians, on the Sevier river in Utah.

Ref: 33d Cong., 2d Sess., *Senate Ex. Doc. No. 78* (Serial 758); Jacob H. Schiel, *Journey Through the Rocky Mountains* . . . (Norman, Okla., c1959); Nollie Mumey, *John Williams Gunnison* . . . (Denver, 1955); Heap (1957), *op. cit.*, p. 303, Kern, Creutzfeldt, and Taplin had been with Fremont on his expedition of 1845; and Taplin on the 1845 trip, also. Two young St. Louis men—George Collier, Jr., and Ben. O'Fallon—apparently traveled in company with the Gunnison expedition for several weeks on the Santa Fe trail, leaving it at Fort Atkinson. (See Beckwith's July 19 journal entry, p. 26 of *Sen. Ex. Doc. No. 78* cited above.)

¶ June 25.—William Allison with the June Salt Lake mail reached Independence, Mo., having again made the trip to Fort Laramie and back in 25 days (see p. 35).

Ref: *Missouri Republican*, St. Louis, July 11, 1853; or, *St. Joseph (Mo.) Gazette*, July 13, 1853.

¶ June-September.—These were some events at (or relating to) Fort Atkinson, on the Arkansas, during the last four months of its existence:

*June 24.*—Bvt. Maj. Robert H. Chilton and Company B, First dragoons, arrived from Fort Leavenworth. (See p. 36.)

*June 25.*—Chilton assumed command of the post. Subsequently, Bvt. Maj. Edward Johnson and Company D, Sixth infantry, departed for the new military camp site on Walnut creek (near present Great Bend). (Orders had been received at Fort Atkinson in mid-May directing that the post be removed to Walnut creek.)

*July 15(?)*.—Bvt. Brig. Gen. John Garland's command passed Fort Atkinson on, or about, this day. (See p. 38.)

*July 16.*—Capt John W. Gunnison's expedition (see p. 41) arrived at the post; camped a mile above; departed on July 19 for the upper Arkansas.

*July 25.*—Sixth military department Special Order of June 28 was received at Fort Atkinson. It directed that all operations at Walnut creek be suspended.

*July 25(?)*.—Agent Thomas Fitzpatrick arrived at the post with a wagon train of Indian supplies and presents. (See p. 41.)

*July 26-27.*—Fitzpatrick counceled with leaders of the Comanches, Kiowas, and Plains Apaches on the 26th; and on the 27th a peace-and-friendship treaty was negotiated. (See p. 48.)

*July 28(?)*.—Distribution of presents was made by Agent Fitzpatrick to the Plains tribes, at a site two miles above the fort. (By the end of July the Indians had moved south of the Arkansas.)

*August 4.*—Bvt. Maj. Edward Johnson and Company D, Sixth infantry, returned to Fort Atkinson from Walnut creek.

*August 6.*—Bvt. Maj. Robert H. Chilton and Company B, First dragoons, set out on patrol of the Santa Fe road west of Fort Atkinson.

*August 14.*—Special Order No. 44 (dated July 29), from the Sixth military department, was received at the post. It directed that troops be removed from Fort Atkinson to Fort Riley. Also, there were instructions for the removal of public property to the new post on the upper Kansas river; and for Company D, Sixth infantry to remain at Fort Atkinson till mid-September.

*August 22.*—The U. S. post office at Fort Atkinson (established November 11, 1851—see *KHQ*, v. 32, p. 272) was discontinued; and, according to post office department records, reestablished at Walnut creek (with Samuel G. Mason postmaster, as before).

*August 30.*—At Fort Leavenworth, Russell, Waddell & Co., contracted to transport 65,000 pounds of military stores from Fort Atkinson to Fort Riley (for \$7 per 100 pounds).

*September 22.*—Fort Atkinson was abandoned. Johnson, and Company D, Sixth infantry, departed for Fort Riley; arrived there October 10.

*October 1.*—Returning from Santa Fe trail patrol (west of the post), Chilton and Company B, First dragoons, bound for Fort Leavenworth, left the Fort Atkinson area. Sgt. P. G. Lowe, stated (at a later time) that there remained "only heaps of broken sod leveled to the ground, so that from it the Indians could not ambush mail carriers . . . [and other travelers]."

*October 17.*—Trader William F. Dyer, arriving at Independence, Mo., from

Fort Atkinson, reported that post "entirely abandoned, every thing having been removed to Fort Riley."

Ref: Fort Atkinson post returns (microfilm in KHI, from National Archives); "Fort Atkinson" (1 p.), in KHI library (in "Kansas History Pamphlets," v. 3, pt. 2); Lowe, *op. cit.*, pp. 128-137; *Weekly Missouri Statesman*, Columbia, Mo., October 21, 1853 (for Dyer); 33d Cong., 1st Sess., Sen. Ex. Doc. No. 37 (Serial 698), p. 53; R. W. Baughman, *Kansas Post Offices* (Topeka, c1961), pp. 45, 135. Post office department records apparently show that the Walnut Creek post office was not discontinued till September 22, 1855! Except for the month of July, 1853, there was no military camp at Walnut creek during the 1853-1855 period. Was the post office discontinued, rather, on September 22, 1853—the date of Fort Atkinson's abandonment?

¶ June 27.—Maj. Sackfield Maclin (paymaster), accompanied by Bvt. 1st Lt. George H. Gordon and 10 Mounted riflemen, left Fort Leavenworth for Forts Kearny and Laramie.

The Weston (Mo.) *Reporter* of June 30 also stated that Capt. Michael E. Vanburen and two companies of Mounted riflemen were to "leave for the Plains" (from Fort Leavenworth), "in a few days, to protect the emigrants."

(Around October 6, on the Little Blue, a westbound traveler "met the company of Riflemen under Capt. Van Buren, returning after a tour of duty in the upper country.")

Ref: *New York Daily Tribune*, July 15, 1853 (from *Missouri Republican*, St. Louis, July 6; and originally from the *Weston Reporter* of June 30); *Missouri Republican*, November 7, 1853.

¶ June (?).—At Weston, Mo., a third edition, revised and enlarged, of the Rev. Leander Ker's *Slavery Consistent With Christianity*—a 36-page "lecture," described by its author as "a public defence of the Institution of Slavery on the word of God"—was printed by "Finch & O'Gorman, Reporter Office."

Ker (native of Pennsylvania; chaplain at Fort Leavenworth, 1842-1859—see *KHQ*, v. 29, p. 446) dated his seven-page revised preface to this edition: "Fort Leavenworth, June, 1853." His introduction included "a Notice of the 'Uncle Tom's Cabin' Movement in England."

Ref: A verifax copy of Ker's pamphlet, courtesy of David C. Skaggs, Bowling Green State University, Bowling Green, Ohio. The Library of Congress has copies of all three editions (Baltimore, Md., 1840; Jefferson City, Mo., 1842; Weston, Mo., 1853) of Ker's pamphlet. Apparently few others are extant. For more on Chaplain Ker's career see Professor Skaggs' "Military Contributions to the Development of Territorial Kansas" (unpublished M. A. thesis, University of Kansas, 1960), pp. 108-111.

¶ July-December.—Licenses (new and renewal) to trade with Indians in "Kansas," as granted by agents of the Central Superintendency, St. Louis, were:

Traders	Indians	Issued by	Rec'd at St. Louis
Samuel M. Cornatzer	Shawnees	B. F. Robinson	July
James R. Whitehead	Kickapoos, Iowas, Sacs & Foxes (of the Missouri)	Daniel Vanderslice	July
John W. Robinson	Pottawatomies	J. W. Whitfield	August
Moses H. Scott	Pottawatomies	J. W. Whitfield	August

Emanuel Mosier	Pottawatomies	J. W. Whitfield	August
Benjamin Harding	Kickapoos, Iowas, Sacs & Foxes (of the Missouri)	Daniel Vanderslice	September
Simpson, Glenn & Co.	Miamis	A. M. Coffey	September
Harker S. Randall	Sacs & Foxes	B. A. James	September
Robert Wilson	Kickapoos	Daniel Vanderslice	October
E. G. Booth	Pottawatomies	J. W. Whitfield	October
James F. Forman	Kickapoos	Daniel Vanderslice	December
(David) Waldo & (Jacob) Hall	Kansa	J. W. Whitfield	December
Walker, Northrup & Chick	Pottawatomies	J. W. Whitfield	December
S. P. & W. H. Keller	Pottawatomies	J. W. Whitfield	December
R. L. McGhee	Pottawatomies	J. W. Whitfield	December
Hayden D. McMeekin	Pottawatomies	J. W. Whitfield	December

Ref: SIA, St. Louis, "Records," v. 9, typed copy, pp. 751, 757, 770, 778, 779, 781, 782, 784, 786, 790, 805-807; and *ibid.*, p. 853 for (1) G. W. Smith as clerk for James R. Whitehead, (2) Jackson Withrow as laborer for Whitehead, (3) M. P. Rively as clerk for Robert Wilson. In a December 6, 1853, letter, Agent Vanderslice noted that James F. Forman's trading post was on the Missouri about two miles above Independence creek; and that "Pomonaux" (Paschal Pensineau, presumably) was his interpreter.—OIA, Letters received from Great Nemaha Agency (National Archives Microcopy 234, Roll 308).

☞ July 1.—The mail parties for Salt Lake and Santa Fe left Independence, Mo. "Captain [James] Hutton" was a passenger in the Santa Fe-bound stage.

Ref: St. Joseph (Mo.) *Gazette*, July 13, 1853, or *Missouri Republican*, St. Louis, July 11, 1853—both from the *Occidental Messenger*, Independence, Mo. For James Hutton see September 19, 1853, annals entry.

☞ July 20.—Stage passengers arriving at Independence, Mo., with the July mail from Santa Fe were trader James J. Webb (of Messervy & Webb), Bvt. Maj. William H. Gordon, Third infantry, and "Mr. Wells."

Except for "muddy roads and mosquitoes" the trip had been a pleasant one. Met on the trail were a number of trains "bound for Old and New Mexico," getting along "very well." Overtaken at Cottonwood Fork: Colonel Sumner's party. (See next entry).

Ref: *Missouri Republican*, St. Louis, July 22, 1853; *Liberty (Mo.) Weekly Tribune*, July 29, 1853; *New York Daily Tribune*, August 1, 1853.

☞ Around July 24(?) Bvt. Col. Edwin V. Sumner, First dragoons (recently military commandant in New Mexico), and party, reached the States after a journey overland from Santa Fe (left June 30). Bvt. Maj. Peter V. Hagner, ordnance officer, Bvt. Maj. William W. Morris, Fourth artillery, his wife, and Lt. Joseph N. G. Whistler, Third infantry were in company; as were, also, some 20 or 30 discharged soldiers.

The night of July 12 Sumner's party had arrived at Walnut creek—where Bvt. Maj. Edward Johnson and his Sixth infantry troops were encamped (see p. 44); and where, as it happened, the reunited Gunnison expedition party (see p. 43) was also in camp.

Ref: *New York Daily Tribune*, August 1, 1853 (from *St. Louis Intelligencer*); Emmett, *op. cit.*, p. 154; 33d Cong., 2d Sess., *Senate Ex. Doc. No. 78* (Serial 760), p. 19.

¶ July 24.—A "big Indian fight" took place about 60 miles southwest of Fort Kearny (or, "50 miles beyond the Caw [Kansas] river"). The Cheyennes and their cohorts (over 1,000 in number) lost; a smaller force of Pawnees and allies (possibly 800?) won.

The Pawnees' account (as related by a Fort Kearny man) was that they (some 400 warriors, and their families) had collected together for the summer hunt. In the vicinity were about 30 Iowas, 85 Otoes, and 40 Pottawatomies, also hunting buffalo. An enemy force composed of "Arapahoes, Cheyennes, Comanches, Kiowas and a few Sioux" attacked the Pawnees while their friends were absent. The battle took place "in front of a ravine (in which were the Pawnee women and children)." They fought "from early morn till about 4 p. m.," when their "allies" came up. The Pottawatomies (armed with rifles) then took over, and routed the Cheyenne force "before dark." The Pawnees brought in 25 scalps; claimed to have killed "many more" of the enemy, and 170 horses. (They captured a number of horses, also.) Their own admitted losses: two men, two women, and two boys killed; one warrior taken prisoner; a number severely wounded.

Agent Whitfield reported the Pottawatomies had brought in some 20 to 30 scalps; and that they "lost in killed and wounded some four or five." Except for the timely aid of the Pottawatomies, the Pawnees would have been wiped out.

Trader John Sibille, who had information "from both sides," figured the killed and wounded as about 150 for the Cheyennes and allies, and about 30 for the Pawnees and their friends. The Pottawatomies' rifles had turned the tide of battle.

Still another account said that "Sacs and Pottawatomies" came to the Pawnees' rescue; that one Iowa, one Otoe, 13 Pawnee warriors and several women and children had been killed; also, four Iowas, 10 Otoes, two Sacs, four Pottawatomies, and about 20 Pawnees had been wounded, and several of the wounded later had died. From Fort Laramie came a report (confirmed "very nearly" by the Cheyennes) that of the attacking force 17 Cheyennes, five Arapahoes, two Kiowas, and 170 horses, had been killed.

Ref: *Missouri Republican*, St. Louis, August 12, 14, September 14, 1853; *New York Daily Tribune*, August 22, November 14, December 9, 1853; *Liberty (Mo.) Weekly Tribune*, August 12, September 3, 1853; *St. Joseph (Mo.) Gazette*, August 31, 1853; *Comm'n of Indian Affairs, Report*, 1853 (Whitfield's report, therein); *The Dial* (St. Mary's College), St. Marys, v. 3 (April, 1892), p. 121; *Mid-America*, Chicago, v. 36 (October, 1954), p. 240; *Nebraska State Historical Society, Transactions*, Lincoln, v. 3, p. 294.

¶ July 26.—At Parkville, Mo. (on the Missouri, 10 miles above the Kansas river's mouth), the first issue of the weekly *Industrial Luminary* was published by "Park and Cundiff." ("Park" was George S. Park, town founder.)

Ref: *St. Joseph (Mo.) Gazette*, August 3, 1853; *W. M. Paxton's Annals of Platte County, Missouri* . . . (1897), p. 171.

€ July 26.—At the Wyandots' Council House (in present Kansas City, Kan.) a convention of "citizens of Nebraska Territory" was held. A "large collection" of the "habitans of Nebraska" attended.

(The published notice, or invitation, to attend, dated June 30, was signed by Samuel Priestly, E. B. Hand, and Isalah P. Walker of Wyandotte precinct; W[illiam] P. Burney, M[oses] L. Grinter, and James Findlay, of Delaware precinct; W. F. Dyer, of Kickapoo precinct. According to Findlay, 150 copies of the notice were printed and sent to "central points" in the territory.)

Abelard Guthrie called the meeting to order; W. P. Burney was appointed president; William Walker, secretary; James Findlay, W. F. Dyer, and Silas Armstrong a committee to draft resolutions. Addresses were made by Missourians W. Claude Jones, Independence, and W. J. Patterson, Parkville.

A majority of those present resolved to elect a "Nebraska Territory" provisional governor, secretary, and a council-and-committee of three; and to nominate a delegate to the 33d Congress. Indian agent John W. Whitfield spoke for the minority opposition—those in attendance who "thought this convention premature," and believed "that treaties with the Indians should precede territorial organization." The Rev. Thomas Johnson spoke in an attempt to "appease the opposition."

Elected were: William Walker (a Wyandot) as provisional governor (over Robert Kinzie); George I. Clark (a Wyandot) as provisional secretary (after W. F. Dyer declined); Matthew R. Walker (a Wyandot), Robert C. Miller, and Isaac Mund(a)y as the council-committee. Nominated for delegate to congress was Abelard Guthrie (see *KHQ*, v. 32, p. 494). (Thomas Johnson declined to be a nominee.)

On August 1 William Walker issued the proclamation for an election of a delegate to congress, to be held on the second Tuesday in October.

See, also, September 20, and October 11, annals entries.

Ref: *St. Joseph (Mo.) Gazette*, July 27, August 10, 1853; *Liberty (Mo.) Weekly Tribune*, August 5, 1853; *Missouri Republican*, St. Louis, August 5, 8, 1853; William Walker's diary, loc. cit., July 25, 26, 28, August 1, 1853.

€ July 27.—At Fort Atkinson (west of present Dodge City), a peace-and-friendship treaty was concluded between the Comanches, Kiowas, and Plains Apaches, and the United States (Thomas Fitzpatrick, U. S. commissioner). Article 6 provided for a 10-year annual payment of \$18,000 (in goods, provisions, etc.) to the Indians.

Five chiefs (and 11 head men) signed the treaty: Wulea-boo (*Shaved Head*), Comanche; Ka-na-re-tah (*One that Rides the*

In the year preceding organization of Kansas and Nebraska territories the Indians held reserves as shown on Capt. Seth Eastman's map of 1853. Reproduced from Henry R. Schoolcraft's Archives of Aboriginal Knowledge.

*Clouds*), Southern Comanche; To-hau-sen (*Little Mountain*), Kiowa; Si-tank-ki (*Sitting Bear*), Kiowa war chief; Si-tah-le (*Poor Wolf*), Apache. Signing for the United States: Thomas Fitzpatrick, B. Gratz Brown (secretary), Bvt. Maj. Robert H. Chilton, First dragoons, B. T. Moylero; and as witnesses: B. B. Dayton, George M. Alexander, T. Polk, and George Collier, Jr.

It was reported the Indians "numbered 5 or 6,000," and that they were growing impatient before late-arriving Thomas Fitzpatrick reached the post on July 25(?) with the wagon train of supplies and presents. The councils began on July 26; and despite the difficulties which had to be surmounted (the "distant and suspicious bearing of the chiefs"; the lack of an interpreter who "understood their intricate languages"; the fact there was no one present "in whom mutual confidence could be reposed"; the inadequacies of the "sign language" for "matters of so much importance and delicacy"), agreement was reached next day.

It was ex-dragon Percival G. Lowe's recollection, 50 years after the event, that 30,000(!) Indians were present. He wrote: ". . . The big ox train came in, the wily [Plains] Apaches . . . the Kiowas and Comanches having assembled in full force, the goods were unloaded, boxes and bales opened, the nabobs of the tribes decorated in brilliant uniforms, medals and certificates issued, goods parceled out, winding up with plenty to eat, feasting, sham battles, etc. The Apaches were off their home ground and anxious to return, Major Fitzpatrick seemed equally anxious to have the job over with and kept his little working force and a couple of clerks pushing things. The long drawn out dignity of the Horse Creek [Fort Laramie] treaty [of 1851] was lacking. . . ." (Elsewhere, Lowe stated that the distribution of presents was made at a site two miles above Fort Atkinson.)

By the end of July the Indians had moved south of the Arkansas, leaving the Santa Fe trail clear. Agent Fitzpatrick set out for Fort Laramie on August 2.

Ref: Comm'r of Indian affairs, *Report*, 1853 (Fitzpatrick's November 19 report, therein); C. J. Kappler, comp., *Indian Affairs, Laws and Treaties* (1904), v. 2, pp. 600-602; *Missouri Republican*, St. Louis, August 9, 16, 1853; KHC, v. 4, pp. 365, 366; Lowe, op. cit., pp. 131-135. In F. W. Hodge's *Handbook of American Indians* . . . (Washington, 1907), v. 1, pp. 394, 395, is an article on "Dohasan" ("little bluff"), whose name appears above as "To-hau-sen (Little Mountain)." It is stated that he was "the greatest chief in the history of the Kiowa tribe"; and "ruled over the whole tribe from 1833 until his death on Cimarron river in 1866." Artist George Catlin painted his portrait in 1834—and called him "Teh-toot-sah." In Lowe, op. cit., p. 131 is a description of the Kiowa war chief Satank (or, Sitank), whom he mistakenly called "Satanta."

¶ August.—About 80 Mormons from the vicinity of Galveston, Tex., crossed "Kansas" this month, en route to Salt Lake City. They had set out from the Gulf of Mexico area in May; and had reached Fort Arbuckle (in southern "Oklahoma") on July 21, after being "on the way" two months.

Asst. Surg. Rodney Glisan wrote that this company was "composed of men, women and children—rather more males than females." Four had died prior to

July 21; and when at the post (where Glisan gave medical attention) there was still "much sickness" among them. "Mr. Thomas, the Elder" preached to the officers and men of Fort Arbuckle on three occasions.

On July 24 the Mormon party left—probably pursuing the pathway northward taken by the Lander party in June (see p. 38).

Ref: Glisan, *op. cit.*, pp. 120, 121.

☛ August 4-11.—Two small companies of returning Californians—all from Missouri, reached Independence, Mo., on the 4th, overland from the West. Most of them (18 names were listed) had left Hangtown around May 25. Nine more "Californians" arrived on August 11, "by the overland route, 60 days out."

(On July 24 a small party from Hangtown—left May 17—had reached Council Bluffs, Iowa. The *Bugle* reported: "A large number of Californians are returning to the States this season, overland. They think the number will reach 1200.")

Ref: Liberty (Mo.) Weekly Tribune, August 12, 1853; Missouri Republican, St. Louis, August 12, 13, 1853.

☛ August 12.—At "two minutes past 12 noon," the "magnificent steamer" *Polar Star* (Thomas H. Brierly, captain) arrived at St. Joseph, Mo., after a record-breaking two-day-and-20-hour run from St. Louis (left on August 9 at 4:23 P. M.). En route she had made "all her usual landings for freight and passengers."

The *Polar Star's* time to Lexington: 45 hours, seven minutes (10 hours ahead of the *Martha Jewett* whom she had challenged); to Liberty Landing 52 hours, 57 minutes; to Kansas City 55 hours, 25 minutes; to Parkville 57 hours, 25 minutes; to Fort Leavenworth 61 hours; to Weston 61 hours, 37 minutes; to St. Joseph 68 hours.

A "large pair of Elk Horns" was presented to the *Polar Star* at St. Joseph, where the "Robideaux Grays" turned out in full uniform to help celebrate the event. The inscription read: "SAINT JOSEPH/ To/ CAPTAIN BRIERLY/ the fleetest Elk has shed them from his brow/ Fit emblem 'Polar Star' to deck thy prow."

(Earlier in the year—on May 21 and June 18—the *Polar Star* had reached St. Joseph after three-and-one-half-day trips from St. Louis. Both arrivals had been noted in the *St. Joseph Gazette* as fast runs.)

Ref: Missouri Republican, St. Louis, August 12, 13, 15, 22, 1853; St. Joseph Gazette, May 25, June 22, August 17, 1853; Liberty Weekly Tribune, August 19, 1853; Walter Williams, ed., *A History of Northwest Missouri* (1915), v. 1, pp. 160-162. For an earlier race between the *Polar Star* and *Martha Jewett* (from St. Louis to Lexington) which the latter won, see Missouri Republican, July 29, 30, 1853.

☛ August 22.—"Mr. Boothe" (Francis Booth) was in charge of the August mail from Santa Fe, arriving at Independence, Mo., this day.

Ref: Liberty (Mo.) Weekly Tribune, September 3, 1853 (from Independence Occidental Messenger).

¶ August.—The homeward-bound *St. Ange* (P. E. Hannum, captain), under charter to Robert Campbell & Co., and carrying St. Louis Fur Company proceeds, reached Council Bluffs, Ia., on August 22. (She had left the Yellowstone's mouth August 8.) On the 24th the *St. Ange* met the *Timour No. 2* at (George M.) Million's Landing and the *Clara* at Lost Lake; next day she met the *Honduras* at Kansas (City), Mo.; and on August 27 arrived at St. Louis, having made the round trip in 51 days and six hours.

Passengers on the down voyage were Capt. F. S. Everett (bearer of dispatches from Washington territory's governor, Isaac I. Stevens), and some eight ex-members of Stevens' North Pacific railroad exploration party.

Ref: *Missouri Republican*, St. Louis, August 29, 1853; *Sunder*, op. cit., p. 150. In *KHQ*, v. 2, p. 117, it is stated that George M. Million started a ferry opposite present Atchison "about 1850"; and that he had "occupied the present site of East Atchison as a farm . . ." as early as 1841. The August, 1853, reference above is the earliest-located contemporaneous mention of Million. The *St. Ange* had started upriver from St. Louis on July 7, with partners Alexander M. Harvey and Charles Primeau, and some 50 mountain men on board.

¶ August 27.—J. W. Stringfellow and "Nicholet" were passengers arriving at Independence, Mo., with the August Salt Lake mail party.

Some distance out of Fort Laramie the stage had broken down. Mail, provisions, driver and passengers then were "stowed upon the two wheels [remaining]" for the rest of the journey. Later the mail got thoroughly soaked in the crossing of a deep stream.

Ref: *Missouri Republican*, St. Louis, August 29, 1853. See *KHQ*, v. 32, p. 486, for earlier mention of Stringfellow.

¶ Late August.—Under orders to "determine the practicability of navigating the [Kansas] river by steamers or keel boats," 2d Lt. Joseph L. Tidball, Sixth infantry, accompanied by a steersman, descended the stream (at a very low stage of water) in a small craft, starting from a point "about a mile . . . nearly east of" new Fort Riley, and "about two miles below the junction of the Smoky Hill Fork and Pawnee [*i. e.*, Republican] river."

Tidball wrote in his report (dated at Fort Riley, October 10): "I am strongly impelled to the belief that there is a period of from two to four months of the year, dating from the first spring rise, during which boats can ascend to this point." He made mention of four Kansas river ferries: "Uniontown," "Weld's" [Wells'], "Papan's" [Papin's], and "Delaware" [or, Grinter].

Ref: *KHQ*, v. 18, pp. 146-158 (for Tidball's report). Notably Tidball did not mention Smith's ferry (see *KHQ*, v. 32, p. 454). W. W. Cone, in his *Historical Sketch of Shawnee County* . . . (1877), p. 12, stated: "Hiram Wells and John Ogce established the first and undoubtedly the only deck ferry boat ever on the Kaw river. . . . They commenced running it in 1853. This ferry was located only a short distance from Smith's ferry."

¶ September 1.—In charge of "Mr. Bard" (or, Barr?), the Salt Lake mail party left Independence, Mo., for Fort Laramie. H. F. Mayer was a stage passenger.

(The arrival date at Fort Laramie was September 13; on the 14th the mail party from Salt Lake reached the post.)

Ref: *Missouri Republican*, St. Louis, October 7, 1853 ("Yankton's" September 15, 1853, letter from Fort Laramie).

¶ September 1 (?).—Passengers on the Santa Fe-bound mail coach leaving Independence, Mo., were John Greiner, of Columbus, Ohio (*see* p. 41), and the Rev. E. G. Nicholson (*see* *KHQ*, v. 32, p. 455).

Greiner (en route to New Mexico to buy mineral lands) had sent this doggerel dispatch to Independence, late in August, to hold the mail stage for his arrival: "Running fast and living well, /Greiner's on the Isabel,/ Bound to meet the mail, so he/ Can passage take to Santa Fé."

Ref: *Missouri Republican*, St. Louis, September 9, 15, 1853.

¶ From September 2 till October 11 Comm'r of Indian Affairs George W. Manypenny was in eastern "Kansas" and "Nebraska," on a tour of Indian reserves, "visiting and talking with various tribes." (He had been designated by the President to conduct negotiations leading to Indian land-cession treaties.) John W. Whitfield (Pottawatomie-Kansa agent) accompanied him "the greater part of the time." They had a mule-drawn carriage (hired at Shawnee Methodist Mission), and a driver (Samuel J. Huffaker).

In his report (of November 9) Manypenny stated: ". . . I held councils with the Omahas, Ottoes [September 19, at Bellevue, "Neb.,"] and Missourias, Sacs and Foxes of [the] Missouri [at Iowa, Sac & Fox Presbyterian Mission, September 12], Kickapoos, Delawares, Wyandotts [on September 6], Shawnees, Pottawatomies, Sacs and Foxes of the Mississippi, Chippewas of Swan creek and Black river, Ottowas, Peorias and Kaskaskias, Weas and Plankeshaws, and Miamies." (He stayed at "Ottawa" Jones' the night of September 30; and at Wea Baptist Mission on October 4.) The "aggregate population" of the above tribes was estimated at 14,384 souls; and the "aggregate quantity of land held by them" at 13,220,480 acres (or, about 920 acres to each soul). For lack of time, Manypenny did not visit the Pawnees, Kansa, Osages, Quapaws, Senecas & Shawnees, and Senecas, who were estimated to have an "aggregate population" of 11,597 souls, and an "aggregate quantity of land" estimated at 18,399,200 acres (or, about 1,586 acres to each soul). [For the practical results of these councils of 1853, *see* annals of 1854.]

Manypenny also wrote: "A civil government should be organized over the Territory. The intercourse act is almost a dead letter." . . . [But] The statements which appear in the press, that a constant current of emigration is flowing into the Indian country, are destitute of truth. On the 11th of October, the day on which I left the frontier, there was no settlement made in any part of [Kansas and] Nebraska. From all the information I could obtain, there were but three white men in the Territory except such as were

there by authority of law, and those adopted, by marriage or otherwise, into Indian families."

Ref: 33d Cong., 1st Sess., H. Ex. Doc. No. 84 (Serial 723); Comm'r of Indian affairs, Report, 1853; St. Joseph (Mo.) Gazette, August 31, October 5, 1853; *Missouri Republican*, St. Louis, August 29, October 6, 15, 1853; William Walker's diary, *loc. cit.*, September 6, 1853, entry; New York Daily Tribune, October 11, 1853.

¶ September 15.—At Fort Leavenworth Russell, Waddell & Co., Alexander Majors, and J. B. Yager signed contracts (made with Lt. J. H. Whittlesey, AAQM) to transport to Fort Union, N. M., "such stores as may be turned over to them," for \$16 per 100 pounds.

Sureties for Russell, Waddell & Co., were N. Conder, W. Morrison, J. Warder(?), and J. W. Rennick; for both Alexander Majors and J. B. Yager, Duke W. Simpson and James M. Hunter were the bondsmen.

Ref: 33d Cong., 1st Sess., Sen. Ex. Doc. No. 37 (Serial 698), p. 34. See Alexander Majors' *Seventy Years on the Frontier* (c1893), p. 140, for his mention of the trip to Fort Union in 1853. Majors said he returned to his home near Westport, Mo., "late in November."

¶ September-October.—Traveling the Santa Fe trail to New Mexico was a military party headed by Lt. Col. P. St. George Cooke, Second dragoons.

On October 7 eastbound William Carr Lane (mailstage passenger) recorded in his diary: "During breakfast Col. St Geo Cook[e], & Major Rucker [Bvt. Maj. Daniel H. Rucker, AQM], & Dr Davidson & their families, came into camp [at Rabbit Ear creek, N. M.], from the E[ast]. They had left St Louis, on the 6th ult. [i. e., September]. Geo McGuinny accompanied sister, Clara, now Mrs. Davidson, & her babe. . . ."

Ref: *New Mexico Historical Review*, v. 39 (October, 1964), p. 308. Cooke was at Fort Union, N. M., when W. W. H. Davis (see his *El Gringo*, p. 48) passed there in November, 1853.

¶ September 19.—Stage passengers arriving with the September mail coach from Santa Fe were: "Mr. [Elisha] Riggs of [Indian supt. Edward F.] Beale's party," Edward H. Wingfield (recently an Indian agent in New Mexico), Mrs. Spiegelberg, "Jacobs," and James Hutton and servant.

Ref: *Missouri Republican*, St. Louis, September 21, 1853; *Liberty* (Mo.) Weekly Tribune, September 30, 1853; New York Daily Tribune, September 27, 1853. Riggs and Hutton (of the firm of Ellis & Hutton, St. Louis) reached St. Louis September 23.—*Missouri Republican*, September 24, 1853. Possibly "Jacobs" was the Doctor Jacobs who had traveled to Santa Fe with Meriwether—see p. 39.

¶ September 20.—At Kickapoo village (four miles above Fort Leavenworth), some "citizens of Nebraska" held a "Grand Barbecue and Mass Meeting" (i. e., a bolting convention) to "secure the adoption of proper rules for the proposed election of a Delegate [to congress] in October," and to nominate their opposition candidate. (See July 26 entry.)

The convention's chairman was Francis J. Marshall. George B.

Patten served as secretary. A committee of three (Robert C. Miller, of Soldier creek, C. G. Booth, of St. Mary's Mission, W. S. Yohe, of Fort Leavenworth) drafted resolutions. H. Miles Moore, Weston, Mo., made an address.

The Rev. Thomas Johnson (of Shawnee Methodist Mission), put in nomination by William F. Dyer, was "elected without opposition" as candidate for delegate to congress.

Resolutions adopted included one calling for the speedy organization of "Nebraska territory," but not prior to extinguishment of Indian land titles. Another proposed that the coming election of October 11 be held at these polling places: Great Nemahaw, Big Blue, Fort Leavenworth, Fort Riley, St. Mary's Mission, Union Town, Pottawatomie Baptist Mission, Soldier Creek, Wyandott City, Delaware Mission, Sac and Fox Agency, Story's Landing, Bellevue ("Neb."), Old Fort Kearny ("Neb."), and Council Grove.

See October 11 entry.

Ref: *Liberty* (Mo.) *Weekly Tribune*, August 12, 1853; *Missouri Republican*, St. Louis, September 29, 1853; *St. Joseph* (Mo.) *Gazette*, August 10, October 5, 1853; *Weekly Missouri Sentinel*, Columbia, October 6, 1853; *KHC*, v. 1-2, p. 262, v. 6, p. 109. See *KHQ*, v. 29, facing p. 160, for map showing Kickapoo Village location.

¶ September 22.—From a camp (occupied since September 14) not far from Westport, Mo., John C. Fremont's fifth (and last) expedition to the West made a "trial start."

Fremont expected to demonstrate "the practicability of the [central] route [to the Pacific] during the season of snows." Both Beale (see p. 27), and Gunnison (see p. 41), earlier in the year, had traversed much the same pathway he would take.

The small cavalcade (mounted men and pack train) "started in excellent order and spirits," and camped the night of September 22 at "[Shawnee] Methodist mission, about six miles from Westport," according to S. N. Carvalho (artist). On September 23 the party "proceeded to the Shawnee [Baptist?] Mission, a few miles further, and camped for the night." Fremont, ill, returned to Westport, accompanied by Max Strobel (hired that day as assistant topographer).

In the party continuing the journey next day (24th)—traveling the Oregon-California thoroughfare up the Kansas valley—were W. H. Palmer ("passenger"), F. W. Egloffstein (topographical engineer), Oliver Fuller (asst. engineer), S. N. Carvalho (artist and daguerreotypist), and a few hired hands (muleteers, etc.). On September 27, in the vicinity of Union Town, they were joined by Captain Wolff and nine other Delaware Indians—including "Washington," "Welluchas," "Solomon [Everett]," and "[John?] Moses"—whom Fremont had hired on September 16. (They were, according

to Carvalho, a "noble set of Indians . . . most of them six feet high, all mounted and armed *cap-a-pie*. . . .")

Until the end of September the party camped somewhere in the Union Town area. (Carvalho described this "principal town of the Pottawatomies" as a place of "Two or three stores with no assortment of goods, and about thirty shanties.") Then Max Strobel arrived with a letter from Fremont placing W. H. Palmer in charge, and directing that the expedition proceed "as far as Smoky Hills," and camp on the Saline (in the buffalo range), until joined by Fremont (who, meantime, had boarded the *Clara* and returned to St. Louis [on the 27th] to get medical attention).

Fremont's company (now 20? in number), by inference, crossed the Kansas at Union Town, passed St. Mary's Mission, and proceeded via the new military road to Fort Riley. Carvalho's statement that they "crossed the Kansas River at its junction with the Republican, within half a mile from Fort Riley, thence to Solomon's Fork" apparently should be interpreted to mean that they crossed the Republican (not the Kansas), within half a mile of Fort Riley (that is, on the ferry that Gunnison mentioned—see p. 43), and then traveled to the Solomon. Out on the Saline (in present northeastern Saline county) the party set up camp, in the fore part of October, and spent the rest of the month awaiting Fremont's arrival. Twice they sent back to Fort Riley for supplies.

By October 30 prairie fires were all around them. (Carvalho described their campsite as "between Kansas [Smoky Hill] River on one side, Solomon's Fork on another, Salt Creek [the Saline river] on the third, and a large belt of woods about four miles . . . [distant] on the fourth.")

Fremont (on horseback), accompanied by "Doctor Ober [Ebers?]" (on muleback), also Fremont's cook, and one of the Delaware Indians, arrived on October 31.

(Fremont's "Memoirs" include items from the explorer's "notebook" for the dates of October 25-27, 1853. On the 25th he wrote: "Went to Uniontown and nooned. This is a street of log-cabins. Nothing to be had here. Some corn for our animals and a piece of cheese for ourselves. Lots of John Barleycorn which the men about were consuming. Uniontown is called a hundred miles from Kansas. About two o'clock [on October 26, he] reached the pretty little Catholic Mission of Saint Mary's. The well-built, whitewashed houses, with the cross on the spire showing out above them was already a very grateful sight. On the broad bottoms immediately below are the fields and house of the Pottawatomie Indians. . . ." Fremont spent the night of the 26th at St. Mary's Mission. On the 27th he and his companions set out again. As Fremont stated it: "Prepared our luggage, threw into the wagon[!] the provisions obtained here, and at ten o'clock took leave of the hospitable priests and set out. . . ." Undoubtedly Fremont traveled the military road out to Fort Riley as—it appears—had his expedition, in early October.)

On November 1 Fremont and party (22? in all) left the Saline river camp; passed "through the fiery ordeal [of the prairie fire] unscathed"; and headed toward Walnut creek and the Great Bend of the Arkansas (as had Gunnison, in July). From there, they followed the Santa Fe trail, and its upper Arkansas branch to the "Big Timbers," and William Bent's new fort. (Fremont dated a letter "Big Timber on Upper Arkansas, Nov. 26.") Carvalho's account says

the Cheyenne village at the Big Timbers contained about 250 lodges and "probably" 1,000 souls. He described Bent's New Fort as "built of adobes, . . . one story high, in form of a hollow square, with a courtyard in the centre. . . ." "Doctor Ober [Ebers?]" left the company here.

Fremont and party continued westward on the foolhardy winter trip. Subsequently, the expedition came close to disaster from starvation and exhaustion. Fremont, in a letter of February 9, 1854, from Parawan (a Mormon settlement in southern Utah they had reached the day before) laconically wrote of their difficulties: "The Delawares all came in sound but the whites of my party were all exhausted and broken up and more or less frostbitten. I lost one [man]. . . ." Carvalho and Egloffstein left the expedition at Parawan. Fremont and the others went on to California.

Ref: Solomon N. Carvalho, *Incidents of Travel and Adventure in the Far West* (1857), pp. 17-75; John C. Fremont, *Memoirs of My Life* . . . (1887), pp. 27, 28; *Missouri Republican*, St. Louis, September 9, 28, 1853; *Liberty* (Mo.) *Weekly Tribune*, October 21, 1853; *New York Daily Tribune*, April 13, May 16, 1854; G. J. Garraghan, *The Jesuits of the Middle United States* (1938), v. 2, p. 656; Heap (1857), op. cit., p. 307; H. R. Wagner and C. L. Camp's *The Plains and the Rockies* . . . , third edition (1953), p. 307; KHC, v. 19, pp. 369, 370; 58th Cong., 1st Sess., Sen. Doc. No. 16 (Serial 4563), pp. 159, 160; Allan Nevins, *Fremont, Pathmarker of the West* (1939), pp. 408-420; Julia Ann (Mrs. Thomas N.) Stinson's statement, April 15, 1914 (in KHI ms. division). In 1853 the Stinsons were living on the Shunganunga near Burnett's mound (present Topeka). Mrs. Stinson recollected that Fremont (i. e., his party!) camped north and east of their house "for a couple of weeks" (but it was only a few days?); and that he had many people (?) with him; etc. By steamboat, from New Orleans, Max Strobel and seven Delaware Indians arrived at St. Louis on June 5, 1854. The account stated that one Indian (John Smith) had died aboard the steamboat, and was buried "at B. F. Allain's plantation, Diamond Point, Arkansas."—*Missouri Republican*, St. Louis, June 6, 1854.

☞ September-October.—A Fort Laramie-bound man who had left the Missouri on September 22, wrote from Fort Kearny ("Neb.") October 10, of traffic met, or also westbound, on the Oregon-California trail.

At the "St. Joseph Mission" (Iowa, Sac & Fox Presbyterian Mission, present Doniphan county)—a "party returning from California having left July 27."

At the Big Blue—"Smith's freight train from Fort Laramie." (George Rappeen Smith?)

About 10 miles west of Big Blue—"McDonald of Weston, and Col. Tierman" who had been on a summer's "slight reconnaissance of the South Pass route, with reference to the advantages for the Pacific Railroad." (Duncan Macdonell, and M. F. Tierman, engineer, had left Weston in July on this mission. See, also, p. 41.)

Between the Big and Little Blue—"one or two parties returning from Green River and Salt Lake."

On the "Lost Sandy"—"the Prince de Viede and Prince of Nassau [i. e., William Nicholas, Prince of Nassau—see p. 36]," returning from a pleasure trip.

At the point "where you touch the [Little] Blue"—Captain Van Buren and his Mounted riflemen, eastbound. (See p. 45.)

"Near the same place"—overtook the "train having goods for the Sutler [John Dougherty] at Fort Kearny."

"At the point of leaving the Blue"—"Fitzpatrick Drips and party," eastbound. (See p. 60.)

Ref: *Missouri Republican*, St. Louis, November 7, 1853; or, *New York Daily Tribune*, November 14, 1853; *Liberty (Mo.) Weekly Tribune*, July 29, 1853 (for Macdonell and Tieman).

¶ Around September 25 a military party which had left Fort Union, N. M., on the 3d, arrived at Fort Leavenworth. Headed by Bvt. Lt. Col. Dixon S. Miles, Third infantry, the company included Bvt. Maj. Henry H. Sibley, Second dragoons, and wife, Bvt. Capt. Barnard E. Bee, Third infantry, Capt. William Steele, Second dragoons, and wife, the Misses Richardson and Shoemaker, and "a train of 40 teamsters."

Ref: *Missouri Republican*, St. Louis, September 21, 1853; or, *New York Daily Tribune*, September 27, 1853.

¶ DIED: On September 28, Pierre La Liberte, aged 61 years, at, or near Kansas (City), Mo. He had been a resident of the Kaw's mouth area since 1830, if not earlier.

Ref: Kansas City chapter D. A. R., *Vital Historical Records*, p. 267; *KHQ*, v. 28, p. 180.

¶ September 28.—In charge of "Mr. Barr" (or, Bard?), the September mail from Salt Lake arrived at Independence, Mo., from Fort Laramie. Arrivals on the stage: Dr. John M. Bernheisel (Utah territory's delegate to congress), Samuel Brown, Theodore McKain, Louis Vasquez ("an Indian trader of much notoriety"), also a "Mrs. Warton" (returning from Salt Lake City) and her two children.

Ref: *Liberty (Mo.) Weekly Tribune*, October 8, 1853.

¶ October.—An account of a trip overland from Parkville, Mo., to Fort Riley appeared in the *Industrial Luminary*—Parkville's newspaper, in late October, or early November. (The writer, undoubtedly was publisher George S. Park.)

"On the 4th day of October, we left Parkville, on a tour of exploration; crossed the Missouri river at [James M.] Kuykendal[']s excellent Ferry at this place, and took the fine road westward used by the California and Oregon Emigrants, who prefer the Kansas valley route, on account of grass being two weeks earlier in the spring. . . . We crossed the Fort Scott and Fort Leavenworth road about ten miles from this place, and took nearly a westerly direction, on the same excellent road; crossing Stranger Creek, we came in sight of the Kansas river where it makes a bend in a southerly direction, about forty miles distant from Parkville. Crossed the Grasshopper and Soldier Creek—beautiful clear streams— . . . and about eight miles at [Robert C.] Miller's Trading Post [on the Pottawatomie reserve], struck the Military road from Fort Leavenworth to Fort Riley. We crossed the Independence and Oregon, and California Road, the Little and Big Vermillion rivers, the [Big] Blue river. . . . We here found Mr. Garland in charge of the Government Ferry, about five miles from the mouth of the Blue, and twenty-four miles below Fort Riley.—About five miles above this

Ferry, we crossed a beautiful, well timbered creek [Wild Cat], and seven miles further another of like description [Seven Mile creek], wending our way through a rich and beautiful upland rolling prairie to the Kansas; about twelve miles further on we reached the New Fort, which has a commanding site at the junction of the Republican and Smoky-Hill forks of the Kansas, which is reported to be navigable to this point, by Lieut. Tidball of the Army [see p. 51]. This is the centre of a country belonging to the U. S., on the direct central route to the great States and Territories lying west of the Missouri, a region of unsurpassed fertility, and the most picturesque and beautiful scenery. . . . [Compare Big Blue-Fort Riley distance given here with the table on p. 25.]

"The best approach to Fort Riley is from Parkville, up the north side of the Kansas river, by the excellent carriage road we traveled up. [He also referred to it as "the direct and excellent waggon road to Fort Riley, one hundred and twenty miles from Parkville."] On the South side of the Kansas, the route is crooked and hilly, and can never be made so good a route; besides Parkville is the nearest point of departure, from the Missouri, and the best point for emigrants to land, coming to the Territory. . . .

"The officers at the Fort [Fort Riley] had no orders to drive settlers off the United States lands nor did they expect any, their orders only extended to the trespasses on Indian lands. We saw Pioneers making claims, and met others who had axes, and full equipments to make claims. They were all highly pleased.—We shall promptly keep our readers informed. . . ."

Ref: St. Joseph (Mo.) Gazette, November 9, 1853 (from Parkville Industrial Lumber); Paxton, op. cit., p. 170 (for Kuykendall as ferry operator). Samuel D. Dyer was operator of the government's Big Blue river ferry, subsequently. Accounts have stated (incorrectly?) that he ran the ferry beginning in the fall of 1853. (See *Kansas Historical Collections* (KHC), v. 17, p. 461, KHC, v. 3, p. 120, and v. 21, pp. 87, 88, for some mention of Dyer.)

☞ October 11.—The election of a "Nebraska Territory" delegate to the 33d Congress was held at various polling places in the Indian Country west of Missouri and Iowa. (See July 26 and September 20 entries.)

In the Kaw's mouth area, according to a telegram sent from "Kansas, Missouri, October 13th," the voting was as follows:

At Delaware—Guthrie 0 Johnson 31

At Wyandotte—Guthrie 33 Johnson 18

At Shawnee—Guthrie 17 Johnson 80

On November 7 the "Territorial Council, Sec'y and Governor [see p. 54] . . . proceeded to open the returns" for the official count and ascertained that the Rev. Thomas Johnson had received the most votes.

The entire vote for Abelard Guthrie was 82, and for Thomas Johnson 337, according to the *Missouri Republican*, St. Louis, November 7, 1853, issue. A third candidate—Hadley D. Johnson—received all the votes cast at Bellevue ("Neb."). The Council Bluffs *Bugle* said the Bellevue poll book was "not counted" in the

final vote-counting at Kickapoo, but that Hadley D. Johnson (from Council Bluffs, Iowa) had received more votes than either of the other two candidates and was unquestionably the delegate elect.

Both Johnsons subsequently went to Washington, D. C. Hadley D. Johnson's later-written account tells of the two Johnsons being "incontinently bounced" from the House of Representatives (where each had taken a desk), and "relegated to the galleries."

Ref: William Walker's diary, *loc. cit.*, August 1, October 11, November 7, 1853, entries; *Missouri Republican*, St. Louis, October 14, 19, November 7, 1853; *Liberty* (Mo.) *Weekly Tribune*, November 18, December 2, 1853; *New York Daily Tribune*, November 7, 25, December 5, 1853; *St. Joseph (Mo.) Gazette*, December 21, 1853; *KHC*, v. 17, p. 427 (for H. D. Johnson's statement).

¶ October 22.—The month's mail party from Santa Fe (Francis Booth, conductor) arrived at Independence, Mo. William Carr Lane, St. Louis (recently governor of New Mexico territory; now homeward-bound), was a stage passenger. Others (as reported at Independence) were John M. Kingsbury (Messervy & Webb's clerk), and a "Mr. Sloan."

Lane's extensive diary of the trip included these items relating to Santa Fe trail travel, or to "Kansas":

October 9 (on the Cimarron).—"Passed Mitchells Train of Ox trains, freighted with army stores. . . ." (With Mitchell, he indicated, were the "Apostate [Benigno] Cardenas"—a former Catholic priest turned Methodist, and the Rev. E. G. Nicholson. But see September 1 entry.)

October 12.—"A few miles below the [Arkansas] crossing," they met the mail stage bound for Santa Fe. "Lts. [John C.?] Moore & [John S.?] Garland were passengers."

October 14.—"Stop'd upon Little Coon Creek, now drained dry, by the immense herds of Buffalo, which overspread the country, in every direction. We have passed a succession of Herds, for at least 10 miles & if I were to estimate their numbers, at many hundred thousand I presume I would not err. Many of the herds are composed of Bulls alone." They were "in the midst of vast Herds of Buffalo" until they reached Pawnee Fork. [See *KHC*, v. 32, p. 468, for Lane's comment on buffalo herds on the Santa Fe trail in 1852.]

October 15.—At Walnut creek they met Charles H. Withington (mail agent at Council Grove) who had brought corn for the mules. From him they learned that "2 German Noblemen, with their retainers, were encamped, a half a Mile up the Creek, hunting the Buffalo." Withington (who traveled back to Council Grove with the mail party) told Lane that he had "just bot 1000 Bu. Corn, which was raised by the Kansas Indians, at 65 cts per Bu in Mdze"; that the Kansa numbered "about 1320 Souls, & their annuity, per capita, is 6 & some cents each. Their numbers are s[ai]d to be on the increase; & their condition is improving. . . ." James Rogers ("a Cherokee"), of Withington's party, told Lane the Osage Indians numbered 4,800.

October 17.—West of Cottonwood crossing they met "Mr Abram's [Abrahams'] train of 8-12 Ox Waggon, under the charge of Mr. Van Eppy [Van

Epps] & Mr Thos Ackerman. They had 4 Span Oxen & three under the yoke looked well." (The Jackson county, Mo., 1850 U. S. census lists "A. M. Abrahams"—aged 39; merchant; also, "N. D. Vaneps"—aged 24; "stock driver.")

October 18 (At Council Grove).—"Found some 40 or 50 Lodges of Kaw Indians encamped South of the Town, & heard much complaint of their thieving, from the Whites."

October 19.—On the road they met "Mons. Cyprian Chouteau, with an Ox-train going to the Grove." [See p. 13.]

October 20 (At 110-mile creek).—"This Settlement consisted of 3 families. The women were mixed breeds of the Shawnee Tribe. One of the men was also a Mixed breed, & the 2 other men were whites. Their Habitations exhibited industry. The Houses were well built Cabbins, & the Fences were substantial. . . . All spoke english, but Shawnee was the language in common use. Fever & Ague prevailed & the White man especially looked lean, sallow & miserable. The children were of uncommonly large size, but did not present a healthy look. The furniture in their Houses & their modes of living, were those of the Whites. . . ."

October 21 (At Bull creek).—"halted at The Trading house of Baker & Street [see p. 13] to bait the Mules." They saw "a patient with the Int. Fever, which disease prevails here."

The night of October 21 the mail party "Reached S[an]ta Fe [i. e., New Santa Fe] which is on the Boundary line of Missouri & all camped. . . ." They arrived at Independence early on the afternoon of October 22.

Ref: *New Mexico Historical Review*, v. 39 (October, 1964), pp. 303-329; *Liberty (Mo.) Weekly Tribune*, November 4, 1853.

❧ October-November.—Aground (since late August) at Smith's Bar (about 25 miles below St. Joseph), the *Timour No. 2*, in mid-October, lay "high and dry . . . not a drop of water within one hundred yards" of her.

"Messrs. Eads & Nelson," St. Louis, sent up a company of men and got the steamboat afloat early in November. It was said the expense incurred would amount to \$6,000 in all—\$3,000 of it due the company "putting her in the water." The *Timour No. 2* returned to St. Louis on November 8.

(On December 5 the trouble-plagued *Timour No. 2* sank about eight miles below Rocheport, Mo.; but was raised, and reached St. Louis on December 13, with a big hole in her bow, and leaking badly.)

Ref: *St. Joseph (Mo.) Gazette*, August 31, November 9, 1853; *Missouri Republican*, St. Louis, October 15, November 5, 9, December 8, 9, 14, 1853.

❧ October.—Late in the month, Agent Thomas Fitzpatrick, accompanied by Andrew Drips, and by three young St. Louis men—B. Gratz Brown, George M. Alexander, George Collier, Jr.—arrived at Westport, Mo., from Fort Laramie, after a "delightful" journey overland on the Oregon-California trail.

Brown, Alexander, and Collier reached home on October 31, reportedly in "greatly improved" health, after their summer on the plains. Fitzpatrick, "detained on the Upper Missouri" (at Westport?), was expected at St. Louis "in a few days." (He arrived November 9.)

Ref: *Missouri Republican*, St. Louis, November 1, 7, 1853; Comm'r of Indian affairs, Report, 1853 (Fitzpatrick's report, therein).

€ October 29.—The monthly mail from Salt Lake City arrived at Independence, Mo. Theodore Winthrop of New York, "direct from Puget's Sound," was a stage passenger.

At Devil's Gate the mail party had overtaken mountain man James (Jim) Bridger and his family, en route to Missouri. (Bridger, accused by the Mormons of furnishing arms and ammunition to the Utahs, had been forced to abandon his trading fort on Green river.)

The mail party reported there were buffalo "in abundance" as far east as the Big Blue; and that on October 25 snow was four inches deep on the Nemaha.

Ref: *Missouri Republican*, St. Louis, November 5, 1853; *New York Daily Tribune*, November 8, 12, 1853; *Liberty (Mo.) Weekly Tribune*, November 25, 1853; *Weekly Missouri Statesman*, Columbia, October 7, 1853.

€ November.—Francis (Frank) Booth conducted the Independence-to-Santa Fe mail party (six employees, and six fares, traveling in four mule-drawn vehicles), which left the Missouri border early in the month. One passenger was William W. H. Davis (U. S. attorney for New Mexico territory) who, in his 1857-published book *El Gringo* . . . (based on a diary), gave an account of the trip. The others were G. Rodman, Capt. Alexander W. Reynolds, U. S. A., his step-son "Mr. Ash, of Philadelphia," a Catholic priest—Father Donato, and a lay brother, Carlos. Booth's assistants were "Converse," "Jones," "Mitchell," and a colored "outdriver," and a Mexican named Jose.

According to Davis, "the stump of the Lone Elm [famed landmark] furnished the necessary fire-wood," when they stopped at that point for breakfast on November 3. At Bull creek he noted the "small trading establishment [of Baker & Street]" on a hill nearby. (The "old German woman" at the cabin refused to sell him milk.) When at 110-mile creek Davis observed: "Here . . . close to the road were the log cabins of a settler with an Indian wife." The night of November 5 was spent at Council Grove ("some half dozen log cabins and a trading house"), where mail agent Charles Withington offered hospitality.

West of Council Grove there was no longer any habitation (or military protection) until one reached Fort Union, N. M. But no hostile Indians were encountered on the journey. At Coon creek Davis and three others acquired bruises when runaway mules overturned a wagon. On the "Dry Route," the party "passed through immense herds of buffaloes all day"; and met the "down mail from Santa Fe" (one wagon in charge of four men). They passed "old Fort Atkinson, now in ruins"; subsequently forded the Arkansas at "the middle crossing." Davis described the waterless *jornada* as a "stretch of nearly fifty

miles of dead level, without a tree, or bush, or hill to break the evenness of the surface, and covered with buffalo-grass." They crossed it in 15 driving hours; and continued on to Santa Fe—arriving before the end of November.

Ref: Davis, *op cit*.

¶ November.—Some traders' trains en route to New Mexico or Old Mexico were met on the Santa Fe trail by the eastbound November mail party. The report was that all of them would "be likely to get through," though "Russell's trains" were weak, and he was "losing many of his cattle daily." "Abraham J. Rosenthal's" (*i. e.*, Abrahams & Rosenthal's) company had taken the Bent's Fort route.

The December mail from Santa Fe brought news that "Hickman & Adams [and] Carrol & Amberg, agents of Rosenthal," were at El Paso, "endeavoring to pass their goods." Amberg, it was said, "had his papers made out for three wagon loads, and ascertained the duties on them would be \$8,000. He did not pass them of course."

Ref: Liberty (Mo.) Weekly Tribune, December 2, 30, 1853.

¶ November.—The monthly mail from Santa Fe, in charge of "Mr. [John] Jones," arrived at Independence, Mo., on November 20. Part of the journey had been made through snow one to four inches deep.

A November 23 telegram from Independence stated that Manuel Gallegos, the delegate elect to congress from New Mexico territory "did not come with the [mail] stage," but would arrive in a few days. An Independence dispatch of the 28th reported the arrival of "Padre [Jose-Manuel] Gallegos . . . with his Interpreter" on November 27.

Ref: *Missouri Republican*, St. Louis, November 24, 29, 1853; Liberty (Mo.) Weekly Tribune, December 2, 1853. See 33d Cong., 1st Sess., H. Report No. 121 (Serial 742) for the Gallegos-Lane contested election in New Mexico.

¶ November 27(?).—The *Honduras*, last steamboat of the year at St. Joseph, Mo., started downriver. She reached St. Louis on December 8 (after being aground for three days, below Lexington, Mo.).

Ref: *Missouri Republican*, St. Louis, December 7, 9, 1853; *St. Joseph Gazette*, March 8, 1854. The *Republican* gave the St. Joseph departure date as the "17th ultimo," but also stated the *Honduras* was "over 10 days out," so she evidently started down on the 27th.

¶ November 28.—The Salt Lake mail (with news from that place up to November 1—including an account of the Gunnison party massacre) reached Independence, Mo.

Ref: *Missouri Republican*, St. Louis, November 29, 1853; Liberty (Mo.) Weekly Tribune, December 9, 1853.

¶ November 30.—The *Kate Swinney* left Weston, Mo. (she was probably the last steamboat at that town in 1853); and returned to St. Louis on December 6.

Ref: *Missouri Republican*, St. Louis, December 7, 1853.

€ In mid-December the Independence-to-Santa Fe mail party, John Jones conductor, was "suddenly charged upon" at Pawnee Rock by a mounted band of 15 to 20 Osage Indians, who "succeeded in purloining from the back of one of the wagons, by cutting through the canvas, some articles of clothing. . . ." Jones, alone, pursued them; caught up with "the rascals"; drew a revolver and "made them give up the stolen articles."

"These Osages have lately been very troublesome, intimidating and robbing emigrants on their way to California and Salt Lake . . .," said the *Santa Fe Gazette*.

Ref: *New York Daily Tribune*, February 2, 1854 (from *Santa Fe Gazette* of December 31[?]).

€ December 21.—Francis Booth was in charge of the December mail from Santa Fe reaching Independence, Mo., this day. His party had been overtaken by a snow storm at Cottonwood Crossing.

Ref: *Liberty (Mo.) Weekly Tribune*, December 30, 1853; *New York Daily Tribune*, December 29, 1853; *Missouri Republican*, St. Louis, December 23, 1853.

€ December 27.—At a meeting held at Great Nemaha Agency (present Doniphan county), delegates were chosen to attend a Nebraska Convention scheduled for January 9, 1854, at St. Joseph, Mo. Indian agent Daniel Vanderslice served as president, Harvey W. Forman as secretary. A committee composed of John McClaskey, Thomas J. Vanderslice, and R. P. Kelly drafted resolutions.

Delegates chosen were: John McClaskey, Harvey W. Forman, James R. Whitehead, Benjamin Harding, S. Story, J. B. Roy, Francis Bushnell, James Williams, Peter Cadue, Samuel McClaskey, Thomas J. Vanderslice, James F. Forman, William T. B. Vanderslice, John W. Forman, John G. Kelly, and Daniel Vanderslice.

Ref: *St. Joseph (Mo.) Gazette*, December 7, 1853 (for account of a Nebraska meeting held at St. Joseph on December 3), and January 4, 1854.

€ December 29.—In charge of William Allison, the December mail reached Independence, Mo., from Fort Laramie. No mail from Salt Lake had arrived when he left that post on the 17th. "Bad weather and roads notwithstanding," the mail party had averaged 75 miles' travel per day.

Ref: *Liberty (Mo.) Weekly Tribune*, January 10, 1854.

€ Employed in "Kansas" by the Indian Department during all, or part of the year (so far as can be ascertained from available records) were the following persons:

KANSAS AGENCY [*Wyandots, Delawares, Shawnees, Munees, Stockbridges*]  
—Agents Thomas Moseley, Jr., replaced, in June, by Benjamin F. Robinson; Interpreters William Walker (for Wyandots), Henry Tiblow (for Delawares), Charles Bluejacket (for Shawnees); Blacksmiths Samuel Priestly (for Wyandots),

dots), Isaac Munday (for Delawares), William Donalson, and James Mathews (for Shawnees); *Assistant smiths* Isaac Baker, and Orange D. Wilcox (for Wyandots), Silas A. Boyd (for Delawares), Levi Flint (for Shawnees).

POTTAWATOMIE AGENCY [*Pottawatomie and Kansa*].—*Agents* Francis W. Lea, replaced, in June by John W. Whitfield; *Interpreters* Abraham B. Burnett, Clement Lessert (for Kansa); *Blacksmiths* John W. Brown and Robert Wilson, Jesse King (for Kansa); *Assistant smiths* James Wilson and John Anderson, William King (for Kansa); *Gunsmith* Hugh M. Weldon; *Assistant gunsmith* William Rice; *Millers* Jude W. Bourassa, and V. C. Warden; *Laborers at mill* Albion Olcott and John Harden; *Wagonmaker* Anthony A. Ward; *Assistant wagonmaker* John Souce ("Susee," "Sousee"); *Ferryman* Lucius R. Darling; *Physicians* Luther R. Palmer, George W. Bouton, H. W. Whitfield. (The above employed for the Pottawatomie, unless otherwise noted.)

SAC & FOX AGENCY [*Sacs & Foxes of the Mississippi, Ottawas, Chippewas*].—*Agents* John R. Chenault, replaced in May by Burton A. James; *Interpreter* Antoine Gokey; *Blacksmiths* Alfred Laws, James F. Mills (dismissed in August?), H. Bohl; *Assistant smiths* Hiram G. Tharp, and Huston Franklin (dismissed in August); *Gunsmiths* James B. Franklin, John Vanhorn, Jacob H. Early; *Physicians* Edwin R. Griffith (resigned), and J. W. Ray (appointed in April?). (All, except agents, employed for Sac & Foxes.)

OSAGE RIVER AGENCY [*Miamis, Weas, Piankeshaws, Peorias & Kaskaskias*].—*Agents* Asbury M. Coffey, replaced in August by Ely Moore; *Interpreter* Baptiste Peoria; *Blacksmith* Robert Simerwell; *Assistant smiths* Luther Paschal, and John Robidoux; *Millers* James B. Chenault, Luther Paschal, Jack Hackley. (All, except agents, employed for Miamis.)

GREAT NEMAHIA AGENCY [*Iowas, Sacs & Foxes of the Missouri, Kickapoos*].—*Agents* William P. Richardson, replaced in May by Daniel Vanderslice; *Interpreters* John B. Roy (for Iowas), Francis Bricknelle (for Sacs & Foxes), Peter Cadue (for Kickapoos); *Blacksmith* John McClaskey (for Sacs & Foxes); *Assistant smith* Isaac McClaskey (for Sacs & Foxes); *Farmer and miller* Harvey W. Forbman (resigned), and Thomas J. Vanderslice.

NEOSHO AGENCY [*Osages, Quapaws, Senecas & Shawnees, Senecas*].—*Agents* William J. J. Morrow, replaced by Andrew J. Dorn; *Interpreters* (for Osages) Charles Mongrain, and Lewis Davis(?); *Blacksmiths* (for Osages) James A. Kennedy, John Finch, and Richard Price; *Assistant smiths* (for Osages) Francis Mitchell and Joseph Mitchell.

Ref: 33d Cong., 1st Sess., Sen. Ex. Doc. No. 69 (Serial 701); 33d Cong., 2d Sess., Sen. Ex. Doc. No. 69 (Serial 756); SIA, St. Louis, "Records," v. 9, typed copy, pp. 706-811, passim; St. Joseph (Mo.) Gazette, May 11, June 1, 1853.

(Part Twenty-three Will Appear in the Summer, 1967, issue.)