Kansas Before 1854: A Revised Annals

Compiled by Louise Barry

Part Fifteen, 1846

January 14.—The Kansa Indians, in a treaty negotiated by Thomas H. Harvey (sup't of Indian affairs, St. Louis) and Richard W. Cummins (head of the Fort Leavenworth Agency), at Kansas Methodist Mission (near the mouth of Mission creek, in Shawnee county of today), ceded a Kansas river reserve of 2,000,000 acres to the United States and agreed to move to a new location (not specified) in 1847.

Of the $202,000 the Kansa were to receive for their land, $200,000 was to be funded at five per cent interest (this to be paid annually for the first 30 years—$1,000 each year for educational purposes; $1,000 for agricultural purposes; and $8,000 to the Kansa Nation). The $2,000 not funded was to pay: treaty expenses; $400 to the Missionary Society of the Methodist Episcopal Church for their Kansa Mission establishment; $600 for a mill at the Kansa Indians’ new location; and the balance would go to provide some food for the destitute and starving nation.

The first four (of the 19) Kansa treaty signers were: Ki-hi-ga-wah-chuffe, or Hard Chief; Me-cho-shin-gah, or Broken Thigh; Pi-is-cah-cah (“Pi-hu-sca-goth-ra,” according to Missionary Peery); and Ish-tal-a-sa, or Speckled Eyes. Eleventh on the list was No-pa-war-ra (a son? of the deceased White Plume II); and the 13th to sign was Ke-hi-ga-wat-ti-in-ga (a son? of the Fool Chief killed in 1845).

Treaty witnesses were: James M. Simpson (secretary), Clement Lessert (interpreter), John T. Peery (Kansa missionary), John D. Clark (mission employee), Charles Chouteau and Seth M. Hays (of the Chouteaus' Kansa trading post), Nelson Henry (a young, educated, Kansa Indian), and R. M. Parrett.

Ref: C. J. Kappler's Indian Affairs; Laws and Treaties (1904), v. 2, pp. 552-554.

January.—Several traders who had left Santa Fe on December 21, crossed “Kansas” in January and arrived at St. Louis in the latter part of the month.

They had “experienced exceedingly severe weather on the plains”; had “crossed the Arkansas on the ice, and observed a greater quantity of buffalo on the bottoms than had ever been seen before by the oldest traders of their party.”

Ref: New York Weekly Tribune, February 7, 1846 (from a St. Louis newspaper).

February 3.—“Messrs. Houck and Beck, of Boonville, and Hicks of Boone county” (in all, seven men with three mule teams) arrived at Independence, Mo., after a 34-day journey from Santa Fe. They

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brought about $35,000 in specie “forwarded by residents of New Mexico to meet their indebtedness in eastern cities.”

On December 1, 1845, these traders had left Chihuahua; and on January 1, 1846, had set out from Santa Fe, encountering only one snowstorm, and meeting few Indians on the road to Missouri.

Ref: Missouri Republican, St. Louis, February 16, 1846 (from the Western Expositor, Independence, Mo., of February 7), or, see Nebraska State Historical Society Publications, Lincoln, v. 20, p. 137. The Gazette, St. Joseph, Mo., March 13, 1846, also using the Western Expositor’s article, gave the names as quoted above. See June 20 annals entry for the arrival of “Mr. Houck” from Santa Fe. If both references are to the same man, then Solomon Houck made an unheralded (and unprecedented?) return trip to New Mexico, in the spring of 1846, to reach Santa Fe by the end of May, and come back in June to Missouri. One or the other may have referred to the lesser-known Philip Houck. The New Orleans Picayune of December 30, 1846 (as quoted in the New York Weekly Tribune, January 16, 1847) stated: “We yesterday saw and conversed with Mr. Philip Houck, brother of the well-known Santa Fe trader, who left the city of Orizaba [Mexico] late in November. . . .”

February 6.—Most of the Kansa Nation (see January 14 entry) arrived at the Fort Leavenworth Agency (present Johnson county) to receive some provisions. Agent Cummins reported (on the 14th) to Sup’t Thomas H. Harvey:

“I have furnished them with 1818 bushels of corn, 2513 pounds of bacon, 466 pounds of Fresh pork, there are a few others yet to serve, I expect them down soon. [The Kansa] . . . seem to be in better health & spirits— As they came down they called and paid a visit to the [recently-arrived “Mississippi”] Sacs & Foxes, this tribe seeing the distressed condition of the Kanzas from poverty and disease, gave them a considerable quantity of clothing, blankets, shirts, domestics, calicos &c.—between 40 and 50 guns and 70 Horses.

“On arriving here, they had nothing to eat, and were the most greedy people for provisions I ever saw, the little meat I gave them only served to make them howl and beg for more; it was painful to my feelings that I could not give them enough to do them some good. I gave to each family as much corn as they could pack off; they came well prepared with Bags, and all the horses and mules they could raise; some families that had but few horses went off with packs on their backs, both men and women; I assure [you] they all went off heavily laden.”

Ref: Superintendency of Indian Affairs (SIA), St. Louis, “Records,” v. 8, typed copy, pp. 558, 529; Office of Indian Affairs (OIA), “Letters Received from Fort Leavenworth Agency” (National Archives, Microcopy 234, Roll 302).

March 7.—The John Golong reached Weston, Mo.—the first of 132 steamboat arrivals at that port in 1846. Under date of March 27 the “light draught” John Golong (William W. Baker, master) was advertised (as she had been in 1845) to run as a regular packet between St. Joseph, Mo., and St. Louis.

March 7.—At Cow creek, on the Santa Fe trail, Pawnees raided the stock of some Missouri-bound traders. Norris Colburn lost 17 mules. Two horses and 27 mules were taken from Messrs. Armijo & Co. (A. Armijo, James Flores, Mr. Elliott, and Mr. Lussard).

The Armijo party, left nearly destitute of animals, had to walk the remaining 200 miles, and reached Independence about March 17. Colburn, who had taken in charge their baggage and money (350 pounds of gold dust), was delayed, and arrived some days later. All these traders were aboard the Tobacco Plant which docked at St. Louis March 25. They had left Santa Fe on February 16.

Ref: New York Weekly Tribune, April 14, 1846 (from Daily Missouri Republican, St. Louis, of March 26).

March.—Leaving Fort Des Moines, Iowa ter., on the 8th, 2d Lt. Patrick Noble, and 25 Company I, First U. S. dragoons, began a march to Fort Leavenworth (where they would be stationed), escorting 125 “Mississippi” Fox Indians (principally the band of Wetemah—brother of Powashiek) who had remained over-winter on the “Forks of the Des Moines” in violation of treaty terms (see December, 1845, annals).

After reaching Fort Leavenworth (in mid-March?) the Indians squatted on the Kickapoo reserve instead of joining the “Mississippi” Sacs & Foxes south of the Kansas river. It appears they did not move on to the Marais des Cygnes country (where the new Sac & Fox reserve was located—in present Franklin and Osage counties) till 1847.


March.—Lt. William N. Grier, and the remainder of Company I, First U. S. dragoons (see preceding entry), abandoned Fort Des Moines, Iowa ter., on March 10, and set out for Fort Leavenworth where they would join the post garrison.

Grier anticipated overtaking Noble’s party about March 18, and probably did so. (Company I, First dragoons, was Capt. James Allen’s command.)

Ref: Annals of Iowa, 3d ser., v. 4 (October, 1899), pp. 175, 176. Fort Des Moines (No. 2) was abandoned under order of February 23, 1846.


March 27.—For the Oregon-California emigrants' notice, Evan Parrott advertised his Missouri river ferry, four miles above St. Joseph, Mo., as the shortest road to Wolf river and the “Iowa [Great Nemaha] Sub-Agency” (in present Doniphan county).

Ref: The Gazette, St. Joseph, Mo., March 27, 1846.

March.—From Santa Fe, by way of Bent's Fort, Dr. Eugene Leitensdorfer and his family, with three wagons and 100 mules, crossed “Kansas”—arriving at Independence, Mo., around the end of the month, perhaps in company with Norris Colburn (see March 7 entry). The trader's wife—Soledad (Abreu) Leitensdorfer—who made this journey, was the daughter of Santiago Abreu (New Mexico's governor, briefly, in 1832-1833).

A newspaper report stated the “Messrs. E. and F. J. Leitensdorfer” had left Santa Fe on February 10, and, en route, had “met some obstruction from Indians . . . losing a part of their provisions.”

(On February 3, 1847, while camped on the Arkansas, in present Ford county, Lt. James W. Abert recorded, as printed in his report: “On a fallen tree, against which we built our fires, we read that which follows: 'J. Abrea, Y. Litsendorfer, C. Estis, March 11, 1846.' ‘A storm.’”)


Died: Shawnee chief Henry Clay, on April 4, in present Johnson county, on the Shawnee reserve; and on the 8th, “Blackboddy or Cottawaeothi,” one of the Shawnees' principal “medicine men.

Clay, according to J. G. Hamilton, of Westport, Mo., was an educated man, and talented, but lacked “moral honesty,” and thus never had become a leader of his nation.

Ref: F. H. Gross and K. J. Moore's Notebooks of James Gillespie Hamilton . . . (c1838), p. 5. “Blackboddy”—on March 28, 1846—had been one of 18 Shawnees “signing” a letter relating to an old claim against the Indians.—OIA, “Letters Received from Fort Leavenworth Agency” (National Archives Microcopy 234, Roll 302).

April.—Sixteen Pawnees (15 men and a woman) ventured into the Neosho river country to make peace with the Osages. Two were killed when they approached the Little Osages' town; and the villagers then chased down and massacred nine others. Five Pawnee men escaped. Subagent Joel Cruttenden, reporting on April 11, said this occurred “on the Neosho” at and near the Little Osage's town (present Neosho county).

Ref: OIA, “Letters Received from Osage Subagency” (National Archives Microcopy 234; Roll 632), Cruttenden's letter, therein.
In mid-April the "fine steamer" *Tobacco Plant*, bound for Fort Leavenworth with government supplies, struck a "snag or rock" near Richfield, Mo., and sank in shallow water. Boat and cargo, both in a damaged state, were salvaged.


April.—D. G. W. Leavitt, of Napoleon, Ark., "and his friends, eleven (?) in number," heading for California by way of southern trails, set out from Fort Smith, Ark. in mid-month.

They traveled up the Canadian; met, or saw, "a number of parties of Comanches but had no difficulty with them"; and reached Santa Fe before June 20. Taking the Spanish trail, on June 21 (if they left as planned), Leavitt and some few companions continued westward. So far as known they did not reach California. Up to the present their fate remains a mystery.

Ref: Dale L. Morgan, editor, *Overland In 1846* (Georgetown, Cal., 1963), v. 2, pp. 459, 472-474, 477-479, 488, 491-493, 500, 509, 642-645, 769, 773; *New York Weekly Tribune*, August 15, 1846 (from *Missouri Republican*, of August 3), contains statement relating to New Mexico in June, that "A small body of Texans [Arkansans?], emigrating to California, thirteen in number, who had lost their way, were taken prisoners [at Santa Fe?], under the supposition that they were spies, or the advance of the Americans, but they were finally released." Leavitt, writing from Santa Fe, made no mention of this.

April 24.—A party of "Mississippi" Sacs & Foxes, en route from Iowa (ter.), by way of Missouri (where they had wintered, at, or near, Brunswick, apparently), passed through Independence, and probably entered "Kansas" this same day. The Indians were accompanied by "their mechanics and farmers"—i. e., the tribes' gunsmiths and blacksmiths.

Apparently they camped for a time near the Missouri-"Kansas" line, but when, on May 5, young Francis Parkman "Rode from Westport to find the Sac encampment," the migrants had gone—having moved on westward to present Douglas county where Chief Keokuk and about 900 (?) Sacs & Foxes were squattting—see May 8 entry.


April 27-29.—Arriving at Independence, Mo., in this three-day period were several traders (the whole party numbering about 45 men, with 17 wagons) who had left Chihauhau on March 3, and Santa Fe on the 30th. The "principals" were "Mr. Lewis Jones & Co.," of Independence, (Samuel) Wethered and (Thomas J.) Caldwell, of Baltimore, Md. Theirs had been "a very expeditious trip."


April.—For rebuilding the storm-damaged Fort Leavenworth Agency (in present Johnson county, near the state line), Robert
Munday was paid $282.99—as shown in Agent R. W. Cummins’ April accounts. (See p. 88 for the 1844 tornado.)

Originally Shawnee Agency (1828-1834); then Northern Agency of the Western Territory (1834-1836); and Fort Leavenworth Agency from 1837 on, this establishment, by 1846, consisted of a “queer irregular string of log houses,” according to Jessie (Benton) Fremont’s description (in 1848).

Ref: OIA, “Letters Received from Fort Leavenworth Agency” (National Archives, Microcopy 254, Roll 502); 30th Cong., 1st Sess., H. Ex. Doc. No. 5 (Serial 514), p. 28; Allan Nevins’ Frémont Pathmaker of the West (New York, 1939), p. 350; For Shawnee Agency see index to KHQ, v. 28; and for Northern Agency of the Western Territory, see index to v. 29.

April 30.—At the revitalized Missouri river town of Kansas (Kansas City), Mo., a sale of lots was held. The expanded city limits (as resurveyed by town company member John C. McCoy) embraced 256 acres. Around 300 persons (as later estimated) were area residents at this time. (For a summary history of Kansas, Mo., from 1838 to 1845, see KHQ, v. 29, pp. 161, 162; and for its situation in October, 1844, see v. 30, p. 86.)

A year later—May 1, 1847—when the Rt. Rev. Aug. M. A. Blanchet debarked at Kansas, Mo., he wrote: “This town, just coming into existence, numbers eight houses, some of which are not yet finished. At Kansas and in the neighborhood there are 180 Catholics, almost all Canadians. They have a frame chapel a mile from town. Rev. Mr. [Bernard] Donnelly is their resident pastor. . . . Mrs. [Berenece (Menard)] Chouteau . . . widow [of Francis G.] . . . seems to be the soul of this colony.”

Among the lot buyers on April 30 were the following men who, prior, or subsequent to 1846, had some part in Kansas (state) history: John C. McCoy (as a surveyor of Indian lands); Gabriel Phillibert (blacksmith for the Kansas, and gunsmith for the Osages, 1826-1833); John Park[s] (if, as presumed, he was the part-Shawnee John Parks); William Gilliss (as an Indian trader with the Delawares); Isaac Zane (of the Wyandot Nation); Moyse Bellemare (who married a half-Kansa woman; and moved to present Shawnee county about 1847); Hiram M. Northrup (who married a Wyandot; and moved to Wyandotte in 1855); Benjamin Pruett (who, as a Santa Fe trader, crossed “Kansas” several times prior to 1847); Fry P. McGee (who settled at 110-mile creek, at the Santa Fe trail crossing, in 1854).

Ref: C. C. Spalding’s Annals of the City of Kansas (1855), p. 17; Illinois Catholic Historical Review, Chicago, v. 9 (January, 1927), p. 212; W. H. Miller’s The History of Kansas City . . . (1881), pp. 40-42; A. Theodore Brown’s Frontier Community Kansas City to 1870 (Columbia, Mo., 1963), p. 44. For McCoy and Phillibert see index to Kansas Historical Quarterly (KHQ), v. 28; for Bellemare see KHQ, v. 29, pp. 340, 341; for Northrup see KHQ, v. 30, p. 241; for McGee see Kansas Historical Collections (KHC), v. 8, p. 237, footnote. Benjamin Pruett was one of the men massacred at Mora, N. M., on January 19, 1847, during the Mexican-Pueblo revolt.—Saint Louis (Mo.) Weekly Recollect, March 21, 1847.

May.—From St. Joseph, Mo., or points upriver, the launching of 1846’s Oregon-California emigration began on April 26 when
Martin’s party ferried the Missouri (at St. Joseph); and ended about May 22 when the last wagons to join Smith’s company crossed at Parrott’s ferry (four miles above). A Weston, Mo., writer commented on May 17: “They [the emigrants] have been crossing . . . at as many different points as there are ferries between here and the [Council] Bluffs, but the largest body crossed at Iowa Point, Elizabethtown and St. Joseph. . . . they continue upon their long journey without stopping. . . . the road from the Iowa village [or, Great Nemaha Agency—25 miles west of St. Joseph] to the Pawnee [Platte] is strung with them like some great thoroughfare in the States. . . .” He also stated that all the wagons passing the subagency were ox-drawn; that there were “generally four yoke” to each team; and that the quantity of loose stock was “very great” (including work oxen, “at least 5,000 head”).

About two-thirds of the emigrants were said to be California-bound; and by estimate there were “five or six souls” per wagons. The final (June 7) statistic—that 224 wagons had passed the Great Nemaha Subagency—did not include 50(?) which had ferried the Missouri above Iowa Point to travel a route not before used by wagons, so far as known (see below). From St. Joseph, or upriver locations, then, some 274(?) wagons, and probably not fewer than 1,350 persons, set out for California or Oregon in 1846. (Council Bluffs, except as used by the Mormons—see p. 365—was not an emigration point in 1846.)

A company in the van of the year’s emigration all the way West was that of William J. Martin, Platte City, Mo. (an emigrant to Oregon in 1843, who returned in 1844). His party (12 wagons when crossing the Missouri on April 26) journeyed some 40 miles out and formed a camp to await other arrivals. Diarist William E. Taylor (in the small “Craig-Stanley” party) who crossed the Missouri on April 29, at Parrott’s ferry, and, on May 4, passed the Great Nemaha Subagency, wrote, two days later: “We overtook 18 wagons at the Nemiahaw River crossed over . . . 6 wagons encamped making 27 wagons and 50 men [Martin’s growing company]. By Taylor’s record, they forded the Big Blue on May 10 and “Came to Independence trail.” For a time the Martin train traveled as part of a large company (altogether 130? wagons and over 1,000 head of stock) which elected Elam Brown as captain; but eventually seceded from all the rest and “struck out ahead.” On June 10 the east-bound Palmer party met Martin’s train (ahead of all others) at Fort Laramie. At the Sweetwater on July 11, an emigrant wrote: “The . . . advance company . . . [is] some 10 days’ travel beyond any previous emigration. . . . By this time the leading company numbering eleven wagons, is at Fort Bridger.”

Later, at Soda Spring(?), eight men (John Craig, Larkin Stanley, Taylor, and five others) left Martin’s train to head for California—and became the “first company to bring wagons across the Sierra in 1846.”

23—3783
Fifty wagons (or 57?) which crossed the Missouri near Oregon, Mo.—at
“Thompson; Hameys Ferry” (as diarist Nicholas Carriger recorded it at the
time; and later referred to by him as “Thompson and Hayman’s ferry”)—near
the present Kansas-Nebraska line, traveled to the Platte by a route not pre-
viously used by wagons so far as known. This road, pioneered (?) by the Riley
Gregg train (which Carriger’s party joined at the Missouri), became, es-
sentially, the trail subsequently known as the “Old Fort Kearny” road. (The
Gregg train passed the Table Rock [Neb.] area just a few days prior to the
arrival there of the First dragoons sent from Fort Leavenworth to build the
first ["old"] Fort Kearny [see p. 355].) It was on May 14 that Gregg’s train
of 50 wagons left “Honey Creek” camp, on the Missouri’s right bank (very
near the 40th parallel) to begin the trip over the new (?) route. On May 25,
when well on the journey to the Platte, Stephen Cooper’s California-bound,
seven-wagon party joined the company. Before long there were the usual
divisions, and splits, and regroupings of wagons; especially on the Platte, after
passing the Pawnee country. (The junction of the “Old Fort Kearny” road
with the Independence-to-Oregon trail was near the head of Grand Island—a
few miles east of the place where the second ["new"] Fort Kearny was estab-
lished in 1847.) Carriger went to California; Gregg to Oregon, presumably.

The last train to leave the St. Joseph area in 1846 was “Smith’s company”—
or at least [Fabritius?] Smith was captain on the Platte. This Oregon-bound
train—43 wagons—left the Missouri on May 23 (after being joined by late
arrivals west of Parrott’s ferry on the 22d). The east-bound Joel Palmer party
came upon “Smith’s company” below the crossing of the Platte’s South Fork,
on June 18, “lying by,” having lost 150 head of cattle. Emigrant Edward
Trimble was killed by Pawnees that same day, while searching for the lost
stock. “About twenty of this party, with four wagons, returned to the frontier,
guarded by a company of Messrs. Palmer and Smith.”

Ref: Morgan, op. cit., v. 1, particularly pp. 90-100, 105, 116, 118-158, 389-398, v. 2,
pp. 476-592, passim, 610, 751, 743-747, 799; Oregon Historical Quarterly, Salem, v. 4
(September, 1903), pp. 251-253 (Anson S. Cones’s “Reminiscences”). In The History
of Holt and Atchison Counties, Missouri . . . (St. Joseph, 1882), pp. 311-313, the
reminiscences of William Banks include the information that in 1841 he landed at
what had been known as “Jeffrey’s point”; purchased from Jeffrey Dorway (Dorney)
the projection of land (long since washed away) then included in S. W. 1/4 of Sec. 15, T. 59, R. 35,
Holt county, Mo.; renamed it Iowa Point; and in the summer of 1844 established a flatboat
ferry there (Major Wharton and the First dragoons of the 1844 expedition—see KHQ, v.
50, p. 83—were the first to use it), which he ran till 1856. (Also, it is stated, on p.
513, that “By permission of William Banks, the point in Kansas opposite the original Iowa
Point, Missouri, was so named by John Pemberton and Harvey Foreman [in 1853].”) Since
Banks was the ferry operator in 1846 at Iowa Point, Mo., the ferry called “Thompson
and Hayman’s”—see above—must have been upriver from Iowa Point.

May 5.—The Rev. James Wheeler (missionary to the Wyandots
since 1839?), and his family, “embarked on board the Radnor”
to return to Ohio.

On the 9th the Rev. Edward T. Peery (superintendent of the Methodists’
Indian manual labor school in 1845), and his family, moved over from Shawnee
Mission to the Wyandots’ parsonage (in present Kansas City, Kan.).

178, 181; Martha B. Caldwell, comp., Annals of Shawnee Methodist Mission (Topeka,
1839), p. 56; KHQ, v. 9, p. 214.
May 5.—The steamboat Archer (H. Moore, captain) was advertised to run as a regular packet between St. Joseph, Mo., and St. Louis. She was scheduled to leave St. Joseph on May 18; and again on June 6.


May 8.—A table of “Distances on the Missouri River”—from the mouth of the Missouri (a location 20 miles above St. Louis) to Council Bluffs—as supplied by “one of the oldest and most experienced Pilots on the Missouri river,” appeared in the St. Joseph (Mo.) Gazette. It is reprinted below (in part), together with some mileages from another table—published in 1853, and based on St. Louis as a beginning point—for comparative purposes.

<table>
<thead>
<tr>
<th>1846 From “Mouth [of the] Missouri” to:</th>
<th>1883 From St. Louis to:</th>
<th>From Mouth of Missouri to:</th>
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<td>Miles</td>
<td>Miles</td>
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<tr>
<td>Liberty Landing</td>
<td>6 410</td>
<td>Wayne City [upper Independence landing]</td>
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<tr>
<td>Mouth of Kansas, Mo.</td>
<td>6 429</td>
<td>Westport Landing [Town of Kansas, Mo.]</td>
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<td>*Mouth [of the] Little Platte</td>
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<td>Mouth [of the] Little Platte</td>
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<td>Weston</td>
<td>8 475</td>
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<td>Iatan</td>
<td>15 490</td>
<td>Weston</td>
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<td>*First Indian Village[?]</td>
<td>7 497</td>
<td>Atchison</td>
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<tr>
<td>Independence Creek</td>
<td>13 510</td>
<td>Atchison</td>
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<tr>
<td>*Twenty-four League Village [old Kansa town, present Doniphan]</td>
<td>1 511</td>
<td>Doniphan</td>
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<td>Owen’s Landing</td>
<td>3 514</td>
<td>St. Joseph</td>
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<td>Sullivan’s Landing</td>
<td>25 539</td>
<td>Bond’s Landing</td>
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<tr>
<td>St. Joseph</td>
<td>5 544</td>
<td>Cable’s [Capes’] Landing</td>
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Savannah or Samuel’s Landing 1 567
West Union, Head Nodaway Is[and] 8 575
* Iowa point [on Missouri side; see p. 346] 38 618 Iowa point
  [Kan.] 646 [626]
Council Bluffs
  [“Nebraska”?] 250 863 Iowa 757 [737]

* Sites in, or related to, “Kansas.”

Ref: The Gazette, St. Joseph, Mo., May 8, 1846; J. T. Schaff’s History of Saint Louis City and County . . . (Philadelphia, 1883), v. 2, p. 1042. See KHQ, v. 27, pp. 84, 88, 257, for information on the “Twenty-four League Village” (Village of 24). Not identified is the “First Indian Village”—a site below Atchison of today. (The old “Village of 12” was above present Atchison.) Cappes’ Landing (for Charles and William Cappes, who, in the 1840’s laid out a town, Nodaway City, on land adjoining present Amazonia, Mo.).—History of Andrew and DeKalb Counties, Missouri (1888), pp. 171, 172.

C May 8.—Counciling with Chiefs Keokuk, Hard Fish, and others (at Keokuk’s encampment, south of present Lawrence—see December, 1845, annals), Agent John Beach learned that the more than 1,400 “Mississippi” Sacs & Foxes then in “Kansas” had decided to accept a reserve on the upper Marais des Cygnes; and that Hard Fish’s band (about 500 souls) was already en route there—some 30 miles southward.

Present, and representing Fox chief Powashiek, but taking no part in the council, were chiefs Wetemah (see p. 341) and Keequehart. (See, also, October 16, 1846, entry for more on the “Mississippi” Foxes.)

Chief Keokuk, and his more than 700 Sac and 250 Foxes, remained on the Shawnees’ land till fall, apparently in several camps. James Clyman (east-bound on the Oregon trail), on July 20 passed “immediately through a small settlement of Saukie Indians.” “Their small farms had a Thrifty appearance,” he wrote. (He, and his companions, spent that night on the “Waukarusha.”)


C May.—Four trading outfits (all previously licensed for the “Mississippi” Sac & Fox trade prior to the Indians’ removal from Iowa territory) were permitted to establish themselves on the new Sac & Fox reserve in “Kansas.” They located, not far apart, in what is now Greenwood township, Franklin county, south of Pomonka.

1. Pierre Chouteau, Jr., & Co., whose Sac & Fox outfit was “Phelps & Co.” (William and Sumner S. Phelps—the latter in charge in “Kansas”). Employees included Isaac G. Baker and John Goodell.

2. “Messrs. Scott” (Willson A. and John B. Scott—the latter resident, 1847, in “Kansas”).

3. W. G. & G. W. Ewing (with Alexander Street as “Kansas” agent).
(4) John H. Whistler (with whom was associated his brother-in-law, Robert A. Kinzie—"in a clandestine manner" during Agent Beach's tenure; but by license afterwards [late 1847]).

Sac chief Hard Fish, in a December, 1847, speech, said: "We came here [to the Marias des Cygnes reserve] last spring was a year [May, 1846], with the intention to remain in this country; in a short time the traders commenced pouring in, and destroying all of our timber and making large fields; we supposed that they would only build trading and other houses for themselves to live in. . . . Their accounts and papers follow us all around, and we never get done paying them; it's pay all the time and never scratch out. There are as many whites as Indians at the trading houses."

Ref: SIA, St. Louis, "Records," v. 8, typed copy, p. 558; 30th Cong., 1st Sess., Sen. Ez, Doc. No. 79 (Serial 510), items passim. John H. Whistler (son of Col. William Whistler—commandant at Fort Dearborn in 1832) subsequently removed (with his family) to Coffey county about 1857; died there in 1873(?). Robert A. Kinzie (son of John Kinzie—"the father of Chicago") lived in "Kansas" part of the time between 1846 and 1861. (His son John, aged 10 in 1860, was "Kansas"-born.) From about 1857 to 1861, the Robert A. Kinzie family resided in Coffey county. See A. T. Andreas' History of Chicago (1884), v. 1, pp. 72, 99; A. T. Andreas' and W. C. Cutler's History of Kansas (1883), p. 656; KJC, v. 11, pp. 387, 388; U. S. Census, 1860 Burlington township, Coffey co., Kansas, pp. 37, 44, 45; Armada of Iowa, v. 4 (October, 1899), p. 170, 8d ser., v. 13 (April, 1922), pp. 243-262; F. G. Heitman's Historical Register . . . of the United States Army . . . (1903), v. 1, pp. 603 (Kinzie), and 1026 (Wm. Whistler).

Between May 8 and May 14 several trading companies from Chihuahua arrived at Independence, Mo. In the van were "Messrs. Aguira [Francisco Elguera] and [Henry] Skillman," who had made the entire trip in 46 days. They were followed by traders "Poe Semianre, Jose Gonzales, and Louis Yaulwager"; and by James W. Magoffin (who had 30 wagons).

These various companies were reported to have brought "an immense quantity of specie, amounting to about $350,000," and mule herds totaling perhaps 1,000 animals.


May 8-16.—From Independence, Mo., on the 8th, Josiah Gregg wrote: "The earliest caravans [for Santa Fe] are now just starting. . . ." On the 16th a correspondent reported: "About forty wagons have left [Independence] for Santa Fe and Chihuahua this week, and others are preparing to leave shortly."

George Doan and James J. Webb set out on May 9. They, and most of the other traders, had ox teams. According to Webb: "Besides our five wagons, there were three of W. S. McKnight, [Norris] Colburn, Juan Armijo [who "had a train of wagons ahead of us"] . . . J. B. Turley, and some
others.” Francis X. Aubry, who left Independence May 9 on his first Santa Fe-trade venture, must have been in this company. About May 29 “Webb, Doan and others” crossed Ash creek. The Armiijo wagons (property of New Mexico’s governor, Manuel Armijo) were then in the rear. At the Arkansas crossing these traders reorganized; delegated George Doan, and others of the company, to travel ahead (by the upper Arkansas route) to Santa Fe; then started the wagons across the Jornada. “About half way up the Cimarron,” in mid-June, they were overtaken by Albert Speyer’s caravan—see May 22 entry; but entered Santa Fe, at the end of June, only “half a day behind him.”

Among the traders who left Independence around May 15 (and subsequently traveled together) were: Benjamin Pruett, George H. Peacock, “Weick,” “Mayer,” Charles Blummer, Samuel Balston, and (Adam?) Hill. A cotraveler was artist Alfred S. Waugh. When Speyer’s caravan caught up with these traders at the Arkansas crossing on June 9 they were camped on the river’s right bank. They, too, reached Santa Fe in the latter part of June. Henry and Edwin Norris’ train, which left Missouri “about mid-May,” perhaps joined this caravan. (Their wagons, also, reached Santa Fe in late June.)

Ref: Gregg, op. cit., v. 1, p. 192; Missouri Republican, St. Louis, May 21, June 25, July 17, 1846; Saint Louis Daily Union, August 24, 1846; The Pacific Historian, Stockton, Cal., v. 5 (August, 1961), pp. 111–133 (for Aubry); A. S. Waugh’s Travels In Search of the Elephant (1951), pp. 97–105; Missouri Historical Society, Bulletin, St. Louis, v. 6 (April, 1936), p. 292; New York Weekly Tribune, June 19, 1846; Webb, op. cit., pp. 179–182; F. A. Wickersham’s Memoir of a Tour To Northern Mexico (Washington, 1848), p. 11; 30th Cong., 1st Sess., H. R., No. 458 (Serial 525), pp. 42, 43 (for H. and E. Norris); Gibson, op. cit., pp. 41, 42. A letter by Norris Colburn, dated at Santa Fe, July 17, 1846, which refers to the loss of 94 mules and a horse, and “Mr. Cooper’s” loss of six mules—stolen by Apaches—“while we were on the way from the Pueblo fort on the Arkansas,” seems to show that Colburn took his stock (but not his wagons?) beyond Bent’s Fort before turning southward for Santa Fe.—See Morgan, op. cit., v. 2, p. 645.

C May 9.—Two young Bostonians—Francis Parkman and his cousin Quincy A. Shaw—together with their guide-hunter Henry Chatillon, and cart-driver Antoine De Laurier (of the Kawk’s mouth French settlement), set out from Westport, Mo., on a summer’s excursion to the Rocky mountains. (Four and a half months later—on September 26—they returned to Westport, by way of the Santa Fe trail.) Parkman’s “classic” account of this journey—his narrative The Oregon Trail—was published serially in the Knickerbocker Magazine, February, 1847–February, 1849; then first appeared in book form—in February, 1849—under the title The California and Oregon Trail. His more valuable journals of the 1846 expedition were not published till 1847.

Parkman, Shaw, and Chatillon had reached Kansas Landing (Kansas City), Mo., (aboard the Radnor, from St. Louis) on May 3; and they “put up” for several days at the “solid log house of Col. [William M.] Chick” while buying horses and mules, and organizing for the journey. Parkman spent some time at Westport, and Independence; crossed into the Indian country twice—visiting the Wyandots on May 6.

Beginning the overland march on May 9, Parkman and his three companions crossed the Shawnee reserve and camped at the Delaware (or military,
or Griner) crossing of the Kansas (Kaw) river; ferried over on the 10th; traveled northward on the military road; and, on the 11th, near Fort Leavenworth, joined the British hunting party (Capt. Bill Chandler, Jack Chandler, Romaine—"an English gentleman," and three hired hands) with whom, as earlier agreed, they were to travel the Oregon trail. (The Chandler-Romaine party—the latter "virtually the leader"—had left Westport on May 8. For Romaine's travels across "Kansas" in 1841 see KHQ, v. 29, pp. 346, 354.)

On May 12, still camped near Fort Leavenworth, Parkman and Shaw rode four miles to the Kickapoo settlements; visited the trader (W. H. Hildreth) on the way back; then stopped at the fort and (as Parkman wrote) "sat down to the Colonel's [Kearny's] table with Romain[e] and the Capt. [Chandler]—the last Madeira, the last fruits that we shall enjoy for a long time."

Resuming travel on the 13th, Parkman's and the British party missed the turn-off they intended to take (the route cross-country to the Oregon trail blazed in 1845 by Kearny's dragoons—see p. 221); traveled the northward path leading toward the Great Nemaha Agency; finally, on the 16th, struck the St. Joseph branch of the Oregon trail, and followed it westward. On May 23 they reached the Big Blue; built a raft and crossed; next day "struck upon the old Oregon Trail," and had first contact with the emigrants. Parkman's party (separating from Chandler's on June 10, near Ash Hollow) reached Fort Laramie on June 15—five days behind the advance companies of emigrants.

After several weeks in the Fort Laramie area (most of the time with Sioux Indians), Parkman and his companions started southward (on August 4), and after a journey along the base of the Rockies, arrived, August 20, at the Pueblo, on the upper Arkansas. (See September 26 entry for return journey.)


May.—Indian traders Joseph Bissonette, John Sibille, and three hands, with some goods-laden wagons, west-bound from Missouri to the upper North Platte, crossed "Kansas" by way of the Oregon trail.

On June 4, probably near the head of Grand Island (Neb.), Pawnees robbed this party of a "considerable amount of goods." Bissonette reached his destination—Fort Bernard (eight miles below Fort Laramie)—on June 28.


May.—At Independence, Mo., on the 11th (by which time most of the year's Pacific-bound emigration had passed beyond Missouri's border) a writer commented: "Our town for the last few weeks, has presented a scene of business equal to a crowded city. Emigrants... have been pouring in from all quarters. ... There are, this spring [in contrast to previous years], two distinct companies, one to Oregon, and the other to California. ..."

The total emigration which channeled out of Independence is difficult to determine. A man who reached Independence on May
25, after a journey out to the "California camp" near the Kansas crossing, reported that 230 wagons had crossed before he left, and perhaps some 60 (?) were yet south of the river. (Presumably the latter "statistic" did not include the 25-wagon train, largely Mormons—see p. 357—which, at the end of the procession, left Independence on May 27.) But Joel Palmer (east-bound in June, see p. 375) presumably met all the various companies, and counted only 541 wagons. If (as indicated by the figures on p. 345) the emigration from St. Joseph and upriver points was a minimum 274 out of the 541, the wagons which had started from Independence numbered 267. On this assumption (at the accepted "count" of five to a wagon), at least 1,300 persons traveled the "old" Oregon trail.

May 11.—"The Oregon emigrants have all moved on to the Kansas river, where, I presume, they will organize," wrote a man in the California-bound company, on the 11th. However, some of the Oregonians organized late that same day at a camp west of Wakarusa crossing. Virgil Pringle (from St. Charles, Mo.), whose party included Orus Brown (emigrant to Oregon in 1843; returned East, 1845), recorded in his diary on May 11 that their wagons "came into Carel" (at the above camp) in the evening "with the whole emigration in sight"; that the emigrants gathered there proceeded to divide into two parties (about 207 wagons in each). Pringle's party chose William Keithly as captain; John Robinson headed the other. Orus Brown was to pilot both.

On May 13 these Oregonians camped by the Kansas river (at present Topeka); next day Robinson's and some of Keithly's wagons crossed; the rest were ferried over on the 15th. (Pringle states that the "two flat boats [were] owned by a Shawnee Indian named Fish." See Pvt. Jacob Robinson's statement under "Ref.," below; and see, also, p. 353.) Five days later (May 20) the two companies reached the Big Blue crossing [the "Independence" crossing as it came to be known—some four miles northwest of present Blue Rapids, and above five miles southwest of Marysville, in Sec. 31, T. 3 S., R. 7 E.]. The river was rising rapidly and only 20 wagons were able to ford that day. The rest had to wait three days. On the 23d, after all were on the west bank, the company "burst asunder" (as Pringle recorded it), "leaving 27 with us." Captain Keithly was one of those who separated and went on ahead. At the camp beside the Big Blue, that night, Mrs. Aaron Richardson's child was born.

The journey cross-country of these emigrants is not followed further here, except to note that Robinson's advance company (with which Orus Brown traveled) reached the Willamette Valley of Oregon in September (via the Barlow Road); and that Pringle's party, taking the "Applegate Cutoff," did not enter that valley till November 22.

There were emigrants-for Oregon besides the above who started from Independence, but information about other parties of them while in "Kansas" is fragmentary. One person conspicuous in the throng at Missouri's border early in May was a young Navy man on leave—Passed Midshipman Selim E. Woodworth (who later had a role in the rescue of the Donner party). Woodworth (whom Francis Parkman called "a great busybody . . . ambitious
of taking a command among the emigrants") wrote from Westport on May 6 that he would leave for the "Ford of Kanzas" next day; and that his (mounted?) party would remain there till the 10th to recruit their horses. He was at Ash Hollow on June 8; and he reached Oregon City on August 25, in the forefront of the arriving emigrants, having crossed the Rocky mountains, as reported, "in company with three other gentlemen destined to Oregon." Subsequently he went to California.

May 11.—California-bound emigrants (55 wagons), gathered at an Indian creek camp (present Johnson county), elected this day William Henry Russell ("Colonel" Russell), of Callaway county, Mo., as their captain. At another camp, half a mile away, also on the 11th, other emigrants—California—the George Harlan train (then 20 wagons)—chose Josiah Morin ("Judge" Morin) as leader, after Harlan declined the honor.

The Russell company or, "main body of the California emigrants" (which included wagons bearing Oregon legends), set out from Indian creek on May 12 (now 63[?] wagons in all; with 119 men; 59 women; 110 children); encamped after a six-mile march; and organized into four sections (with a leader for each). Most wagons reached the Wakarusa to camp on May 14. Next day the company was overtaken by a party (nine[?] wagons) which included Lilburn W. Boggs (governor of Missouri, 1836-1840), his family, and J. Quinn Thornton, of Illinois, with his wife. Camping on the west side of the Wakarusa the night of May 15 the company totaled (by Thornton's count) 73 wagons (with 130 men, 65 women, and 125 children). Edwin Bryant thought the daily-use oxen numbered about 700; and that there were some "300 mules, horses, and other loose animals." According to Thornton, John Baker and David Butterfield (who had with them some 140 head of cattle, plus five ox teams) were expelled on the 16th because of their excess stock. (He later came up with Baker, and Butterfield—a Jackson county, Mo., man, on the Platte.)

At the Shuanunga creek camp on May 17 dissension arose. James C. T. Dunleavy (a Methodist minister, recently of Independence, Mo.) was spokesman for the "disaffected party." Next day, with a storm imminent, and an urgency for getting across the Kansas (some five miles distant), the Dunleavy "disaffected party" stayed in camp; while 35 (?) wagons moved forward with leader William H. Russell to the river. Edwin Bryant wrote that "two half-breed Indians" owned the two flatboats (each capable of taking two wagons a trip) and that 35 (Curry says 40) wagons (at a dollar each) had been ferried (i.e., "pushed across . . . with long poles handled by Indians") by six P. M. [Pringle—see p. 352—said a Shawnee named Fish owned the boats. Thornton, in his book, wrote: "Near the ferry was a small cabin . . . occupied by a Frenchman who kept the ferry. His wife was a Kansas squaw. . . ." The Frenchman residing near the ferry evidently was Joseph Papin; but Thornton appears to have been wrong in referring to him as the ferry operator in 1846.] The stock was made to swim the Kansas. Russell's company went three or four miles further, to make camp on Soldier creek; remained at that location on May 19. Early on the 19th, twin boys were born to Martha (Mrs. Reason) Hall (and were named Reuben and William for Dr. Reuben P. Rubey and William H. Russell). This day, also, "nine wagons from Illinois, belonging to Mr. [James F.] Reed and the Messrs. [George and Jacob] Donner" joined.
A census now showed 98 men, 40 (or 50?) women, 57 children; and 46 wagons, 320 (or 250?) oxen, 50 horses. (Russell's and Bryant's figures, as printed, vary.)

The march was resumed on May 20; six more wagons (unidentified) joined this day; and on May 21 Alphonso Boone's expected party (11 wagons) caught up (making 67 wagons in all.) But on the 22d, 13 wagons (the Joseph Gordon-Gallant D. Dickenson party) separated, going on ahead. When the large Russell Company reached the Big Blue on May 26 it was unfordable. The California emigrants were forced to camp five nights on the left bank—eventually crossing the flooded stream on May 30 (when nine wagons were ferried over) and May 31 when the rest were taken across on the "canoes"—the "Blue River Rover"—a "nondescript craft" the emigrants constructed. During the enforced stop on the Big Blue's left bank, Edwin Bryant discovered (half a mile east of the ford) "Alcove Spring" (still a noted landmark—see p. 352 for location of the Independence crossing where Russell's company was in camp). George McKinstry says eight wagons joined on the 28th. Early on the 29th Mrs. Sarah Keyes ("a lady aged 70," mother-in-law of James J. Reed) died; and was buried that day under a tree near the camp.

On June 1 the Russell Company continued the journey West. Russell, near Fort Laramie, resigned command, traded his wagons for pack mules, and with a few others, including Bryant and McKinstry, went on ahead, reaching Sutter's Fort on August 31, in the van of the "Californians." The further travels of the other emigrants is not followed here, except to remark that to the Donner and Reed families (and their cotravelers) great tragedy occurred in the Sierras—and that 1846 has come to be remembered chiefly as the year of the Donner party.

The before-mentioned Harlan-Morin California company (which left Indian creek on May 12); the Dunleavy company (which separated from Russell's at the Shunganunga on May 18); and the Gordon-Dickenson party (which left Russell's on May 22)—all crossed the Big Blue before the flood on May 26. With the Harlan-Morin company, for a time were "Five German Boys" from St. Louis whose story has been told by one of them—Heinrich Lienhard—who records that the party grew to 32 or 33 wagons at one time; but fell apart before reaching the Big Blue. With the Dunleavy company (at least as far as Fort Laramie) was Thomas H. Jefferson (he reached California in October)—maker of the map which historian Dale L. Morgan has termed "one of the great American maps . . . a trail document of high importance." (See a "Kansas" section of Jefferson's map facing p. 376.)

Ref: Dale L. Morgan, editor, Overland In 1846; Diaries and Letters of the California-Oregon Trail (Georgetown, Calif., 1963), two volumes. (This comprehensive study of the 1846 emigration includes not only heretofore unpublished letters, and journals [those of W. E. Taylor, Nicholas Carriger, Virgil Fringle, and George McKinstry having special "Kansas" interest]; but also reprints two rare items—the John M. Shively guide, and the Thomas H. Jefferson map; as well as the collected newspaper source material.) Bryant, op. cit.; J. Quincy Thornton's Oregon and California In 1848 . . . (New York, 1849), v. 1 (of two); Francis Parkman's Journals . . . , ed. by Mason Wade (1947), v. 2, pp. 355-483; Heinrich Lienhard, From St. Louis to Sutter's Fort, 1846, tr. and ed. by E. G. and Elisabeth K. Gudde (Norman, 1961); H. H. Bancroft's History of Oregon (San Francisco, 1886), v. 1, pp. 552-568; KIH, v. 5, pp. 208-212, and v. 23, p. 154 (for some Alcove Springs, and Sarah Keyes items); Jacob S. Robinson's A Journal of the Santa Fe Expedition . . . , reprint ed. (Princeton, 1932), p. 3 (Ft. Jacob Robinson, of Doniphan's regiment, crossing the Kansas on Charles Fish's ferry, at the Wakarusa's
mouth, on June 25, reported: “The keeper of the boat said he had made four hundred dollars this season, by the crossing [at the upriver “Topeka” Oregon trail crossing] of emigrants bound to Oregon.”). Selim E. Woodworth’s letter of May 6, 1846, is in National Archives—“Officers’ Letters in the Records of the Navy Department” (and used here courtesy of Dale L. Morgan).

C May 13.—The existence of a state of war between the United States and Mexico was proclaimed by President Polk.

Also on the 13th the War department took steps to organize an overland expeditionary force (the “Army of the West”) which would march from Fort Leavenworth to protect the property of Santa Fe traders and occupy the New Mexican capital. To Col. Stephen W. Kearny (who, on the 14th, was given command *) went the organization plans (which called for combining First U. S. dragoon companies with volunteer troop units); and to Gov. John C. Edwards, of Missouri, went an initial request for volunteers to make up an eight-company mounted regiment, and two companies of light artillery. (*Kearny received his formal orders on May 26.)

Ref: Allan Nevins, ed., *Polf The Diary of a President 1845-1849* . . . (1929), p. 90; Ralph P. Bieber’s introduction to *Marching With the Army of the West 1846-1848*, v. 4 of the *Southwest Historical Series* (Glendale, Cal., 1936), pp. 19, 23, 24, 29-31; also, his introduction to G. R. Gibson’s “Journal,” v. 3 of the *Southwest Historical Series*, pp. 23-29.

C In mid-May, traders [John?] Shaw and Robert Pope, from Fort George (the Fox, Livingston & Co., post) on the “Little Missouri” (Bad river), who had left Fort Laramie on March 31, arrived at St. Louis. (See, also, p. 395 for Shaw.)

Ref: Morgan, op. cit., v. 2, p. 547 (from Missouri Reporter, St. Louis, May 19 and 20, 1846); *Historical Record*, Salt Lake City, v. 9 (January, 1890), entry for October 17, 1847, mentions “John Shaw” then en route to Fort Laramie.

C May 15.—Bound for Table creek (Neb.) to establish a new army post—the first, short-lived, Fort Kearny (located where Nebraska City is today)—Col. Stephen W. Kearny, also Maj. Clifton Wharton and Lt. William E. Prince), in company with Brig. Gen. George M. Brooke, and a command of First dragoon (Company C) and First infantry (Company A) troops, left Fort Leavenworth on the steamboat *Amaranth* (which carried materiel including “flooring, stoves, &c.” for the new post). They reached Table creek (15 miles below the Council Bluffs) about May 21.

A detachment of Company C, First dragoons, under 2d Lt. Andrew J. Smith (dispatched overland from Fort Leavenworth on May 12), arrived at Table creek on the 22d. General Brooke and Colonel Kearny determined the location for “Camp Kearny” on May 23(? ) and departed downstream on the *Amaranth* the same day. (Kearny was back at Fort Leavenworth by May 26 [see May 13 entry], the general reached St. Louis on the 29th.)

On May 30, 55 of the First dragoons started back to Fort Leavenworth, reducing Major Wharton’s “Camp Kearny” command to 39 enlisted men (some ill) and seven “citizen mechanics.” When, early in June, Wharton departed, Lt. William E. Prince was left to supervise construction of the fort. At a
later time (1858) he wrote: "I succeeded in erecting a [log] blockhouse, when I was ordered to abandon the place. . . ." On July 13 Wharton (now commandant at Fort Leavenworth) reported: "Company A, First infantry (53 aggregate), under command of First Lieut. Prince, First infantry, arrived here this morning from Table Creek."

The blockhouse, and other public property at the original Fort Kearny was put in charge of William R. English. Subsequently, "Oregon battalion" troops built log huts and wintered there in 1847-1848. Some of them served as escort to Lt. Daniel P. Woodbury (of the army engineers), who supervised construction of the second Fort Kearny, at Grand Island on the Platte.


C May 19.—An act to provide for raising a regiment of Mounted riflemen, and for establishing military posts on the Oregon trail, was signed by President Polk.

Ref: U. S. Statutes at Large, v. 9, pp. 13, 14. The first U. S. mounted riflemen to cross "Kansas" was 3d Lt. Julian May—see p. 359. Capt. John C. Fremont, in California, was commissioned lieutenant colonel of the new regiment.

C May 20.—Osage chiefs who signed a letter complaining about their new agent (Samuel H. Bunch—appointed in February, but not in "Kansas" till mid-April?) were: (1) George White Hair, (2) Big Chief (of the Little Osages), (3) Clermont (the 3d), (4) Pa-ne-non-pa-sha (principal chief of the Big Hill band).

Ref: OLA, "Letters Received from SIA, St. Louis" (National Archives Microcopy 234, Roll 754).

C May 22.—Albert Speyer’s Santa Fe-bound caravan—"22 large wagons, (each drawn by 10 mules,) several smaller vehicles, and 35 men"—set out from "Big Blue camp" (about 20 miles west of Independence, Mo.). In two wagons were munitions (purchased in England) for the governor of Chihuahua.

"Big Blue camp," wrote cotraveler Dr. Frederick A. Wislizenus, of St. Louis, is a "charming spot . . . just on the western boundary . . . of Missouri, the military road from Fort Towson [La.] to Fort Leavenworth passing by it." Wislizenus, with a "small wagon on springs" to carry his baggage and instruments, and a servant, was making a privately financed expedition, principally to collect scientific data. His 1848-published Memoir of a Tour to Northern Mexico . . . in 1846 and 1847 (issued as a government document, by senate resolution) included a travel journal, a "botanical appendix, three maps, and meteorological tables. [For his 1839 travels across "Kansas" see KIIO, v. 29, pp. 169 and 181.]

On May 24 Wislizenus wrote: "This morning we passed the road to Oregon, that leaves, about eight miles from Round Grove [Elm Grove; or, Lone Elm], the Santa Fe road, and turns to the right towards the Kansas [river]. A way post had been put there, marked: 'Road to Oregon.' . . . " Camp on the 29th was at Council Grove. ("For agriculture, as well as raising stock, the place would be excellent," was Wislizenus’ opinion.)
West of Walnut creek, on June 5, the “whole plain” was “covered with bands of buffaloes; their number must have been at least 30,000.” Later that day, about six miles east of Ash creek, the “yellow [and red] sandstone” Pawnee Rock was seen, to the right of their path. On the 8th Speyer and company camped at “The Caches”; next day moved “about 20 miles up the Arkansas” and “arrived at the usual fording place of the Arkansas.” Across the river, was “a corral of wagons, belonging to some smaller companies that had started before . . . [them].” (On the 19-day journey to the Cimarron crossing, Speyer’s caravan had averaged nearly 18½ miles’ travel per day.)

His train forded the river on the morning of June 10; struck out in the evening on the Cimarron route; reached Santa Fe 20 days later. Despite the new war status (see June 17 entry), Governor Armijo was still treating the traders as usual. A duty of $625 was imposed on each wagon; passports to the Mexican interior were available for those persons (Speyer and Wislizenus included) who wanted them.


מ May 25.—“A small company of three wagons . . . from the mountains” (coming by way of Bent’s Fort and the Santa Fe trail?) arrived at Independence, Mo.

Ref: Missouri Republican, June 1, 1846, as reprinted in Nebraska State Historical Society Publications, v. 20, p. 154.

מ May 27.—Manuel X. Harmony (“a native of Spain”), whose train of 12 heavy merchandise-filled wagons (each drawn by 12 oxen), and two other chartered wagons left Independence, Mo., for Santa Fe on the 27th, was overtaken in the Pawnee Fork vicinity about June 17 by Capt. Benjamin D. Moore’s command; and detained there some 20 days. (He had goods valued at $38,759, and a $10,000 outfit.)

Subsequently Harmony followed Moore to Bent’s Fort (arriving there about July 26); reached Santa Fe a month later, behind Kearny’s Army of the West.


מ May 27.—A train of 25 wagons, captained by William Crosby, left Independence, Mo., to travel the Oregon trail. Crosby, and the personnel of 19 wagons (24 men; 43 persons in all)—a company (mostly from Southern states) now referred to as the “Mississippi Saints”—were Mormons who expected to meet their Nauvoo (Ill.) brethren out on the plains. The occupants of the other six wagons were Oregon-bound emigrant families (a party mustering 13 or 14 men).
One of the “Saints”—John Brown—in a later-written narrative, related that when, in the Indian country (i.e., “Kansas”), their “Oregon friends” learned they were traveling with Mormons, they became “a little uneasy and somewhat frightened,” but remained in company, most of the time, till reaching the Platte; then went on ahead. Joel M. Ware, who left Independence June 2 (the last emigrant to set out from the frontier), joined the above train; then proceeded with the six Oregon-bound wagons.

The “Mississippi Saints,” finding no trace of the Mormons from Nauvoo, continued out the Oregon trail to the vicinity of Fort Laramie (the only Mormon company to reach that area in 1846); met trader John Richard a few miles below that post; decided to follow him to Pueblo, on the upper Arkansas, to winter. Starting south with Richard on July 10, they arrived at Pueblo (Colo.) August 7; where the Mormon families remained till the spring of 1847 (when they retraced the route to Fort Laramie). (See p. 398 for a return East of some men from this party.)

Ref: Morgan, op cit., v. 1, pp. 62, 63, 111-115, v. 2, pp. 512, 633, 647, 659, 746, 753, 764, and see, also, index, under “Mississippi Saints”; John D. Lee’s “Diary” (from a microfilm of typed copy, courtesy of Utah Historical Society, which has the original diary). September 14, 1846, entry.

© May 28 (?)—The 22-wagon Bent, St. Vrain & Co., train (possibly headed by Marcellus St. Vrain?) which left Bent’s Fort in mid-May (and reached Missouri in the middle of June), lost one man about the 28th—killed and scalped by Comanches (?) west of Pawnee Fork. Two of the victim’s companions “had to run for it—just escaping.”

Near Pawnee Fork, on September 9, Robert S. Bliss, of the Mormon battalion, found “a paper enclosed in two rappers reading thus ‘look out for Indians for one of our men was killed supposed by a Camanche’ signed by an officer & dated May 18th [i.e., 28th?] 1846.” Earlier—on June 6—Dr. F. A. Wisslezenus (bound for Santa Fe with Speyer’s train) recorded having seen, on June 6, west of Pawnee Fork, the grave of the above victim, who “but a week ago had been killed by Indians, as his companions, from Bent’s Fort, had already told us [when met on June 9 near the Little Arkansas].”

Ref: Missouri Republican, St. Louis, June 1, 1846 (for May 25 letter from Independence, Mo., mentioning that “St. Vrain, of Bent’s Fort [and not Ceran St. Vrain for he was elsewhere] is expected in a few days”); F. A. Wisslezenus, Memoir of a Tour to Northern Mexico, pp. 8, 10; Lewis H. Garrard, Wah-To-Yah, and the Taoa Trail (Cincinnati, 1850), p. 25; Utah Historical Quarterly, Salt Lake City, v. 4 (July, 1931), p. 72 (for Bliss quote). William H. Richardson in his Journal, 2d edition (Baltimore, 1848), p. 14, shortly after passing Pawnee Fork, west-bound, on September 7, 1846, wrote: “we saw near the road side a little mound of stones, on one of which was engraved the name of R. T. Ross. It was supposed to be the grave of a man who was murdered by the Indians in 1840[?]” It may be that Ross was the above Indian victim.

© May.—Seven mountain men, from the upper Arkansas “beyond Bent’s Fort,” reached St. Louis on May 28, with around 300 packs of buffalo robes and a few packs of furs. About 150 miles from Missouri (west of Council Grove?) they had met the first “outward bound Santa Fe traders and from there passed a great many wagons and parties of traders.”

May 29.—The General Brooke, en route to the upper Missouri with goods for trading posts of the American Fur Company (Pierre Chouteau, Jr. & Co.), passed St. Joseph, Mo.


As June began, several Santa Fe-bound wagon trains were leaving the Missouri frontier. About June 9 an east-bound traveler met "Messrs. [Christopher C.?] Branham and [James P.?] Hickman and Col. Davis [i.e., Cornelius Davy, of Independence, Mo.] near Rock Creek"; and the next (?) day met "Messrs. [Alexander C.] Ferguson, [Edward J.] Glasgow & Clark" at 110-mile creek.

Capt. Benjamin D. Moore's dragoon command (see June 5 entry) would (on Colonel Kearny's orders) halt their wagons (and those of all other trains en route to New Mexico) at Pawnee Fork.

Ref: Missouri Republican, St. Louis, June 25, 1846; or, see, Waugh, op. cit., p. 107, footnote; W. E. Connelley's Doniphan's Expedition, pp. 646, 647.

June 1.—George T. Howard (on a War department mission) en route from Washington to New Mexico, and accompanied by 2d Lt. Julian May (of the U. S. Mounted rifles), left Agent R. W. Cummins' house with an escort of "7 Dragoons [from Fort Leavenworth] and about as many Shawnee & Delaware Inds. say 16 or 17 in all."

Two days later (and 50 miles out on the Santa Fe trail), Howard dispatched word to Fort Leavenworth that Speyer and Armijo (ahead of him) were freighting some arms and ammunition to New Mexico. Colonel Kearny sent back instructions to catch up with, and detain the traders till a dragoon force arrived.

Howard made a futile attempt to overtake the wagon trains, but his pack mules gave out. When east-bound "Messrs. Bent, St. Vrain, and Folger" met him, on June 16, at the crossing of the Arkansas, he was preparing to travel on, slowly, to Taos, having entrusted to two emissaries (who had left on fresh mules) the task of entering Santa Fe.

Subsequently, Howard's agents barely escaped capture as spies in the New Mexican capital (which they reached about June 24—after the arrival of war news; and left prior to June 30). They rejoined Howard, at Taos; and his party traveled to Bent's Fort early in July. (See p. 382 for return journey.)


Texan George T. Howard (a leader in the ill-fated Texan Santa Fe expedition of 1841—
see KHIQ, v. 29, p. 354), after reaching Washington, got a captain’s commission, in the
volunteers, on August 27, 1846; became a major on June 31, 1847; and was honorably
discharged October 15, 1848. Heitman, op cit., v. 1, p. 546.

10 June 5.—Capt. Benjamin D. Moore, of the First U. S. dragoons,
got orders (from Col. S. W. Kearny) to “march this day” from Fort
Leavenworth with his own and “Cpt. [John H. K.] Burgwin’s
Comps. (C & C),” to overtake, and detain, the Santa Fe-bound
wagons of traders Armijo and Speyer (see May 8-16, May 22, and
June 1 entries), reported to be carrying “a large quantity of arms and
ammunition.”

The captain was also directed to “stop the progress of the whole [traders’]
Caravan, our own Citizens, as well as the Mexican,” till he (Kearny) caught
up with them; and to “take 2 12 pdr. Mountain Howitzers” along. Moore,
accompanied by mountain man Thomas Fitzpatrick, set out with “only 8 hrs.
notice”; and camped “at Kansas river” on June 6. (An east-bound traveler,
meeting the dragoons at Big John’s spring about June 7, reported they num-
bered 180.) By forced marches (over “roads exceedingly dry and dusty”),
Moore and troops reached the Arkansas crossing in 11½ days from Fort
Leavenworth. (When Charles Bent’s east-bound party met them on June 17,
between Pawnee Fork and “The Caches,” they were “six or eight days” be-
hind Speyer’s wagons; and had lost the race to overhaul the arms-carrying
traders. Speyer had forded the Arkansas on June 10.)

In a July 10 letter, from Pawnee Fork “Head Qt’s Advance Guard, U. S. A.,”
Moore wrote: “On our arrival at the crossing, finding no Mexicans, nor sign of
any, and the grass scarce and insufficient, I fell back, with my command
[enlarged around June 30 by Company I dragoons—see June 12 entry], to this
point, about 80 miles [east] . . . „ in tolerable grass, where I have remained
since; but to-morrow I shall take up the line of march for Bent’s Fort. . . .”
(See July 11 entry.) Also in the Pawnee Fork vicinity were the wagon trains
of all Santa Fe traders who had left Independence, Mo., on, or after, May 27.
(See pp. 359, 368.)

Ref: R. F. Bieber, ed., Marching With the Army of the West, 1846-1848, pp. 73, 114
footnote), 121, 131; C. R. Gibson, op. cit., p. 43; New York Weekly Tribune, August 22,
1846 (for Moore’s letter—originally published in St. Louis Recelle of August 11); Mis-
souri Republican, St. Louis, June 25, 1846; Niles’ National Register, v. 70 (July 11, 1846),
p. 504 (for Charles Bent’s party); 30th Cong., 1st Sess., H. R. No. 458 (Serial 525),
p. 3; Magoffin, op. cit., pp. 42-47. Capt. Benjamin D. Moore was killed at the battle of
San Pasqual, December 6, 1846; Capt. John H. K. Burgwin was killed at Pueblo de Taos,
in February, 1847.

11 June 5 and 17.—The Pottawatome Nation, in a treaty signed on
the 5th by the “Council Bluffs” Indians (the united Pottawatomies, Chippewas, and Ottawas—sometimes called the Prairie band—about
2,000 in number), and on the 17th by the “Kansas” Pottawatomies
(principally the St. Joseph and Wabash bands—nearly 2,000 souls),
ceded the reserves (1) in southwestern Iowa territory, and (2) on the Marais des Cygnes’ waters in eastern “Kansas,” for a 30-mile-
square tract (576,000 acres) on the Kansas river (the eastern part of
the reserve given up by the Kansa Nation in January), and
agreed to remove there within two years. U. S. Comm’rs Timothy P. Andrews, Thomas H. Harvey, and Gideon C. Matlock negotiated the treaty. The Pottawatomies, altogether, gave up about 6,000,000 acres.

Of the $850,000 the Pottawatomies were to receive, the balance ($643,000), after applying various sums for specified purposes ($87,000 for the Kansas lands; $50,000 for tribal debts, compensation for property, improvements, etc.; $30,000 for removal expenses; $40,000 for 12 months’ subsistence) was to be held in a trust fund, with five per cent interest to be paid the Indians annually, at their new homes, for 30 years; after which time other arrangements were provided.

Chiefs Mi-au-mise (the Young Miami) and Op-to-gee-shuck (or Half-Day) headed the signers at Council Bluffs Subagency on June 5. Among other leading men of the nation on the list were Francois Bourbonnal[s], Charles H. Beaubien, Joseph Le Frambeau [La Framboise], interpreter, Pierre or Perish Le Clerk [Le Clerc], and M. B. Beaubien, interpreter. Subagent R. B. Mitchell, Richard Pearson, Albert G. Wilson, S. W. Smith, and John H. Whitehead were some of the witnesses.

At the Osage River Subagency, on Pottawatomie creek (in present Franklin county), the first four signers on June 17 were chiefs To-pen-e-be, We-wesay, Gah-gah-amo, and I-o-way. Further down the list were (among others) Abraham Burnett, Joseph Napoleon Bourassa, Jude W. Bourassa, and “Bossman” (Mackinaw Beauchemie). Witnesses were: Joseph Bertrand, Jr. (part Pottawatomie), Agent R. W. Cummins, Leonidas W. Vaughan (son of Subagent A. J. Vaughan), Robert Simerwell (government blacksmith), Thomas Hurlbut (Methodist missionary), John W. Polke (trader), Johnston Lykins (government physician), Moses H. Scott (trader), Washington Bossman (son of Mackinaw Beauchemie), John Tecumseh Jones (part-Indian; and Baptist missionary), James A. Poage, Joseph Clymer, Jr (trader), and W. W. Cleghorn (trader).

Ref: Kappler, op. cit., v. 2, pp. 557-560. The “Kansas” Pottawatomies, according to Subagent Vaughan’s September 4, 1846, statement (in Comm’r of Indian affairs, Report, 1846), totaled 1,941 persons (735 of the Wabash, 710 of the St. Joseph, and 496 of the Prairie bands).

◎ June 6-27.—Arriving at Fort Leavenworth were 13 Mexican War volunteer companies (totaling over 1,300 men) from Missouri counties bordering on the Missouri river, or from St. Louis and vicinity. Eleven were mounted companies: eight (some 830 men) were organized as the
First regiment Missouri volunteers (or, "Doniphan's" regiment); another—the "Laclede Rangers" (107 in number)—was attached to the First U. S. dragoons; and two light artillery companies were formed as a battalion (about 232 men). The infantry battalion (two companies) numbered 145 men. These 13 companies, and about 430 First U. S. dragoons (some on the road in advance of the Missourians—see June 5 and June 12 entries; others behind—see July 6 entry) made up Col. Stephen W. Kearny's Army of the West. Various data on the Missouri companies are summarized below. They were enlisted for 12 months' service.

<table>
<thead>
<tr>
<th>Arrived June</th>
<th>Captain of company</th>
<th>Company from</th>
<th>Assignment</th>
<th>Left the fort June</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>David Waldo</td>
<td>Jackson (mounted)</td>
<td>&quot;Doniphan's&quot; regt., Co. A</td>
<td>22</td>
<td>Organized at Independence. Dr. David Waldo had been prominent as a Santa Fe trader since 1829.</td>
</tr>
<tr>
<td></td>
<td>William P. Walton</td>
<td>Lafayette (mounted)</td>
<td>&quot;&quot; Co. B</td>
<td>26</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Oliver P. Moss</td>
<td>Clay (mounted)</td>
<td>&quot;&quot; Co. C</td>
<td>26</td>
<td>Organized at Liberty. Moss was brother-in-law to Doniphan. Both Doniphan (col.) and Ruff (lt. col.) were privates in the company till June 18.</td>
</tr>
<tr>
<td>9</td>
<td>John W. Reid</td>
<td>Saline (mounted)</td>
<td>&quot;&quot; Co. D</td>
<td>22</td>
<td>Reid was a colonel of the Proslaverymen (the 2,700 Missourians) who invaded Kansas in September, 1856.</td>
</tr>
</tbody>
</table>

Pvt. John T. Hughes (of "C"), in a "Ft. Leavenworth, June 9" letter, stated: "There are 4 companies of volunteers here and more are expected every day. . . . The companies generally, are nearly full (114). . . . Our quarters here are only tolerable, not altogether comfortable. We do not live in palaces or feast upon dainties; but we use up Uncle Sam's beef and pork with railroad speed."—The Weekly Tribune, Liberty, Mo., June 13, 1846.

10 | Thomas B. Hudson | St. Louis (mounted) | "Laclede Rangers" attached (June 27) to First dragoons | 29 | The "Laclede Rangers" arrived aboard the Pride of the West—chartered for their trip. Richard S. Elliott, formerly Indian subagent at Council Bluffs, was 1st lieutenant. |

15 | M. Monroe Parsons | Cole (mounted) | "Doniphan's" regt., Co. F | 26 | |

15 | William Z. Angney | Cole (infantry) | Battalion of infantry Co. A | 29 | Angney (on June 29) was placed in command of the two-company battalion of infantry. 2d Lt. Lucian J. Eastin later published the Proslavery Kansas Weekly Herald, at Leavenworth. |

10 | Congreve Jackson | Howard (mounted) | "Doniphan's" regt., Co. G | 27 | Jackson (earlier) had been an Indian subagent in "Kansas"—see index to KHQ, v. 26. When Ruff resigned, Jackson became the regiment's lieutenant colonel. Horatio H. Hughes then headed Company G. |
In a June 16 letter Pvt. John T. Hughes wrote: “Fort Leavenworth at this time presents quite the appearance of a military camp. . . . The whole Fort is full of life and cheerful good humor. . . . Twice a day we parade . . . about 700 strong.”—*The Weekly Tribune*, Liberty, Mo., June 20, 1846.

On June 18 the First regiment Missouri volunteers was organized by the election of field officers. Chosen as colonel was Alexander W. Doniphan, a Liberty, Mo., lawyer. Charles F. Ruff (a West Point graduate; and a First dragoons second lieutenant, 1835-1843) was elected lieutenant colonel. William Gilpin (later Colorado’s first governor; for his overland travels of 1843-1844, *see KHQ*, v. 30, p. 88) became the regiment’s major.

“The *Missouri Mail*, on the 23d brought up Clay county ladies, to Fort Leavenworth, with a flag for Capt. Moss’s company.”—*The Weekly Tribune*, Liberty, Mo., June 27, 1846.


*June 9.*—“210 Senecas landed to-day [at the mouth of the Kansas river] from Cattaraugus, Tonawanda and Buffalo [New York]. . . .” William Walker (Wyandot), resident at the Kaw’s mouth, thus recorded the arrival of a party of New York (or, “Six Nation”) Indians—composed principally of Tuscaroras, but including some Senecas and Cayugas. (The exact size of this party is uncertain, but it probably numbered above 200.)

Emigrating agent Dr. Abraham Hogeboom, who had brought these immigrants to “Kansas” unauthorized, continued southward with them to the sizeable, and up-to-now unoccupied New York Indian reserve—north of Fort
Scott (the reserve erroneously labeled “Wyandots” on Gregg’s map—see facing p. 65; and see KHQ, v. 29, p. 74); where he left them, on June 16(?). (“There they were abandoned without shelter, without care, without the means of planting . . .,” as the New York Tribune later reported it.) The Rev. James N. Cusick (a native preacher) and his party of 14 Indians came in July, and were taken, in three waggons, to join the earlier arrivals. (Agent Cummins wrote, on August 4: “It was very difficult to get waggons to undertake the trip, the flies were so exceedingly bad, [and] the weather . . . [so] very hot, that they had to make nearly the whole trip in the night. Joseph Parks [Shawnee chief; and Westport, Mo., trader] furnished the waggons . . . and [they] were ten days in service . . .”).

Cusick, in a September 14 letter, wrote that his people were “alarmed because so many are dying [more than 30 since their arrival] . . . it is most extremely hot, that we had melted down like as snow before the sun.” In October a St. Louis newspaper reported the arrival, on the 25th, of “Eight or 10 Seneca Indians,” en route East. “They represent that nearly all their people they have left behind, are sick.” In a letter dated “Fort Scott Mo Nov 28th 1846,” James N. Cusick, Peter Elm, and Matthew Jack stated that only about 32[?] of their people remained on the New York reserve (and that the “larger portion” of them were “widows and orfunt children”). Some of the Indians, it appears, went (temporarily, at least) to live with the Sandusky Senecas in northeastern “Oklahoma” (see KHQ, v. 28, pp. 197, 204). Not clear is where the rest spent the winter of 1846-1847.

In July, 1847, 65 Senecas were at St. Louis, “bound for their former homes” in New York. (As reported, the emigrants to “Kansas” had “suffered greatly from sickness,” and a “large number of them” had died.) Subagent W. P. Angel (of New York state) reported in September, 1847, the return in August of about 94 Indians from Hogeboom’s party; and stated that some 10 or 12 more were expected to arrive. He thought about 186 had been in the original emigrating company; and stated that 82 had died “at the west” (i.e., in “Kansus”).


C June 12.—2d Lt. Patrick Noble, and 50 men of Company I, First dragoons, were sent from Fort Leavenworth to reinforce Captain Moore’s command (see June 5 entry).

Susan (Mrs. Samuel) Magoffin, on June 15, noted that this com-
pany, "some seventy[?] in number, . . . passed on before us and camped" not far from 110-mile creek. Company I must have joined Moore at Pawnee Fork around the end of June.


On June 13 the advance companies of the Mormons emigrating westward from Nauvoo, Ill., reached the Missouri river at Council Bluffs. Their slow journey across Iowa during a very wet spring had been one of hardship and suffering. On the way, camps had been established at Garden Grove, on Grand river, and at Mount Pisgah, Iowa. By July 1 perhaps 800 wagons of Mormon families had reached the Council Bluffs camp. (A ferry built opposite Bellevue [Neb.] by the advance Mormons was not completed till June 29.)

Mormon leader Brigham Young, on July 7, stated that in addition to the estimated 800 wagons already on the Missouri's east bank, 1,005 teams had been counted on the road between the Mount Pisgah camp and Council Bluffs. (See annals entry on p. 383 for the Mormon battalion organized in mid-July from the men among these emigrants.)

In mid-summer the "main body of the Church" crossed the Missouri river, via the ferry, at Sarpy's Point; traveled up the west side some 15 to 20 miles; and established a large camp—"Winter Quarters"—on the Omahas' land, just north of present Omaha, Neb. This was the westernmost point of the collective Mormon migration in 1846.

Not all of the emigrants spent the winter of 1846-1847 at "Winter Quarters" camp. They were, also (by Thomas L. Kane's statement) "Upon the Pottawatamie lands, scattered through the border regions of Missouri and Iowa, in the Sac and Fox country, a few among the Iowas [in "Kansas"?], [and] among the Poncas in a great company. . . ."


June 14 and 17.—The Pawnees' large town on the Platte's Loup Fork (some 30 miles above its mouth) was twice raided by bands of Sioux in June, while the villagers were absent. In addition to burning the lodges, the raiders destroyed cornfields and turned loose their enemies' horses. Pawnee Mission, a few miles distant, was abandoned as a result of the renewed Sioux hostilities, the missionaries going to Bellevue, on the Missouri.

An emigrant writing from Fort Bernard (on the North Platte) June 25, reported some 1,500 Sioux had been there a couple of weeks earlier with 35 recently obtained Pawnee scalps.

June 15.—The United States formally ratified the British-drafted treaty establishing the 49th parallel as the boundary in the Oregon country.


June 16.—“Already near 100 provision wagons have been dispatched [from Fort Leavenworth] on the Route to Santa Fe,” wrote Pvt. John T. Hughes. “A great number of beef cattle will be driven along with the army [Kearny’s Army of the West].”

“Mr. McKenney” [McKenzie?], who arrived at Westport, Mo., on June 15 (from Bent’s Fort), had met 25 provision wagons east of Black Jack; and Charles Bent, reaching Westport on June 27, reported he had “met two long trains of provision wagons—the first within 20 miles of Council Grove and the other at Dragoon creek.” (It is unlikely that these supply trains traveled the new branch road [see next entry]. Presumably they ferried the Kansas at the Delaware [or Grinner] crossing on the Fort Leavenworth-Fort Scott military road.)

Pvt. Frank S. Edwards (who reached Fort Leavenworth June 18 and left on the 30th) wrote: “For some time previous and during our stay, every second or third day would witness the departure of long trains of government wagons, which, loaded with provisions, were dispatched with orders to push on as fast as possible to Bent’s Fort . . . about 500 miles [i.e., 565? miles] . . . to await our arrival.”

Ref: *The Weekly Tribune*, Liberty, Mo., June 20, 1846 (for Hughes); *Missouri Republican*, St. Louis, June 23, 1846; *Niles’ National Register*, v. 70 (July 11, 1846), p. 304; F. S. Edwards, op. cit., p. 22. The “Mr. McKenney” (above) possibly was the man mentioned as being (again?) east-bound on the Santa Fe trail in August. Daniel Tyler (in his *A Concise History of the Mormon Battalion* . . . , p. 141) stated that “On the 25th [of August, 1846; and somewhere east of Council Grove] . . . we met Bro. McKenzie, who had been to Bent’s Fort as Indian interpreter to General . . . Kearney.” And John D. Lee (in his “Diary”—original in Utah Historical Society), on September 3, at Fort Leavenworth “. . . unexpectedly met Bro. McKenzie who had just arrived with the express from Santa Fe—for which he received $250.00.”

About mid-June a fatigue party was sent out from Fort Leavenworth to work on a new military road leading to Fish’s Kansas river ferry (at the Wakarusa’s mouth), and thence on southwestwardly to a junction with the Santa Fe road in the vicinity of “The Narrows” (east of Willow Springs, present Douglas county; and 65 miles west of Independence, Mo.). This was the 50 to 55-mile trail—traveled only once previously—which Col. S. W. Kearny and his First dragoons had blazed in 1845 (see p. 283). No official name applied to this pathway. It could be termed the Fort Leavenworth branch of the Santa Fe trail.

The first Army of the West troops to march for Santa Fe by way of the new route left the fort on June 22 (see p. 369). Part of them, and others who followed, got lost because the fatigue party “did but little good,” and the path was “scarcely visible in many places.” There were some detachments
that got on the wrong trail while traveling between the post and the ferry. More went astray south of the Kansas, in the Wakarusa valley, by taking the Oregon-California trail (intersected by the military path eight miles southwest of Fish’s ferry, at a point about one mile from the Wakarusa crossing), and overlooking the “faint and indistinct” trail which “struck out to the left for the Santa Fe road.” (On June 30, Lt. A. R. Johnston wrote: “Some mistakes having occurred by cross roads, orders were sent back to the commanding officer at Fort Leavenworth to send out a plough and have the crossings all marked with a furrow in the direction of Santa Fe.”)

Pvt. M. B. Edwards (who crossed the Kansas on June 25) wrote: “The ferry consists of two flatboats, or bateaux, which are poled across by some Indians who have the management of them. It has been chartered by the government to ferry the troops across.” Lt. J. W. Abert (on June 29) wrote: “In the river we found two large flat boats or scows manned by Shawnee Indians, dressed in bright-colored shirts, with shawls around their heads. . . . [The river’s rapid current] required the greatest exertions on the part of our ferry men to prevent the boats from being swept far down the stream. We landed just at the mouth of the Wakarossa creek.” Several soldiers mentioned the Shawnee (and Delaware) Indians’ fine farms in the area. Pvt. Frank S. Edwards referred to the “house of one Charles Fish, a French [i.e., part-Shawnee] settler on the Kaw.” Another mentioned a Rogers family of Shawnees at the crossing. Lt. A. R. Johnston recorded on July 1: “Marched to Kaw (or Kansas) river and crossed it in ferry flats, it being too deep to ford; it is sometimes fordable for horses, but not for wagons on account of the quicksands. The crossing is known as Fish’s ferry.”

Pvt. John T. Hughes wrote this description of his journey from the Kansas crossing to the Santa Fe trail on July 1: “Left the Kansas river and struck off in a southwesterly direction. . . . After a tiresome march of about 12 miles through the tall prairie grass and peavine, over hill and dale, mound and mountain, sometimes marching west, sometimes south, we struck upon the Old Santa Fe Trace and encamped for the night near the Black-Jack-Grove. [Later, in his book, Hughes wrote: “encamped for the night near the black-jack grove or the Narrows.”] To-day we encountered a formidable hill, which we were compelled to surmount, as it was impossible to avoid it by turning either right or left. The ascent was steep, rugged, and at least 200 feet high, being the projecting spur of the high Table Land which divides the waters of the Kansas from those of the Osage [Marais des Cygnes]. The mountain is a solid ledge of limestone.” 2d Lt. George R. Gibson wrote: “The big hill is between the Oregon and Santa Fe roads, and is a high, steep, and rocky ridge requiring hard pulling to get up. It is about three miles from the Santa Fe road, and the prospect from its summit is magnificent and extensive.”


June 17-30.—News reached Santa Fe on the 17th that a state of war existed between the United States and Mexico. “This was
confirmed on the 26th by the arrival of the first ... traders from Independence, Mo.”—according to U.S. consul Manuel Alvarez.

The early-arriving traders were referred to as “Messrs. [George] Doan & Co.,” who had entered Santa Fe “in advance of their goods.” Apparently Albert Speyer's wagons (on June 30) were the first to reach the town. Doan & Webb's (and others) were “but half a day behind him.”


C Around June 20(?) “Mr. [Solomon?] Houck” arrived at Independence, Mo., direct from Santa Fe in the remarkable time of 20 days (as reported). (See February 3 annals entry.)

Solomon(?) Houck was on the trail bound for Santa Fe again(?), no later than the end of June. Susan Magoffin, whose husband's wagons were also in the traders' caravan following Kearny to Santa Fe, wrote, on August 17 (while in Raton Pass): “Before we left camp some two hours, one of the traders Mr. Howk of Boonville[e], Mo. came up with his wagons and passed us. . . .”

Ref: The Gazette, St. Joseph, Mo., June 25, 1846 (from a Lexington [Mo.] Express extra); or, New York Weekly Tribune, July 4, 1846; also, Magoffin, op. cit., pp. 82, 83. Later, while the traders' battalion was en route with Doniphan’s regiment to Chihuahua, Pvt. John T. Hughes (in his diary) noted that “Mr. Houke, Trader, lost 85 to 90 oxen by the Apaches.”—Connelley, Doniphan’s Expedition, p. 98.

C Died: The Rev. Isaac McCoy (associated with “Kansas” history—as a government surveyor-explorer of Indian lands, and as a Baptist missionary to the Indians—from 1828 up to 1843), on June 21, at Louisville, Ky.

In tribute, the Baptist Missionary Magazine noted his “many years devoted to the civilization and spiritual welfare of the Indian tribes”; his “energy, perseverance, and self-denial”; and concluded “the red man has lost a sincere friend, and the cause of Indian reform a most indefatigable laborer.”


C June 21.—Several Santa Fe-bound traders who arrived at Council Grove—the great rendezvous”—on the 19th and 20th, set out together—a caravan of 45 wagons—on the 21st. They included Samuel Magoffin, Samuel C. Owens & James Aull, Dr. Eugene Leitensdorfer (whose wife accompanied him), Frank McManus, Gabriel Valdez, and one of the Armijo family. One cotraveler was Dr. Philippe Masure; and another the artist John Mix Stanley, who accompanied the Owens-Aull train. Owens was said to be taking $50,000 in merchandise.

With Samuel Magoffin was his bride, Susan Shelby Magoffin, whose diary—the earliest contribution to Santa Fe trail literature by a woman—was published in 1926 under the title: Down the
Santa Fé Trail and Into Mexico. The Magoffin train (which had left Independence June 10) consisted of 14 large ox-drawn wagons, a baggage wagon, a dearborn and a carriage (both mule-drawn), some 200 oxen, nine mules, two riding horses, and “Ring,” a greyhound; and it numbered 20 men (“Mr. Hall,” wagonmaster), and two women (Mrs. Magoffin and her maid).

The caravan reached Pawnee Fork early in July (the Magoffins—the last? to arrive—got there on the 4th). Susan Magoffin wrote: “we found all the companies which have come on before us [i.e., Harmony’s train—see p. 357—and those who had been behind him on the trail], having been stope by an order of government.” She commented (on July 5): “We are quite a respectable crowd now with some seventy-five or eighty wagons of merchandise, besides those of the soldiers. When all that are behind us come up we shall number some hundred and fifty.”

On July 8 Mrs. Magoffin wrote: “This is our fourth day here... The soldiers [of Kearny’s Army of the West] are coming in, and if we have to travel behind them, it will be poor living both for man and beast.” Next day permission was given the traders to move on to the Arkansas crossings, or to Bent’s Fort. The Magoffs renewed their journey on July 11—taking the dry route, while most of the companies followed (according to Susan) “a new road along the river.” They reached Bent’s Fort on July 26; later journeyed (as did the other traders) to Santa Fe in the rear of Kearny’s Army of the West.

Ref: Magoffin, op. cit.; KHQ, v. 20, pp. 5, 6, for note on John M. Stanley, and his now-lost (destroyed by fire) portrait of Sac chief Keokuk, painted in “Kansas” in 1846; Missouri Republican, St. Louis, June 25, 1846; or, see Waugh, op. cit., p. 107, footnote; Gregg, op. cit., v. 1, pp. 195-198; Missouri Reporter, St. Louis, May 20, 1846 (reprinted in Morgan, op. cit., v. 2, p. 547).

June 22-30.—Leaving Fort Leavenworth for the march to Santa Fe (via the Santa Fe trail and its Bent’s Fort, or upper Arkansas branch) were the following units (principally Missouri volunteer companies—see June 6-27 entry) of Col. Stephen W. Kearny’s Army of the West:

DEPARTING JUNE 22—

Companies A and D, First regiment Missouri volunteers (“Doniphan’s” mounted regiment), numbering over 200 men, captained by David Waldo and John W. Reid. (They were, apparently, the earliest Army of the West troops to travel the new military branch road to the Santa Fe trail—see p. 366.)

In “D” were two men—Pvt. Jacob S. Robinson and Pvt. Marcellus B. Edwards—who kept journals of the march. Reid’s company crossed the Kansas (on Fish’s ferry flatboats) June 25, in mid-afternoon “and with considerable difficulty got... [the] wagons up the steep hill on the south side.” Waldo’s “A” company ferried over on the 26th. On the 27th, “D” company, intersecting the Oregon-California trail, followed it westward; learned of the error after crossing the Wakarusa; but decided to proceed up that stream. Recrossing some miles above on the 28th, the men “cut a road across a
branch" on the 29th to arrive at the Santa Fe trail east of 110-mile creek. Company A, and "D's" wagons, reached the Santa Fe road on the 28th and continued to 110-mile creek; were joined there by "D" company on the 29th.

On July 4 (before leaving Cottonwood Fork camp) the troops had a drink of whisky in honor of the day; then marched 25 miles. On the 8th they "travelled 4 miles to Walnut Creek, and 25 miles to Pawnee Fork," passing Pawnee Rock en route. Robinson wrote: "... from the top of ... [it] I witnessed one of the grandest sights ever beheld. Far over the plain to the west and north was one vast herd of buffalo; some in column, marching in their trails, others carelessly grazing. Every acre was covered, until in the dim distance the prairie became one black mass ... extending to the horizon. ... Most of them were travelling south ... so as to come across our path. Their front ranks very obligingly made way for us for about two miles; but as the main body moved on they could be kept off no longer. They rushed through our ranks, throwing us into complete confusion; stopped the further progress of our wagons; and though an hundred shots were fired at them, we could not drive them away until the crowd passed. We killed 40 of them—cooking our meat by fires made of buffalo-dung, which burns as well as charcoal."

After three days at Pawnee Fork (where they had joined Captain Moore’s command on the 8th—see p. 360) these two companies (except Reid and some sick troops) proceeded to the Bent’s Fort area—arriving there on July 21 and 22.—(Ref: Robinson’s, and M. B. Edwards’, journals—op. cit.)

DEPARTING JUNE 26 (AND 27)—

Companies B, C, F (W. P. Walton, O. P. Moss, M. M. Parsons, captains), of "Doniphan’s" regiment, on the 26th; and Company G (Congreve Jackson, captain), on the 27th. These more than 400 Missouri volunteers were under command of the regiment’s Lt. Col. Charles F. Ruff.

On June 29, at Stranger river camp, Ruff organized the four companies as a battalion. On the 30th "every man & horse & mule & wagon & oxes crossed [the Kansas river] before dark together with 70 head Beef cattle"; and Ruff settled with the ferryman for "425 men & horses & 14 wagons." Next day the battalion went astray—by taking the Oregon-California trail—and had to retrace four miles, but reached the Santa Fe road and camped at "Black Jack point." Ruff and his troops arrived at Council Grove on July 5. (Their "glorious 4th" had been "a temperance celebration"; and they had marched from 22 to 27 miles.) The evening of July 11 Major Gilpin’s command (Companies E and H) and Colonel Doniphan—short of provisions—overtook Ruff’s command at Cow creek.

The next night they all encamped at Walnut creek. (In a letter of July 12, Pvt. John T. Hughes wrote: "The Army is generally in tolerable condition. ... There are from 75 to 90 on the sick-list in this command, though but few are seriously ill. ... Many of our animals have either died or been left on the prairie. ... On their July 13 march "innumerable herds of Buffalo" were to be seen—"the whole plain ... black with them" as far as the eye could reach. Many were killed, and the troops "feasted sumptuously." (Pvt. Nehemiah Carson, of Howard county, who died this day, was buried on the 14th in an excavation hollowed out of Pawnee Rock.) When
Ruff’s command reached Pawnee Fork on the 14th, to encamp, the river was in flood stage. (Pvt. Arthur E. Hughes, a “Laclede Ranger”—see following—on “express” duty, drowned, and was buried on the 15th near the stream.) On the 16th Colonel Kearny (who had arrived the day before) expedited the crossing of swollen Pawnee Fork, and after a night on the right bank, the march was resumed. Ruff’s command reached the Bent’s Fort vicinity by July 29. (Ref: Ruff’s notes, loc. cit.; Hughes’ letters, loc. cit.; Hughes’ Doniphan’s Expedition; Connelley’s Doniphan’s Expedition.)

DEPARTING JUNE 27—

Lt. William H. Emory (corps of topographical engineers) and party—2d Lt. James W. Abert, 2d Lt. William G. Peck, and 10(?) hired hands. (Their mission: to make a military reconnaissance—collecting meteorological, geographical, and “natural history” data.)

This small party (equipped with mules, horses, provisions, and an instrument-carrying carriage) crossed the Kansas (at Fish’s ferry) late on June 29; camped on the right bank; spent the night of the 30th in the Wakarusa valley (after a nine-mile march, and having had to reverse their course when led out of the way by a young Shawnee guide). Shortly after intersecting the Oregon trail, they had come to a steep-banked stream (a Wakarusa tributary—once called “Coal,” but now “Cole” creek) where “a seam of bituminous coal” outcropped. “This is worked by the [Shawnee] Indians,” wrote Emory, “one of whom we met driving an ox-cart loaded with coal, to Westport.” Next day (July 1) they got on the right trail and reached the Santa Fe road. On July 2, at 110-mile creek “young Mr. Nourse” from Washington joined them. The Fourth of July Emory’s party camped at Big John Spring (water temperature 53°); passed Council Grove, to camp at Diamond Spring (54°) on the 5th; reached the Little Arkansas on July 9; camped, on the 11th, at the Great Bend of the Arkansas; arrived at flooded Pawnee Fork on the 13th; constructed a raft on the 15th; and crossed on the 16th. From this point, to Bent’s Fort, Emory’s party traveled more “in company” with the Army of the West than previously; arrived there July 29. A “Table of geographical positions” which accompanied the Emory report included these mileages:

<table>
<thead>
<tr>
<th>Distance From Camp To Camp</th>
<th>Total Distance From Fort Leavenworth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oregon trail, about one mile from where it strikes the Wakarusa, 43</td>
<td>43</td>
</tr>
<tr>
<td>Big John Spring ............... 81</td>
<td>124</td>
</tr>
<tr>
<td>Diamond Spring ................ 20</td>
<td>144</td>
</tr>
<tr>
<td>Cottonwood creek ............... 29</td>
<td>173</td>
</tr>
<tr>
<td>Cow creek ........................ 58</td>
<td>231</td>
</tr>
<tr>
<td>[Great] bend of the Arkansas river, where the road strikes it 22</td>
<td>253</td>
</tr>
<tr>
<td>Pawnee Fork ................... 35</td>
<td>288</td>
</tr>
<tr>
<td>Jackson Grove (where Cooke confronted Snively’s Texan force in 1843—see KIQ, v. 29, pp. 471, 472) 64</td>
<td>352</td>
</tr>
<tr>
<td>Bent’s Fort .................... [212] 564</td>
<td></td>
</tr>
</tbody>
</table>
Abert (who fell ill in southwestern "Kansas"; recuperated at Bent's Fort) and Peck, went only as far as Santa Fe with the Army of the West, but Emory continued westward to the Pacific with Kearny. See facing p. 377, a small (enlarged) "Kansas" segment of Lieutenant Emory's map "Military Reconnaissance of the Arkansas, Rio del Norte and Rio Gila," which accompanied his report, published in 1847. (Ref: 30th Cong., 1st Sess., H. Ex. Doc. No. 41 [Serial 517]; Gibson, op. cit., pp. 45, 46.)

**DEPARTING JUNE 29—**

Companies E and H (J. D. Stevenson and C. B. Rodgers, captains) of "Doniphan's" regiment, in charge of Maj. William Gilpin, accompanied by Col. Alexander W. Doniphan; the "Laclede Rangers" (headed by Capt. T. B. Hudson); and the two-company Missouri infantry battalion (under Capt. W. Z. Angney).

Doniphan, Gilpin, and Companies E and H (some 220 men) crossed the Kansas at Fish's ferry (after having gone astray earlier) on July 1, apparently. Little is known of their travel up to July 12, when (having run short of provisions) they overtook Ruff's command at Cow creek (see above). The (107) "Laclede Rangers" went 60 miles out of their way by taking the "lower ferry road" (the Fort Leavenworth-Fort Scott military road). They crossed the Kansas at the Delaware (or Grinter) ferry and got on the Santa Fe trail in the Westport, Mo., area. On July 4 the "Rangers" reached 110-mile creek; remained a day; and were overtaken there July 5 by Colonel Kearny (see below). Angney's Company A (68 in all) of the infantry ferried the Kansas (at Fish's) on July 1; marched on next day. Murphy's Company B (77 in all) of the infantry spent July 2 in camp near the Kansas after crossing (at Fish's) early in the day; then marched on the 3d and reached the Santa Fe trail, having learned meantime that Angney's company had traveled (by error) 10 miles out the Oregon trail and "were a long day's march out of their way." On July 4, after a very hard, nearly-30-mile journey (which caused great fatigue and suffering) Murphy's company arrived at 110-mile creek (and the "Laclede Rangers" came up that night—see above). On July 8 Company A (Murphy's) camped at Diamond Spring. "The general [Kearny], [the] artillery, Captain Hudson's ["Laclede Rangers"] company, and [Angney's] company A [of infantry] all came up . . . ." wrote 2d Lt. George R. Gibson, "company A considerably worsted and in low spirits." He added: "We presented a more military and warlike appearance than we have before. . . . Besides the soldiers, there is a heavy train of commissary and quartermaster teams and baggage wagons . . . and with the loose mules adds to the magnitude and display of the rear." In succeeding days the foot soldiers kept up remarkably well with the mounted forces. Of the Army of the West contingents which left Fort Leavenworth between June 26 and 30, the infantry companies were first to reach the Bent's Fort area—arriving there July 28. (Ref: Gibson's and Johnston's journals.)

**DEPARTING JUNE 30—**

Col. Stephen H. Kearny (commander, Army of the West), his staff, and escort of First dragoons; the Missouri volunteers' two-company light artillery battalion (Capt. R. H. Weightman's Battery
A; Capt. Woldemar Fischer’s Battery B), in Fischer’s (temporary) charge.

Kearny’s regular army officers on this march included Capt. Henry S. Turner, Lt. Abraham R. Johnston (adjutant, and journalist), Lt. William N. Grier, Lt. John Love, Lt. William H. Warner (ordnance officer). Antoine Robidoux (interpreter) and Hiram Rich (Fort Leavenworth sutler and postmaster) were also in his party. On July 1 Kearny’s headquarters command ferried the Kansas (at the Wakarusa’s mouth); encamped on the right bank; and remained three nights. (On July 2 the colonel wrote a letter from Fish’s ferry to the governor of Missouri, in which he expressed a desire for more infantry troops.) Weightman’s Battery A (without the captain—ill at the fort, he joined on July 8) also reached the Kansas river on July 1, encamping on the north bank. In his company were (Lt.) Edmond F. Chouteau, (Sgt.) W. Clark Kennerly, and (Pvt.) Antoine Clement (famed hunter)—for their earlier journeys across “Kansas” see index to KHQ, v. 29; also Pvt. Frank S. Edwards—whose book, A Campaign In New Mexico With Colonel Doniphan, was published in 1847.) By the evening of July 3 Fischer’s (all-German) Battery B, the artillery and ammunition trains, and a provision train, had arrived at Fish’s ferry. (Pvt. Frank Edwards wrote that there were: “eight long brass six pounders and two twelve pound howitzers; and to each of these, as well as to the caissons, were harnessed four fine dragoon horses.”) On July 4 the march was resumed. Kearny and his command reached the Santa Fe trail that day. (“It being the Fourth . . . of July, the men were permitted to buy liquor from the sutler to celebrate as best they might,” Johnston wrote.) At 110-mile creek, on the 5th, Kearny overtook Angney’s infantry company, and the “Laclede Rangers” (see above under June 29 departures). On the 8th, at Diamond Spring, he came up with Murphy’s infantrymen. Maj. M. Lewis Clark joined on July 9 and took charge of the artillery battalion. On July 14 camp was made on the Arkansas, about six miles from Walnut creek. Next day Kearny’s command (now including the battalions of artillery and infantry, and the “Laclede Rangers”) marched 34 miles to flooded Pawnee Fork (“the infantry . . . poor fellows, came into camp long after dark”) where they found “Doniphan’s six companies [also Col. A. W. Doniphan, Lt. Col. C. F. Ruff, Maj. William Gilpin] and the topographical engineers and some traders.” Upwards of 1,200 men were now in the Pawnee Fork crossing area.

On July 16, to get his large command beyond flooded Pawnee Fork, Kearny “caused trees to be felled across the deep, rapid current. On the trunks of these trees the men passed over. . . . In this manner the principal loading of the wagons was also transported.” The animals were forced to swim; and the wagons were floated across. Soon after noon the infantrymen (in advance of the rest) crossed; and camped a few miles beyond. One of them (2d Lt. G. R. Gibson) described the scene on the 17th: “The different mounted companies have been coming up all day, with stragglers, wagons, oxen, beef cattle, etc., and as far as can be seen, both in front and rear, we had a column like the picture in the journey of the Israelites. . . .” He also recorded (on the 18th) a less attractive picture: “the whole country from the Little Arkansas is like a slaughter pen, covered with bones, skulls, and carcasses of animals in every state of decay. . . .”
The Army followed along the Arkansas Instead of the shorter "dry" route. On the 20th (a day on which Kearny became ill, but quickly recovered) the troops passed "The Caches" and camped at the Arkansas crossing (the Cimarron route crossing); on the 22d passed "Pawnee Fort, an old decayed stockade" (Sgt. Augustus Leslie who died this day was buried on the 23d four miles above it); continued a daily march up the Arkansas; and arrived at the Bent's Fort vicinity on July 28 and 29. (See, also, July 6-31 annals entries; and August 18 entry.) (Ref: Johnston, Connelley, Hughes, Gibson, F. S. Edwards, Kennedy, pp. 184-186.)

On August 1 and 2 Kearny and his Army of the West continued the march toward Santa Fe, by way of Raton Pass.

* June 27.—A mounted company—Charles Bent, Ceran St. Vrain, Jared W. Folger and about 20 others—arrived at Westport, Mo., from Bent's Fort (left on June 12). They had traversed the 540-mile route in 18 days—an average of 30 miles a day. Bent, with St. Vrain and Folger, subsequently reached St. Louis on July 2, having, in the interim, made a side trip to Fort Leavenworth.


* June 30.—Five men (J. Bond, W. Parkinson, W. Delany, and two unidentified) from the "Palmer party" (see July 7 entry), returning from Oregon, arrived at Independence, Mo.

Traveler Edwin Bryant, west-bound, meeting these five on June 16, on the Platte's South Fork, wrote that their baggage and provisions were packed on mules and horses; and that they were averaging 25 to 30 miles per day.

Ref: Morgan, *op. cit.*, v. 2, pp. 559, 559, and 753 (note 92); Bryant, *op. cit.*, p. 93.

* About July 1 (by report via Bent's Fort) the Kansa and Comanche Indians "had a severe battle ... near the Pawnee Fork in which a number of each party were killed."

Ref: *New York Weekly Tribune*, August 15, 1846 (from *Missouri Republican*, St. Louis, August 3).

* July 2.—Arriving at Fort Leavenworth, by way of the Platte (which had been descended with difficulty) and Missouri rivers, from Fort Laramie (Wyo.) were Pierre D. Papin and his company of 36 American Fur Company men, in eight Mackinaw boats (carry-
ing 1,100 packs of buffalo robes, 10 beaver packs, and three of bear and wolf skins).

Transferring to the steamboat *Tributary* at the fort, Papin, employees, and cargo reached St. Louis July 6.


¢ July 4.—The *Saluda* (bound for Weston, Mo.) stopped at Kansas (City), Mo., around one P.M. Passengers going ashore here included the Rev. Jotham Meeker, his wife, and younger daughter, returning (from a trip East) to Ottawa Baptist Mission (present Franklin county).

Ref: Jotham Meeker's diary (in KHi ms. division).

¢ July 6-31.—Companies B and K, First U. S. dragoons (commanded by Capt. Edwin V. Sumner and Capt. P. St. George Cooke) debarked at Fort Leavenworth (from the *Amaranth* and *Corinne*) on the 6th; and marched from the post the same day to catch up with Kearny and the Army of the West.

They had left St. Louis on July 3, having come from Forts Atkinson (Iowa ter.) and Crawford (Wis.). Other officers in the command were 2d Lt. Thomas C. Hammond, 2d Lt. John W. Davidson, and Asst. Surg. Richard F. Simpson.

On July 17, Colonel Kearny (then beyond Pawnee Fork), wrote: “Capt. Sumner with 2 Cos. of my own Regt. is about 30 miles in our Rear. . . .” On July 31 (two days after Kearny encamped below Bent's Fort), Lt. A. R. Johnston recorded in his journal: “Captain Sumner arrived today with his own and Captain Cooke's companies of dragoons, with two mountain howitzers and 135 strong. . . . Captain Sumner was placed in the immediate command of [all] the [first] dragoons, serving with which is Hudson's company of Laclede Rangers. . . .”


¢ July 7.—“King's train” of commissary wagons set out from Fort Leavenworth for New Mexico. (When this waggonmaster reached Santa Fe, on September 24, he reported that the teamsters hired to drive to Bent's Fort had all turned back from there after discharging their loads; and that he knew of 50 doing so.)

Ref: G. R. Gibson, *op. cit.*, pp. 243, 244.

¢ July 7.—Joel Palmer and companions (the major portion of a company—originally numbering 18 persons, with 51 horses and mules—which had started east from Oregon in March) arrived at
St. Joseph, Mo. These 13(?) had reached the Great Nemaha Sub-agency (in present Doniphan county) the morning of July 6.

Hiram Smith, Spencer Buckley, and J. B. Wall were others in the group. Palmer (of the 1845 emigration—see p. 216), now en route to Indiana for his family (who would go out in an 1847 wagon train), and Smith, were among those who took passage, at St. Joseph, on the Balloon; and debarked at St. Louis on July 16. (See, also, June 30 entry.)

Palmer, whose party met the first (Martin's company) of the Oregon-California migration on June 10, at Fort Laramie, and "continued for two hundred miles" to meet other trains (of six to 40 wagons each), reported that a count of 541 wagons had been made; and that an estimate of five persons to each wagon was not an exaggeration. (This would place the total emigration for 1846 at around 2,700 persons.)

Ref: Joel Palmer's Journal . . . as reprinted in R. G. Thwaites, editor, Early Western Travels, v. 30, pp. 222-256; Morgan, op. cit., v. 1, pp. 62-65, v. 2, pp. 595-601, 738; Wade, op. cit., v. 2, p. 457; Thornton, op. cit., v. 1, p. 80; Bryant, op. cit., pp. 94, 57. George L. Curry (Oregon immigrant, 1846) wrote, on April 23, 1847, that the emigration to California in 1846 "comprised about the same number of wagons as the Oregon emigration"—about 250.—Saint Louis Reveille (daily), August 6, 1847.

Jul 8.—The 12-mile Independence-to-Westport, Mo., U. S. mail route (with twice-a-week service; under contract to W. H. Younger), was extended "five miles" to the town of Kansas, Mo.

(Beginning May 1, 1847, to the twice-a-week, 17-mile Independence-Westport-Kansas, Mo., service, was added one additional weekly trip from Independence to Westport only.)


Jul 8. Leaving Fort Leavenworth early (?) in July, Maj. Thomas Swords (chief quartermaster to the Army of the West) crossed "Kansas" by the Santa Fe trail and its Bent's Fort branch (apparently); caught up with Kearny on August 15 (at Las Vegas, N. M.). The mail he carried included Kearny's brigadier general's commission (dated June 30, 1846).

With Swords, on August 15, were Lt. Jeremy F. Gilmer (of the U. S. engineers) and Capt. Richard H. Weightman (of the Missouri volunteers' artillery battalion). Gilmer may have traveled from Fort Leavenworth with the major; but Weightman probably joined at Bent's Fort.

Ref: Gibson, op. cit., pp. 198, 200; Johnston's journal, loc. cit., p. 99 (for biographical note on Swords); Connelley, Doniphan's Expedition, p. 190.

Jul 8.—The following description of Fort Leavenworth was published in the St. Louis New Era of the 10th:

"The nearest buildings and block-houses . . . are situated about 400 yards from the steamboat landing, on the summit of the first swell of land which gradually rises from the river. [See cover
The great achievement of T. H. Jefferson (emigrant to California in 1846—see p. 354) was a four-part, now very rare, “Map of the Emigrant Road from Independence, Mo., to St. Francisco California” (published in 1849). From Part I, the enlarged section here is reproduced, courtesy California Historical Society.
By the route shown here, Kearny’s Army of the West set out for Santa Fe in 1846. Lt. William H. Emory (see p. 371) made the map (of 1847 date) from which this section is reproduced. The dotted line of march from the military post to the (Emory) camp labeled “July 1st” shows the new Fort Leavenworth-Santa Fe trail pathway Kearny had pioneered in 1845 (see p. 366), which crossed the Kansas river just below the Wakarusa’s mouth at Fish’s ferry (not labeled by Emory). Though the new fort-to-Santa Fe trail road was used extensively in 1846, it seems to have fallen into disuse in 1847.
Fort Leavenworth in the Mexican War era, as drawn by Pvt. Uriah Thomas ("First" regiment Illinois volunteers) in a letter dated July 9, 1847. (Reproduced courtesy of Lee H. Cornell, Wichita, and Floyd E. Risvold, Minneapolis, Minn.) See KHO, v. 15, facing p. 352, for a plan of the fort in 1828; v. 22, facing p. 113, for an 1838 drawing; v. 20, facing p. 416, for an 1849 sketch; ibid., cover of May, 1952, issue, for an 1872 photograph showing post headquarters; v. 30, cover of Spring, 1964, issue, for painting (of the 1840's?), by an unidentified artist.

of Spring, 1964, Quarterly. The area of ground occupied by the buildings, lawns and streets, is but little short of 20 acres, in the form of a square. At each corner is planted a block-house, to be used by artillery-men or rifle-men.

"On the east side the buildings are of brick, two stories high, with double porticoes running their whole length, used by the troops as quarters. On the north side, the buildings are principally of brick, two stories, and occupied by the principal officers of the Fort as offices and family residences. These buildings are also fronted by porticoes and piazzas. The west side is not so closely built up. The arsenal and two or three buildings near the southwest corner of the Fort, are of brick, and the balance are large frame houses, occupied as quarters for officers and privates. The south side is altogether occupied by a long line of stables, and yard for artillery. South of the arsenal about 100 yards, on a beautiful piece of ground,
stands the hospital, a building of considerable size and very comfortably constructed. ... [It] is completely surrounded by porticoes, which afford pleasant retreats for the convalescent.

"Besides the public buildings of the Fort, several small log and frame houses are to be seen on the northern and western suburbs occupied by the families of regular soldiers, and of persons laboring for the Government. The powder magazine is located near the centre of a beautiful lawn finely shaded by forest trees, and in the heart of the Fort. It is completely fire and bomb proof. West of the Fort, is the parade ground. It is a beautiful space, and admirably calculated for the purpose. South-west, at a distance of half a mile, is the Government farm, about 1100 acres of which is now under cultivation. Provender for the horses in the Fort, is the principal production."

Ref: St. Louis Daily News Era, July 10, 1846, as reprinted in Gibson, op. cit., pp. 122, 123.

Jul 11.—Capt. Benjamin D. Moore and his First dragoons (Companies C, G, and I) broke camp at Pawnee Fork (where they had been for some 20 days—see June 5 and 12 entries) and marched westward for Bent's Fort. With the dragoons were most of the troops from Companies A and D (Waldo's and Reid's) of "Doniphon's" regiment (who had reached Pawnee Fork on July 9). Moore's command arrived at Bent's Fort on July 21 and 22.

Also departing Pawnee Fork for the same destination, were the Santa Fe traders' trains which Captain Moore had detained there, and 25 government supply wagons. By July 27(?) they were encamped near Bent's Fort.


Jul 11-14.—A "large [Santa Fe-bound] train of wagons, belonging to Messrs. Hoffman, of Baltimore," camped on July 11 at the Great Bend of the Arkansas (about eight miles west of Plum Buttes). On the 12th, before daybreak, this train set out for Walnut creek, and stopped there for the night. Lt. Col. Charles F. Ruff and his command (see p. 370) also arrived at Walnut Creek crossing on the 12th. Ruff recorded in his notes: "meet Messrs Hoffman's traders for Santa fe Jew trader Goldstein with whiskey sells to men—exorbitant prices $1 per pint for 18¢ whiskey—increased price to 50¢ per drink, Sergeant & file of men ordered to close the concern—trader [Hoffman] liable to confiscation of goods &c. . . . ."

Lt. James W. Abert, who had caught up with the Hoffman train at the Great Bend on the 11th, and passed it at Walnut creek on the 12th, again
encountered these traders at Pawnee Fork. Abert wrote, on July 14: “We were obliged to remain here all day . . . [because of the flooded river]. . . . In the evening some of us went over to visit Mr. Hoffman’s camp.”

Ref: 30th Cong., 1st Sess., H. Ex. Doc. No. 41 (Serial 517), p. 398; Charles F. Ruff’s notes (copy in KHI ms. division); Niles’ National Register, v. 71 (September 26, 1848), p. 62 (has comment: “Among the list of traders we observe the name of the following Baltimoreans—Mesrres. Hoffman and Barney, and Edmund Hoffman, having with them 9[?] wagons.”). In April, at Independence, Edwin Bryant had met “A party of gentlemen from Baltimore, bound for Santa Fe on a pleasure excursion, among whom were Mesrres. Hoffman, Morris, and Meredith. . . .” See his What I Saw In California . . . (pp. 17, 18). These three may have gone out with accomplished companies; but were doubtless connected (Hoffman at least) with the above Baltimore traders.

Jul 12.—Bound for the upper Missouri, under charter to the newly formed St. Louis Fur Company (otherwise known as “Harvey, Primeau & Co.”), the Clermont No. 2 (D. G.? Taylor, captain) passed St. Joseph, Mo.

On leaving St. Louis July 7 this steamer was reported to have aboard the partners, some 45 employees (these to be reinforced by perhaps 50 others “on the way up”), and about $50,000 worth of merchandise (principally for the Sioux and Blackfeet trade). Another passenger was C. P. Cassily, of Cincinnati, on a pleasure trip. The Clermont No. 2 made the voyage to Fort Union (N. D.) in 37 days. (See p. 394 for her return trip.)

Ref: The Gazette, St. Joseph, Mo., July 17, 1846; Saint Louis Daily Union, September 21, 1846 (gives the captain’s initials as “D. S.”); Nebraska State Historical Society Publications, v. 50, pp. 160, 166 (from the Missouri Republican, St. Louis, July 7 and September 20th, 1846); Niles’ National Register, v. 70 (July 18, 1846), p. 311 (from the St. Louis New Era); Scharf, op. cit., v. 2, p. 1104.

Jul 13-29.—James Clyman (emigrant to Oregon in 1844—see pp. 69, 70) returning from California (whither he had journeyed in 1845) crossed “Kansas” east-bound on the Oregon trail. His companions were A. H. Crosby, “Mr. McKissick,” five other men, two women, and a boy—a detachment of the only party to leave California in 1846 by the northern route.

Clyman’s journal indicates he entered “Kansas” about July 13; crossed the Big Blue to camp on its east bank July 15 (“here,” he wrote, “I observed the grave of Mrs. Sarah Keys agead 70 yares who had departed this life in may [the 59th] last [see p. 354] at her feet stands the stone that gives us this information.”). On the 17th Clyman’s party left the Big Blue, soon passed “Burr oak creek” (Black Vermillion); nooned, that day, at “cannon Ball Creek” (Rock creek); crossed the “Black vermillion” (now Red Vermillion) on the forenoon of the 18th ("today the Trail runs nearly East") “came to knife [now Cross] creek for Breakfast” on the 19th; later that day crossed the Kansas river (“got our Baggage taken over in a canoe and Swarm our animals across”); camped on the Wakarusa on the 20th; passed through Westport (“a small ordinary village”) on the 22d, and reached Independence, Mo., before nightfall. Clyman, Crosby, and four other men were aboard the steamboat Nimrod which docked at St. Louis on July 29.

Ref: Camp, op. cit., pp. 199-229; Morgan, op. cit., v. 1, pp. 51-62, v. 2, pp. 623-630, 763; also, see, ibid., pp. 575 and 753 (note 68) for others of the California party; Thornton, op. cit., v. 1, pp. 110, 111.
About July 15, James W. Magoffin (formerly U. S. consul to Chihuahua, Mexico, and long a trader there), accompanied by José Gonzales (a Chihuahua merchant) set out from Independence, Mo., in a buggy, and after a rapid trip over the Santa Fe trail and up the Arkansas, arrived at Bent's Fort on July 31.

Magoffin, on a secret mission for the United States government, subsequently accompanied Capt. P. St. George Cooke's advance party to Santa Fe; and, accounts say, was instrumental in making it possible for Kearny to occupy New Mexico without bloodshed.

Ref: Gibson, op. cit., pp. 55, 57; W. E. Connelley's *Doniphon's Expedition*, pp. 183, 196-199.

July.—A blacksmith-wheelwright and an assistant were dispatched (about mid-month?) from Fort Leavenworth to establish a government smithy at Council Grove (140 miles from the post). Capt. Robert E. Clary (AQM) reported in a July 18 letter that he had sent the two men (unidentified) to open the shop and perform such repairs as the wagoners, or troops, might require.

No blacksmith shop existed at the Neosho crossing when Doniphan's regiment, and Colonel Kearny, were there in early July. Pvt. John T. Hughes (in a letter of July 5), wrote: "We are now at the Council Groves... Here the traders procure timbers for the repairing of wagons which may fail on the road across the Great Plain. ... The Council Grove is nothing more than a forest or grove of timber about a mile in width, irrigated by a beautiful stream of clear water, one of the head branches of the Neochio [i.e., the main Neosho]. Out of the bluff, in the open prairie, on the west bank of the stream, and near the road, flows a bold spring of cold water, sufficient for the use of a large army." 2d Lt. George R. Gibson (at Council Grove on July 8), wrote in his journal: "A settlement at this point, where supplies could be obtained or fresh animals for any given out, would very much diminish the drawbacks of a march across the plains. ... A blacksmith and wagon shop with a few soldiers, established here by the government, would be of great benefit. ..."

The earliest located references to the blacksmith shop by travelers are the following:

Pvt. William H. Richardson (with "Price's" regiment) in a journal entry of August 29:

"This morning we caught some black trout and cat fish in the Big John [creek] ... at 12 o'clock we struck our tents, passed Council Grove, and encamped at 2 o'clock a few miles further on, where there is a blacksmith shop, established by the government. Here I left letters for my friends in Maryland, to be carried back by the return mail to Fort Leavenworth."

*John D. Lee* (westbound to overtake Mormon Battalion) in a diary entry of September 10:

"at this grove is a blacksmith shop employed by government we tried to get them to repair our carriage as government property but they refused
unless we would show U S on our mules or an order from Head Quar ters.

They said that they would assist us for pay—we all went to work built a new axle tree and shod one of the mules . . . at 5 we took a cup of tea

Smith (blacksmith) partook with us about 6 we resumed our travel. . . ."

Francis Parkman (coming down from the upper Arkansas) in a journal entry of September 20:

"Come at noon to Council Grove—beautiful meadows and woods. Here was a blacksmith's shop, and a train of waggons repairing. . . ."

Lewis H. Garrard (with a Bent, St. Vrain & Co. wagon train, west-bound):

"On the 30th September, we arrived at Council 'Grove'—considered the best camping spot on the road. On the west skirt of the belt of timber, under the widespread protection of a huge oak, was a diminutive blacksmith's shop, sustained by government, for the purpose of repairing wagons en route to the army at Santa Fe."

But no habitation was mentioned by Lt. James W. Abert when he reached Council Grove on a "stormy and cold" winter's day in 1847. His journal of February 24 states: "Here we found grateful shelter in that noble grove whose huge walnut trees raise their limbs aloft, as if to battle with the clouds in our defence while their lower boughs were stretched over us to shield us from the pitiless pelting of the storm. . . ."


Jul 18-19.—Completion of the three-story, 32-room, brick-and-stone "manual labor boarding school," at the Iowa, Sac & Fox Presbyterian Mission, on the Iowa's reserve (in present Doniphan county), was celebrated on the 18th with a dinner for the construction crew; and on Sunday, the 19th, the Rev. Samuel M. Irvin preached a dedication sermon. (See, also, pp. 85 and 238.)

(A remaining portion of the above building stands today, at a point two miles east and a little north of Highland. It is state-owned, and houses a museum which is under the direction of the State Historical Society.)

Ref: The Gazette, St. Joseph, Mo., July 24, 1846; Comm'r of Indian Affairs, Report, 1846 (contains Thomas H. Harvey's, September 5, 1846, statement: "The school among the Iowas [Presbyterian] . . . is now about to go into operation upon an extensive scale.") In a letter of May 25, 1847, Jane M. Blohm (then a resident), described the interior arrangement of "Ioway and Sac Mission."—See George Catlin's Notes of Eight Years Travels and Residence in Europe With His North American Indian Collection . . . (New York, 1848), v. 2, p. 329. The Indians contributed $6,000 towards the cost (nearly $8,000) of the boarding school. In 39th Cong., 1st Sess., H. Doc. No. 91 (Serial 483), p. 85, is shown Subagent W. F. Richardson's payment (under date of March 31, 1845), to Walter Lowrie (secretary of the Board of Foreign Missions of the Presbyterian church) of $1,719.05 "for building and supporting manual labor school on land of the Iowas." See KHO, v. 23, pp. 124, 125, for present-day status of the mission.

Jul.—About the 23d (?) the Tributary (John McCloy, master), returning from a trip to St. Joseph, Mo., took aboard at Boonville, Mo., "Capt. [James] Kipp," 55 other American Fur Company em
ployees, and the large lot of "pelties" which they had brought down from Fort Union (N. D.) in seven Mackinaw boats.

The fur company's cargo consisted of 18,000 buffalo robes and 2,500 buffalo tongues, as well as packs of skins, furs, and pelties.

Ref: The Weekly Tribune, Liberty, Mo., August 1, 1846; Nebraska State Historical Society Publications, v. 29, pp. 161, 162 (from Daily Missouri Republican, St. Louis, July 25, 1846; Saint Louis Daily Union, August 22, 1846 (and following issues), for advertisement of the Tributary as a regular packet to Weston and St. Joseph.

 Died: Mrs. Sarah C. (Cessna) Berryman, wife of Methodist missionary Jerome C. Berryman, on July 28, at the Shawnee Mission Indian manual labor school, present Johnson county.

On August 7, at the mission, a funeral sermon was preached by the Rev. William Patton.


 July.—George T. Howard and 2d Lt. Julian May (see June 1 entry), together with 20 others, left Bent's Fort (Colo.) around the 10th(?); reached Missouri safely at the end of the month. (Howard and May were aboard the Amaranth which docked at St. Louis August 2.)

On the Santa Fe trail this party had met Captain Moore's dragoons, the large caravan of traders, and the various units of Colonel Kearny's Army of the West. Lt. Abraham R. Johnston (Kearny's adjutant), on July 17, recorded the arrival of Howard and May at their Arkansas river camp, in the Big Coon creek area (present southwestern Pawnee county). "They appeared to know very little of the prospects ahead of us," he wrote. "They remained an hour or two with us and went on towards 'the States.'"

Ref: Same as for June 1 entry.

 In the early days of August, 14 mounted companies of Missouri volunteers were assembling at Fort Leavenworth. (Six were there, by report, prior to August 1.) These were organized into a 10-company Second Missouri regiment ("Price's" regiment), and a four-company "Extra" (or, separate) battalion—all commanded by Col. Sterling Price (recently a congressman from Missouri); and numbering around 1,200 men. (See, also, p. 386, for the departure from Fort Leavenworth.)

The Second regiment, Missouri mounted volunteers (Lt. Sterling Price (1809-1867)
Col. David D. Mitchell; Maj. Benjamin B. Edmonson; Robert Walker, adjutant; Dr. Ware S. May, surgeon) was comprised of the following companies:

<table>
<thead>
<tr>
<th>Captain</th>
<th>Missouri County</th>
<th>Date the Company Reached Santa Fe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Napoleon B. Giddings</td>
<td>Monroe</td>
<td>October 7 (via Bent’s Fort)</td>
</tr>
<tr>
<td>Samuel H. McMillan</td>
<td>Boone</td>
<td>&quot; 2 (with Edmonson)</td>
</tr>
<tr>
<td>William Y. Slack</td>
<td>Livingston</td>
<td>&quot; 10 (with Mitchell)</td>
</tr>
<tr>
<td>Hancock Jackson</td>
<td>Randolph</td>
<td>&quot; &quot; &quot; &quot;</td>
</tr>
<tr>
<td>John Holloway</td>
<td>Benton</td>
<td>&quot; 2 (with Edmonson)</td>
</tr>
<tr>
<td>Thomas M. Horine</td>
<td>Ste. Genevieve</td>
<td>&quot; &quot; &quot; &quot;</td>
</tr>
<tr>
<td>William C. Halley</td>
<td>Chariton</td>
<td>&quot; 10 (with Mitchell)</td>
</tr>
<tr>
<td>Thomas Barbee</td>
<td>Linn</td>
<td>&quot; &quot; &quot; &quot;</td>
</tr>
<tr>
<td>John C. Dent</td>
<td>St. Louis</td>
<td>&quot; 2 (with Edmonson)</td>
</tr>
<tr>
<td>Richard E. Williams</td>
<td>Carroll</td>
<td>&quot; 10 (with Mitchell)</td>
</tr>
</tbody>
</table>

The “Extra” battalion, Missouri mounted volunteers (Lt. Col. David Willock; Samuel Shepard, adjutant; Dr. E. S. Gale, assistant surgeon) was made up of these companies:

<table>
<thead>
<tr>
<th>Captain</th>
<th>Missouri County</th>
<th>Date the Company Reached Santa Fe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jesse B. Morin</td>
<td>Platte</td>
<td>October 12 (via Bent’s Fort)</td>
</tr>
<tr>
<td>Israel R. Hendley</td>
<td>Ray</td>
<td>&quot; 8 (with Willock)</td>
</tr>
<tr>
<td>Benjamin F. Robinson</td>
<td>Polk</td>
<td>&quot; &quot; &quot; &quot;</td>
</tr>
<tr>
<td>[William M. Jacobs?]</td>
<td>Marion</td>
<td>&quot; &quot; &quot; &quot;</td>
</tr>
</tbody>
</table>

Ref: W. H. Roberts’ *Mexican War Veterans: A Complete Roster* ..., (Washington, D. C., 1887), pp. 61, 62; Connelley (Hughes reprint), pp. 256, 257; *History of Carroll County, Missouri* (St. Louis, 1881), pp. 268, 269; *History of Howard and Chariton Counties, Missouri* (St. Louis, 1883), p. 522. Hughes (in Connelley, p. 257) lists the Marion county captain as “Smith.” See F. A. Golder’s *The March of the Mormon Battalion* (New York, c1928), p. 141, for Henry Standage’s August 1 journal entry: "... There are 6 companies of Missouri Volunteers here."

**August.—** There arrived at Fort Leavenworth on August 1 (after an overland march from Council Bluffs, Ia., via St. Joseph and Weston, Mo.) a five-company Mormon infantry battalion (around 500 men), enlisted for a year’s Mexican War service, and bound for California by way of Santa Fe, to serve with Brig. Gen. Stephen W. Kearny. With the Mormon foot-soldiers, and traveling in wagons, were a number of families (a few “senior citizens,” about 31? women—wives of the volunteers, and upwards of 30 children). The Mormons (who found at the fort some 70 U. S. “regulars,” and perhaps 400 Missouri volunteers of Price’s command) were issued tents, and set up their camp on the west side of the “public square.”

[The battalion had been recruited in Iowa from the Mormons emigrating from Illinois (see p. 365), on Kearny’s order, by Capt. James Allen, First U. S. dragoons. Having organized it, he became the commanding officer, with rank of lieutenant colonel.]
At the fort, Allen fell seriously ill. (Some of the Mormons—men, women and children—were suffering from the prevailing ague and fever.) Thus it happened that Companies A, B, and C set out for Santa Fe on August 13 (and Companies D and E on the 15th?) in charge of the battalion’s senior captain—Jefferson Hunt (Co. A). The other captains were: Jesse D. Hunter (Co. B), James Brown (Co. C), Nelson Higgins (Co. D), and Daniel C. Davis (Co. E). All five had their families with them.

The advance companies crossed the Kansas (at Fish’s ferry) on August 16. (“We were ferried over in flat boats by some half-civilized Delaware and Shawnee Indians who were living there and cultivating the soil.”—Daniel Tyler.) They camped that evening at Spring creek, in present Douglas county (“where we found more than a dozen springs within twenty yards of each other”—Tyler). After a two-day stay they moved (because their cattle were invading the Shawnees’ fields) four miles beyond, to “Stone Coal Creek” (present Cole creek, Douglas county), where they found some of Price’s Missouri troops encamped; and where they were joined by the rest of the battalion. (A tornadic wind-and-rain storm on the 19th at “Stone Coal Creek” camp caused the Mormons to name the place “Hurricane Point.”)

On August 22 the journey was resumed. A courier brought news, on the 26th, of Lt. Col. James Allen’s death (see p. 392). At Council Grove, reached on the 27th (where they found some companies of Price’s command), the Mormon battalion encamped four days. Here died two elderly members of Capt. Jefferson Hunt’s family—Jane Bosco (on the 28th); and her husband, John Bosco (on the 29th). (Pvt. Robert S. Bliss wrote: “we carried Rock from the Bluff built a wall 7 by 10 ft. around their Graves and covered the graves over with stone level with the wall.”) Here, too, the Mormons were joined by Lt. Andrew J. Smith (of the First dragoons), who had come to take over command of the battalion; and by Surg. George B. Sanderson (of Platte county, Mo.; and an anti-Mormon), who had been assigned August 1 as the medical officer.

Under Smith’s command, the battalion set out again on August 31. Quite a few men were ill when mustered that night at Diamond Spring. Neither Smith or Sanderson showed much sympathy for the sick (then, or in succeeding days). The Mormons rebelled against the doctor’s remedies (said to be principally calomel, arsenic, and bitters). Marching about 15 miles each day, the Mormon infantry (and the families) camped on September 4 at Cow creek (where they overtook their 30 provision wagons). On the 7th they reached Walnut creek; camped at Pawnee Fork on the 9th (after a difficult crossing of that river). An express brought news, on the 10th, of Kearny’s entry into Santa Fe, and Kearny’s advice for the troops to take the Cimarron route.

The Mormon battalion reached the Arkansas crossing on September 15. Pvt. Henry Standage’s journal for that date reads (in part): “. . . not so much water running here as would turn the smallest water power. [Some of] Col Price’s Regiment of Missouri Volunteers encamp’d here. We are now on the South side of the Arkansas. . . . Some of our train staid on the other side of the river including those families that were removing to Cali-
ifornia. Our officers giving their consent to cross the Arkansas at this place and proceed to Santa Fe instead of going to Bents Fort. 10 men detailed to go with [Some of] the families up the river to Bents Fort and Cap[tain] Higgins of D. Co. and Quarter Master Sargeant [S. C.] Shelton, also, their families being along. This party of Mormons set out, up the Arkansas, on the 16th; traveled on past Bent's Fort to Pueblo, where they, and other families of Mormons wintered (see p. 358). Pvt. Alva Phelps, who died this day, was buried on the 17th near the crossing.

Marching again on the 17th, the Mormon battalion “travelled 25 miles . . . across one of the most dreary deserts that ever man saw, suffering much from the intense heat of the sun and for want of water.”

On October 3, while on “Red” river, “Lieu Smith and Dr. Sanders[on] caused most of our leading officers to consent to a division of the battalion,” wrote Standage, “leaving the sick and lame behind and taking the stoutest of the company on a forced march to Santa Fe. . . .” Three Mormon companies arriving at Santa Fe on October 9 received a 100-gun salute, on Col. A. W. Doniphan’s orders. The rest of the battalion and some families (25 women and “many children”—according to Cooke) reached Santa Fe on October 12.

Subsequently, Capt. James Brown (of Co. C) was appointed to take a “sick detachment” northward to Pueblo to join the Mormons wintering there. This party (87 men and 20 women, by one account—and the children) set out from Santa Fe on October 18; reached Pueblo on November 17. The Mormon battalion, traveling under the command of Capt. (Acting Lt. Col.) P. St. George Cooke (of the First dragoons) went to California. These infantrymen were mustered out of service at Los Angeles on July 16, 1847.

Ref: Tyler, op cit.; Golder, op cit.; Iowa Adjutant General’s Roster and Record of Iowa Soldiers . . . (Des Moines, 1911), v. 6, pp. 585-588; Utah Historical Quarterly, v. 4 (January and July, 1931), pp. 6-23 (N. V. Jones’ journal), 67-96 (R. S. Bliss’s journal); v. 5 (April, 1932), pp. 35-64 (H. W. Rigler’s journal), v. 6 (January, 1933), pp. 3-38 (John Steele’s journal); Connelley, Doniphan’s Expedition, pp. 75, 76, 81 (Hughes diary), and 257-259, 353-355 (Hughes reprint); Niles’ National Register, v. 70 (August 1, 1846), p. 352 (from Missouri Republican, St. Louis, June 24); Gibson, op. cit., pp. 250-252; 30th Cong., 1st Sess., H. Ex. Doc. No. 41 (Serial 517), p. 351 (for Cooke).

* August 1.—An overland party of 10(?) or 11 (?) persons, “direct from Oregon,” arrived at St. Joseph, Mo. (On the 15th, aboard the Amaranth, they reached St. Louis.)

This company (perhaps 16, originally, when setting out from Oregon in April) included B. Genois, probably included A. F. Davidson, S. Eikenburg, J. B. Holliday, J. A. Hunt, and Henry Williamson; and another member may have been a “Mr. Hockerman” (Abraham Hackleman?).


* August 2-17.—Charles Bent’s mounted party (he was accompanied by trader Thomas J. Caldwell, Lt. Charles F. Wooster, of the Fourth U. S. artillery, and others?) left Independence, Mo., on the 2d (or 3d?); made a swift journey across “Kansas” over the Santa Fe trail; and reached Bent’s Fort on the 17th. (Returning trader Norris Colburn met them at the Arkansas crossing on August 12 [or 13?], “only ten days from Independence.”)
Charles Bent went on to Santa Fe; and on September 22 was appointed governor of New Mexico territory by Brig. Gen. Stephen W. Kearny.


C August 3.—News reached Fort Leavenworth that the steamboat Radnor (John T. Douglass, captain), upbound with about 60 tons of ammunition and provisions for the Army of the West, had sunk (boat and cargo reported “lost”) after hitting a stump above Boonville.

Ref: Golder, op. cit., p. 142 (Henry Standage’s journal item); The Gazette, St. Joseph, Mo., August 21, 1846; Saint Louis Daily Union, February 9, 1847.

C The first week in August the American Fur Company’s General Brooke, returning from the mouth of the Yellowstone (see May 29 entry), passed by the “Kansas” shore, and reached St. Louis on the 6th.

In her cargo were 450 packs of buffalo robes, 20 packs of assorted furs, and 1,400 buffalo tongues; also aboard were a young grizzly bear, an elk, and the stuffed skin of an enormous (1,200-pound) grizzly bear.


C August.—Between the 10th(?) and 23d(?) Col. Sterling Price’s command—the approximately 1,200 mounted Missouri volunteers of the Second regiment, and the “Extra” battalion—marched out of Fort Leavenworth, in separate detachments, on the road to Santa Fe. Price “had [additionally] a considerable number of heavy pieces of artillery, and artillermen to manage them (commanded by regular army officers), and a great number of baggage and provision wagons.” Also with Colonel Price were U. S. army paymasters Maj. Dunham Spalding and Maj. Benjamin Walker; and Albert G. Wilson, sutler. All of this “army” except two Missouri companies (which went via Bent’s Fort and Raton Pass) reached Santa Fe by way of the Cimarron route. (See p. 382 for organization of Price’s command.)

The advance Missouri troops (leaving August 10?) were Captain Giddings’ Second regiment company and Captain Morin’s “Extra” battalion company. On the 22d they were in the Cottonwood crossing area; were met September 2, above the Arkansas crossings, by Francis Parkman (who referred to them as “two companies of Munroe and Platte City mounted volunteers”); encamped at Bent’s Fort on September 9. Giddings, and company, entered Santa Fe on October 7. Morin reached there October 1; but his company, escorting a commissary train, did not arrive till the 12th.

Six(?) more companies started out between August 11th and 18th. The Second regiment companies of Captains McMillen and Horine; also a “com-
mand of 12 men and 4 howitzers”—all of which were met on August 23d at Council Grove by an east-bound trader; and “Maj. [Dunham] Spalding, Asst Paymaster, with 12 wagons and 2 pieces of artillery '24 pounders,' were in the advance. Maj. Benjamin B. Edmonson, who left the fort August 18, was to take command of four (?) Second regiment companies ahead of him (McMullen's, Horine's, Holloway's, and Dent's, apparently). On the 19th (?) Lt. Col. David Willock with the Ray, Polk, and Marion county companies of the “Extra” battalion started; and so did Lt. Col. David D. Mitchell. In the Carroll county Second regiment company which left on the 20th was “journalist” Pvt. William H. Richardson. The last two companies of the Second regiment set out on the 22d (?). Col. Sterling Price, and his staff, departed on August 23 (?).

Several companies of the Missouri volunteers were camped on Stone Coal creek (now Cole creek, in Douglas county) on the night of August 19 when a torrential wind-and-rain storm struck. Their animals stampeded, and (an account says) "several days were spent in searching before they could be recovered. As a result, a portion of Price's cavalry did not overtake the [Mormon] battalion until after . . . it arrived at Santa Fe." (It was probably this same "estampeda" which John T. Hughes [not present] later described [erroneously?] placing it "somewhere on the Arkansas"): "Wildly and madly they plunged over the plain, near a thousand head. . . . After great labor the majority of them were recovered. . . ."

It was also Hughes who later reported: "Col. Price's forces feeling entirely secure against . . . [hostile Indians parties] placed out no picket guards as the other [Kearny's] command had done, and sometimes had no sentinels about the camps at night."

On September 10, from a point "12 miles West of the crossing of the Arkansas" (and now at the forefront of his "army"), Colonel Price wrote Brig. Gen. S. W. Kearny (at Santa Fe) that he had with him four Second regiment companies (and that two had proceeded up the Arkansas towards Bent's Fort). Pvt. William H. Richardson, whose company reached the Arkansas crossing on September 14, wrote: "We were then 362 miles from Fort Leavenworth. Our course has been along the margin of the river for 75 miles. At this place are steep bluffs[?] difficult to descend. There are multitudes of fish in the river, many of them were killed by the horses' feet in crossing. We caught several varieties by spearing. A number of antelopes were killed here." On the 17th Richardson's company prepared "to cross a sandy desert 60 miles wide."

At the Cimarron Springs Colonel Price sent another express to General Kearny—this time an urgent request for supplies (which were dispatched). Price ("in a very feeble state of health") and Major Spalding reached Santa Fe on September 28. By October 12 all of the 14 Missouri mounted volunteer companies (around 85 men each?), and the Mormon infantry battalion (some 500 men)—more than 1,050 troops in all—had entered Santa Fe.

Ref: Connelley, *Doniphon's Expedition*, pp. 74-76 (Hughes' diary) and 256-261 (Hughes reprint); or, Hughes, *Doniphon's Expedition*, pp. 133-138; Richardson, op. cit.; New York Weekly Tribune, August 28, September 12, 1846; Tyler, op. cit., p. 140; Parkman, op. cit., v. 2, pp. 476-480; *The Gazette*, St. Joseph, Mo., September 11, 1846; Charles F. Ruif's notes (copy in KHi); Gibson, *op. cit.,* pp. 241-252; *KHiQ*, v. 29, p. 187 (for an item on Albert G. Wilson); Golder, *op. cit.* (for Standage's journal, pp. 141, 147, 148 [for date of storm]), and p. 161 [for his September 10 entry which records the
arrival of the express from Santa Fe announcing Kearny’s entrance into Santa Fe, and bringing Kearny’s advice to Price and to the Mormon battalion’s commander to take the Cimarron route, instead of going by Bent’s Fort). Price, from the location described above, may have forded the Arkansas above the regular crossing.

August 13.—Samuel Ralston, of Jackson county, Mo., and some others (a mounted party, apparently) who had left Santa Fe in July, arrived at Independence, after a trip, by way of the Cimarron route, of 37 (?) days.

The Independence Expositor reported that Ralston had “made the trip in 35 days and the entire trip from here to Santa Fe and back in 104 days, allowing 14 days’ stay in Santa Fe.” (See p. 350.)

Ref: Saint Louis Daily Union, August 21 and 24, 1846; Waugh, op. cit., p. 98.

August 13.—At the Arkansas crossings a Bent’s Fort-bound government supply train (43 wagons; 54 men) was in distress, and “lying by for repairs” (with 15 yoke of oxen “lost”; many teamsters ill; ammunition low; and hostile Indians frequenting the area). East-bound “Major Clark” and Norris Colburn gave the men “all the powder which they could spare.”

At Bent’s Fort, on August 26, Francis Parkman noted: “Yesterday, 40 wagons of supplies for the Santa Fe expedition came up in very poor plight. Lt. James W. Abert (also at Bent’s Fort), wrote: “On the 26th August, a commissary train of 42 wagons arrived. The teamsters refused to go beyond this place. . . .”


August 13.—“Mr. Turley’s [Simeon? Turley] company of three wagons, for Taos” was at the Arkansas crossings. (Returning trader Norris Colburn met him there.)

Ref: The Gazette, St. Joseph, Mo., September 11, 1846 (from Missouri Republican, St. Louis, September 2). Presumably this was Simeon Turley, proprietor of a mill and distillery, at the Arroyo Hondo about eight miles above Taos, N. M. At that place, he and six other Americans were murdered on January 10, 1847.—See W. E. Connelley’s Doniphan’s Expedition, p. 514; Saint Louis Daily Union, March 20, 1846; L. H. Garrard’s Wah-to-yah . . ., ed. by R. P. Bieber (1938), p. 32.

August 14.—An express which had left Bent’s Fort on August 1, arrived at Fort Leavenworth. (The courier presumably brought news of Colonel Kearny’s arrival at Bent’s Fort with his Army of the West.) To make the 565-mile journey in 14 days, the express had to average 40 miles’ travel per day.

Ref: St. Louis Weekly Reveille, August 21, 1846 (as reprinted in Arkansas State Gazette, Little Rock, September 14, 1846); 30th Cong., 1st Sess., H. Ex. Doc. No. 41 (Serial 517), p. 176 (for Fort Leavenworth-Bent’s Fort distance as 564 miles); M. B. Edwards, op. cit., p. 137, gave the distance as 566 miles; Gibson, op. cit., p. 170, estimated the journey as 607 miles.

August 14.—During a night attack on their camp, in the vicinity (east?) of Pawnee Fork, the company of “Mr. Campbell and Mr.
Coons, of St. Louis” (22 government wagons, en route to Bent’s Fort) killed one Indian and wounded another (as they reported).

Ref: The Gazette, St. Joseph, Mo., September 11, 1846 (from Missouri Republican, St. Louis, September 2). Francis Parkman (who left Bent’s Fort on August 27, eastbound), noted, on August 30 (see his Journals, ed. by Mason Wade, v. 2, p. 475): “Afternoon, met a train of govt. wagons. They say that the road is dangerous. ‘Coates’ [possibly Coons?] the master driver.” G. B. Gibson, op. cit., p. 258 (at Santa Fe, under date of October 20), noted the arrival of “Mr. Campbell” from “the States.”

[August 16.—Sixty wagons “loaded with merchandise” belonging to “Armijo, Magoffin, and others”—en route to Santa Fe—were at Pawnee Fork on this day.

(East-bound John Mc Knight and F. X. Aubry [see next entry] met “The company of Armijos . . . at different points, progressing slowly. Mr. William Magoffin at or near Arkansas; Samuel[?] Magoffin, a little nearer, this way. . . .”) Francis Parkman (who had left Bent’s Fort on August 27) nooned on the Arkansas on the 29th, later in the day “met a train of Santa Fe wagons, belonging to McLaughlin [Magoffin]” and learned of hostile Pawnees ahead. (Magoffin had reburied Swan’s remains—see p. 391. The Indians who killed him had dug up Swan’s body to scalp him.) Lt. James W. Abert, at Bent’s Fort, noted, on September 2: “In the afternoon Mr. McCoffin arrived; he had been 35 days on the road since leaving Independence, Mo., and has a train of 25 wagons.”


[August 17.—With two wagons and “a very small party of men,” traders John Mc Knight (from Chihuahua) and Francis X. Aubry (who had gone to New Mexico in May), arrived at Independence, Mo. (They had left Santa Fe on July 16, and traveled the Cimarron route.) When they reached St. Louis, on August 22, aboard the Balloon, it was reported that “Messrs. Mc Knight and Aubrey . . . brought in . . . between 50 and 60,000 dollars in specie.” Others in the party were Adam Hill, of Jackson county, Mo. (presumably the Hill who had gone to Santa Fe in May—see p. 350), “Mr. Stephenson, direct from Chihuahua” (a former Boone county, Mo., resident who had been out of the States for 22 years), and (apparently) two young sons of trader Dr. Henry Connelly, of Chihuahua.

Ref: Saint Louis Daily Union, August 24, 1846; The Pacific Historian, Stockton, Cal., v. 5 (August, 1961), pp. 111-123 (for article on Aubry); Missouri Historical Society, Collections, v. 5 (June, 1928), p. 285, quotes Gov. Manuel Armijo’s July 15, 1846, letter from Santa Fe, to S. C. Owens: “With Mr John Me night I sent to Mr. F. Harmon & Co. six thousand eagle dollars, & nineteen ounces of gold from the placer, amount that I owe him.” See W. E. Connelley’s Doniphan’s Expedition, p. 280 (for an item on Stephenson and an 1828 journey) and p. 281 (for Adam Hill, and Connelley’s sons).
August 17.—“Messrs. Barnes and Allen” with 31 government wagons and 43 men, bound for Santa Fe, were at Cow creek on this day. (Returning trader Norris Colburn met them.)

Lt. James W. Abert (at Bent’s Fort) apparently referred to the Barnes and Allen train when he wrote on September 7: “This evening a party of teamsters arrived; they seemed to be very insubordinate, and refused to go on to Santa Fe.”


August 18.—Brig. Gen. Stephen W. Kearny and his Army of the West, “after a tiresome march of near nine hundred miles in less than fifty days,” took possession of Santa Fe “without firing a gun or spilling a drop of blood.”

(See, also, July 15, and September 22 entries.)

Ref: Connelley, Doniphan’s Expedition, p. 198; Hughes, Doniphan’s Expedition, p. 78; Gibson, op. cit., pp. 77 and 199 (for item on Kearny’s receiving his appointment as brigadier general on August 15, as he neared Santa Fe), pp. 204-206 (for entry into the town); 29th Cong., 2d Sess., H. Doc. No. 19 (Serial 499), p. 21.

August 18.—“Mr. Horner’s company” of 18 Santa Fe-bound government wagons, camped at Owl creek (in present Rice county), was attacked about three A.M. by a large body of Indians.

Apparently there were no losses; but they were left “almost without powder.” “Major Clark” and Norris Colburn, who met them, gave the teamsters all they could spare.

Ref: The Gazette, St. Joseph, Mo., September 11, 1846 (from Missouri Republican, September 2).

August 18(?)—On, or about this day, the 46-wagon train of “Alguier and Paris [Francisco Elguea and J. Calistro Porrás], the latter in charge of Messrs. Stillman, Waldo, and Noland” (Henry Skillman, L. L. Waldo, and S. V.? Noland), crossed the Little Arkansas river, en route to Santa Fe. (Returning trader Norris Colburn met them there.)

Earlier, two of the train’s wagons had been struck by lightning, and one man slightly injured.


August 20.—East of the Little Arkansas (in present McPherson county), Missouri-bound Norris Colburn met “Doyle and Garvey’s [i.e., J. B. Doyle and William Guerrier’s] 6 wagons, with goods for the [upper Arkansas] Indian trade.”

At Bent’s Fort, on September 8, Lt. James W. Abert noted the arrival of “Bill Carey” who had served as “interpreter last year [1845] at the council
KANSAS BEFORE 1854: A REVISED ANNALS

August—All except one of an east-bound company numbering about 80 (some mounted men; the drivers of 10 empty provision wagons; and 11 sick volunteer soldiers) which had set out from Bent’s Fort on July 29(?), reached Council Grove on August 22, and Independence, Mo., about the 27th(?).

Among the mounted travelers, at the start, were George R. Clark and artist Alfred S. Waugh of St. Louis, William L. (or Z.?) Swan, of Northampton, Mass., and “Fay...an Italian”—all(? returning from Santa Fe; also Robert M. Ewing and E. Hewitt who had left the Oregon trail in the Fort Laramie area in July and journeyed southward to the upper Arkansas.

Soon after leaving Bent’s Fort, Ewing, Hewitt, and Fay had an encounter with “friendly” Cheyennes. Near Chouteau’s Island (present Kearny county), on August 11 or 12, Swan was shot and killed by a Cheyenne(?) within 75 yards of camp. At Cow creek a large band of Indians attempted to stampede the party’s animals, and got three fine mules. Ewing killed one raider, and two others, perhaps, were slain.

Ref: Morgan, op. cit., v. 2, pp. 583, 650-654, 770, 771; New York Weekly Tribune, September 12, 1846; Waugh, op. cit., pp. xiii, xiv, 95; Daily Missouri Republican, St. Louis, September 2, 1846; The Gazette, St. Joseph, Mo., September 11, 18, 1846; Wade, op. cit., v. 2, p. 475; and see, also, Parkman, op. cit., ch. 23, “Indian Alarms.”

August 22.—“McCaulley and Sandford’s wagons with merchandize”—en route to Santa Fe—were met this day by returning trader Norris Colburn, probably in present McPherson county.

Ref: The Gazette, St. Joseph, Mo., September 11, 1846 (from Missouri Republican, September 2). “Sandford” was probably “Sanford.”

August 23.—At Council Grove, en route to Santa Fe, were “43 wagons loaded with merchandize belonging to R[euben?] Gentry” (according to returning trader Norris Colburn).

A month later (September 22) while on the Cimarron, Pvt. W. H. Richardson, of Price’s regiment, wrote: “On arriving where we had to encamp we found 42 wagons, laden with goods. They were the property of a Mr. Gentry, a trader who has amassed great wealth, in merchandising between Independence, Santa Fe and Chihuahua. He speaks the Spanish language, and had nearly a dozen Spaniards in the caravan. . . .” Nearer Santa Fe, on October 8, Capt. Charles F. Ruff (east-bound) met “42 wagons of Miles[?] Gentry, at Whetstone creek.” Pvt. John T. Hughes (in New Mexico), passing “Gentry’s Train of wagons” on November 23, commented “he has the largest train [owned by one individual?] ever brought from the U.S.”

Ref: The Gazette, St. Joseph, Mo., September 11, 1846 (from Missouri Republican, September 2); Charles F. Ruff notes (copy in KHI: ms. division); W. H. Richardson, op. cit., p. 17; W. E. Connelley’s Doniphan’s Expedition, p. 81 (for Hughes). In 30th Cong., 1st Sess., H. R. No. 458 (Serial 525), p. 43, reference is made to traders “Messrs
Kerford and Gentry" who escaped from Doniphan's command (or broke the blockade) at El Paso del Norte, and got to Chihuahua without molestation.

 Died: Lt. Col. James Allen, commander of the Mormon battalion, on August 23, at Fort Leavenworth. (See, also, p. 383.)

 Ref: Tyler, op. cit., pp. 150, 151. John T. Hughes, in Connelley, Doniphan's Expedition, p. 259, and some other sources, including The Weekly Tribune, Liberty, Mo., August 29, 1846, stated that Allen died on the 22d, but Tyler offers evidence that the correct date is August 23.

 August 24-September 14.—Around 1,000 men—nine companies of Missouri volunteers—arrived at Fort Leavenworth during this period; and were mustered in for 12 months' service as an infantry regiment (which had been authorized on July 18). John Dougherty (former Indian agent), of Liberty, Mo., was elected colonel. But on September 12 Secretary of War Marcy wrote General Kearny that "orders to muster . . . [this third Missouri regiment] into service have been countermanded." The official news reached the fort about a week later, creating "great excitement and dissatisfaction among the troops." Between September 29 and October the regiment was disbanded and the men departed for home.

 Over half these volunteers were from St. Louis, or southeastern Missouri. Capt. Thomas H. Holt's company (the first?) had left St. Louis August 16, on the Tributary, and probably reached the fort about the 22d; Capt. Washington L. McNair's company (the last?) went up on the Galena, and must have disembarked by September 14. The others were captained by: Alfred M. Julian, Augustus Rainey, Francis M. Boing, Benjamin W. Smithson, Firman A. Rozier (whose men were from Madison, Cape Girardeau, and Perry counties), John W. (or T.?) Franciscus (his "Governor's Guards" company was from St. Louis), and Napoleon Ksosalowski (whose company left St. Louis, on the Archer, September 1).

 Commented the St. Louis New Era (when the Presidential order became known): "The Regt. of Vols. now at Leavenworth and ordered to be disbanded will, at the time of its discharge, have cost the Government upward of fifty thousand dollars. But the expenses, trouble and loss of time of the officers and privates will amount to a much larger sum. . . ."

 Ref: 20th Cong., 2d Sess., H. Doc. No. 19 (Serial 499), p. 5 (Marcy's letter); Saint Louis Daily Union, August 17, 24, 25, 27, 29, September 2, 17, 21, 22, October 1, 5, 10, 19, 1846, January 16, 1847; New York Weekly Tribune, October 3, 1846 (from St. Louis New Era); Roberts, op. cit., p. 62; John T. Hughes' Doniphan's Expedition (1859), pp. 138, 139; Connelley's Doniphan's Expedition, p. 261. Rozier's company had 115 men and Ksosalowski's had 113, so the nine companies of the intended 10-company regiment presumably totaled over 1,000 men. Sec. W. L. Marcy (in the Union, January 16, 1847) stated the companies were mustered in on August 24 and 31 and on September 1, 3, 5, 7, 8, and 14; and were mustered out on September 29 and 30 and October 1 and 2, 1846.

 August 24.—A new steamboat—the Amelia—"just built here by Capt. Thomas Miller," and designed for the Missouri river trade, was described in the Saint Louis Daily Union. She was a "sidewheeler," valued at $12,000.

 Ref: Saint Louis Daily Union, August 24, 1846. The Amelia was named for the daughter of E. B. Cordell of Jefferson City, Mo.
August 25.—Seven wagons “belonging to Tharp and Lee [William Tharp and Elliott? Lee], with merchandise for the mountains and Taos” were met at Switzer’s creek, on the Santa Fe trail (present Osage county) by east-bound Norris Colburn.

(However, Elliott Lee journeyed to Bent’s Fort with St. Vrain’s train which left Kansas, Mo., on September 1. See p. 396.)


August 26-27.—“Armijo, with 13 wagons loaded with merchandise” for Santa Fe was met at Hickory Point (present Douglas county) on the 26th by returning trader Norris Colburn. On the 27th, not far from Independence, he met “4 wagons belonging to Miller and Reed, and Mr. A. Armijo who had been detained by sickness. . . .”

On October 5 Capt. Charles F. Ruff (who had left Santa Fe September 27) “met Miller’s (of Fayette) waggon [wagons?] near Rabbit Ear creek”; and on the 7th “met Armijo’s wagons about 6 miles north of upper [Cimarron] spring.”

Ref: The Gazette, St. Joseph, Mo., September 11, 1846 (from Missouri Republican, September 2); Charles F. Ruff’s notes (copy in KHI ms. division).

August 27.—This day the new steamboat St. Joseph, owned and commanded by Capt. William W. Baker, was scheduled to depart from St. Louis for Weston, Mo.

Ref: St. Louis Daily Union, August 25, 1846.

August 27.—Trader Norris Colburn, accompanied by “Major Clark” (George R. Clark, of St. Louis, apparently), reached Independence, Mo., after an eventful 24½-day journey from Santa Fe (left on August 3) by the Cimarron route. His train had reached the Arkansas crossings in 10 days (the 12th, or 13th?), “the quickest trip ever made to that point in wagons.” Numerous parties, en route to Santa Fe or the Rocky mountains (some in difficulties; and others harassed by Indians) had been met from the Arkansas to Missouri.

On August 15, at Colburn’s camp on Coon creek, Indians made an unsuccessful raid on the train’s stock. Two days later, at Cow creek, in another stampede attempt, Indians stole three of “Major Clark’s” mules.

Ref: Missouri Republican, St. Louis, September 2, 1846, as reprinted in The Gazette, St. Joseph, Mo., September 11, or, in the New York Weekly Tribune, September 12; St. Louis Daily Union, September 3, 1846. See, also, August 13 annals item.

September.—An Independence, Mo., compiler of statistics on the year’s exports from Missouri in the Santa Fe trade wrote that some 39 firms had engaged in the trade (including parties yet to start?),

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employing 351 goods-carrying wagons, 12 smaller “kitchen wagons,” and about 50 carriages—total: 413 vehicles.

He estimated 750 to 800 men had gone with these Santa Fe-bound trains. The merchandise—mostly “baled up”—he calculated at 9,588 bales in all; which, if worth $95 to $100 each, could be considered to have a total value of around $950,000, and “perhaps the whole, in round numbers might safely be extended to a million of dollars.”

At Independence, on June 30, Josiah Gregg had stated that 216 wagons were then “en masse” upon the Santa Fe trail” in detached parties, and yet to start were some 150 wagons and 50 smaller vehicles (carriages, buggies, etc.)—mostly belonging to Mexicans. The whole—416 vehicles—carried “an amount of merchandise . . . [estimated at] a fraction over one million of dollars”—“more than treble that of any previous season.” Traders, wagoners, loungers, connoisseur travelers, loafers, and others in the Santa Fe-bound trains might total about 1,000 men.

Ref: New York Weekly Tribune, September 19, 1846 (from Missouri Republican, St. Louis, September 3); Niles’ National Register, v. 70 (August 1, 1846), p. 343; Gregg, op. cit., pp. 200, 201.

C September.—Steamboats plying the Missouri and making trips to Fort Leavenworth, Weston, or St. Joseph, during this month, included the Archer, Balloon, St. Joseph, St. Croix, Galena, Tributary, Tobacco Plant, Bertrand, Little Missouri, and Amelia.

Ref: Saint Louis Daily Union, September, 1846, issues.

C September.—Early (?) in the month the Clermont No. 2 passed along the “Kansas” shore, on her return from the upper Missouri (Fort Union, N. D.)—see p. 379—finally reaching St. Louis on the 20th. She had been detained for two weeks at Antelope Island because of the river’s low stage.

By this steamboat, news reached St. Louis that Fort Defiance was under construction at the mouth of Medicine creek; and that the rest of the St. Louis Fur Company personnel had been left near Fort Union, to go up Marias river in Mackinaw boats.

Passengers on the homeward-bound Clermont No. 2 were: “S. Parkman and T. Coburn” from Fort Pierre, “H. S. Sanford” from Vermillion (trading post), “C. Cassily” (who had made the voyage up in July), “S. H. Wilson and Capt. White” from Fort Leavenworth.

Ref: Same as for July 12 annals entry.

C September 6.—Leaving Fort Leavenworth to overtake the Mormon Battalion on the Santa Fe trail were John D. Lee and Howard Egan (dispatched, by Brigham Young, from the Mormon camp above present Omaha on August 31), and Lt. James Pace (battalion member, who joined at the fort).

By Lee’s reckoning (as recorded in his diary) it was 26 miles to the Stranger river crossing; and 11 miles further to the Kansas river ferry at the
Wakarusa's mouth. He wrote: "the ferry over this stream is managed & owned by the two nations [Delawares and Shawnees]. . . . 3 flats were running constantly they have a contract of Ferry[ing] for the Government at $1.60 per wagggon." Lee's party crossed on September 7; traveled till very late; finally camped 10 miles beyond 110-mile creek, having passed some 90 provision wagons during the day's journey.

On the 8th the Mormon trio met "3 large waggons & some oxen & about 24 men bound for the Fort"; passed, on the 9th, Capt. Henry Hensler's 20 provision wagons; overtook, on the 11th "Capt Martin & Moore"—leaving them "forming their Co's. for the night," and learning from them of recent Pawnee depredations (stock-stealing) upon another company. On September 12 they "met a waggan 6 or 8 persons and about 40 or 50 Santa Fe horses and mules," and a few oxen. (These were traders moving to Missouri from New Mexico.) Also on the 12th they met the Santa Fe-Fort Leavenworth express (six men); and overtook Capt Brown's Co. at the Little Arkansas. On the 13th they passed the wagons of Wilson & Goddard (butlers to the Mormon battalion); next day overtook "Capt Armeho's & Co (a Spanish trader)," also met the returning small party of "Mississippi Saints" (see p. 398), and overtook "Capt Jas Thompson with a co of 30 waggons loaded with provisions for the army."

At the Arkansas crossing, on September 17, Lee, Egan, and Pace caught up with the Mormon battalion, and traveled with the troops to Santa Fe. (See, also, November 16 entry.)

Ref: John D. Lee's "Diary" (original in Utah Historical Society).

* September.—Solomon P. Sublette, in company with Charles Taplin (who had journeyed West with Fremont in 1845), Walter Reddick, and one other man—all homeward-bound from California—left Bent's Fort on August 18; crossed "Kansas" by way of the Santa Fe trail, and reached Missouri before September 11. (On the 11th Sublette and party arrived at St. Louis aboard the Little Missouri.)

The journey of these four, from Pueblo de los Angeles to Fort Bridger (Wyö.), had been made by way of a southern route, in company, at least part of the way, with Joseph R. Walker (driving a herd of horses and mules east). Leaving Fort Bridger early in July, they had proceeded down the Oregon trail to Fort Laramie (Wyö.); and from there, southward, to Bent's Fort (reached August 17).


* About September 12 the "company of Messrs. [Zenas] Leonard, of . . . [Jackson] county and Shaw, of St. Louis" (eight men, with wagons carrying from 125 to 130 packs of buffalo robes) was reported to be within a few days' travel of Independence, Mo.,
after a "long and tedious trip." On the Platte, Pawnees had robbed these traders of 140 packs of robes.

(Unable, in the spring, to get their furs down the Platte in Mackinaw boats, due to the river's "extreme lowness," [John?] Shaw had made his way to Missouri and obtained wagons and teamsters. (See p. 355.)

Ref: Saint Louis Daily Union, September 21, 1846 (reprinted from the Western Expositor, Independence, Mo.). Presumably Shaw's partner (or fellow trader) was Zenas Leonard of Fort Osage (Sibley), Mo.—first known as a mountain man in the 1830's.

C On September 15(?) Ceran St. Vrain's train of 23 mule-drawn wagons left the Westport, Mo., area for Bent's Fort. Frank De Lisle was wagonmaster, "Bransford," the company clerk; "Beauvais," trader; and there were some 23 teamsters (mostly French-Canadians), also three Mexican herders. Traveling with St. Vrain were Jared W. Folger, Elliott Lee, Charles Beaubien (all with connections in New Mexico), Lancaster P. Lupton, Edmond Chadwick, T. B. Drinker, and 17-year-old Lewis H. Garrard (the latter two from Cincinnati; and on a pleasure trip). Garrard's account, in his Wah-to-yah, and the Taos Trail (published in 1850) is the chief source of information on the journey.

Camp on September 16 was at Lone Elm. On the 22d, east of 110-mile creek, Francis Parkman returning to Missouri (see p. 397), recorded meeting "Messrs. Folger, Lee, and Upton [Lupton], connected with Bent & St. Vrain, whose waggons were encamped a few miles behind"; and on September 23 noted: "Met Bent's train this morning. St. Vrain was there, as also a brother of [artist George] Catlin's friend, Joe Chadwick. . . ." (Thus it was that near the Osage-Douglas county line of today Parkman and Garrard—future authors of "classic" narratives of the West—passed and doubtless greeted each other on the Santa Fe trail.)

St. Vrain's train got to Council Grove on September 30 (campaed for two days); reached the Arkansas crossings on October 23; reached Chouteau's Island (and spent a day) on the 26th; and, without having met hostile Indians, arrived at Bent's Fort as October ended.


C September 15.—The Ohio, bound for Fort Leavenworth with a "large quantity of government stores," struck a snag below Arrow Rock, Mo., and sank in six feet of water. The uninsured boat was a total loss (except for engine and boilers); her cargo, though in a damaged state, could be salvaged.

Ref: Saint Louis Daily Union, September 18, 1846.
About September 22 (?) an express from Santa Fe reached Fort Leavenworth, bringing the news that General Kearny and his Army of the West had entered Santa Fe without the firing of a gun. (The St. Louis newspapers of September 25 reported this, having got the information from persons aboard the Little Missouri which docked on the 24th.) The express brought at least 997 letters and packages.

This was the small party which Pvt. John T. Hughes (of Doniphan's regiment) mentioned in his journal under date of August 25: "Express left [Santa Fe] for Fort Leavenworth—5 men, 3 Dragoons & 2 Volunteers. R[obert] W. Fleming & W[illiam] C. Gunter. . . ." (Fleming and Gunter, as well as Hughes, were from Company C [Clay county, Mo.].) John D. Lee (of the three-man Mormon party, west-bound—see p. 394) noted, on September 12, when near the Little Arkansas: "About 6 eve we met an express from Sante Fe carried by 6 men bound to Ft. Leavenworth."

Ref: New York Weekly Tribune, October 10, 1846 (from Missouri Republican, St. Louis, of September 25); Connelley, Doniphan's Expedition, p. 64 (for Hughes' diary), and p. 544; Gibson, op. cit., p. 231; Golfer, op. cit., p. 161 (for Stansage's September 10 diary entry); John D. Lee's "Diary," loc. cit.

September 26.—After a journey eastward from "the Pueblo" (Colo.), down the Arkansas, and across "Kansas" on the Santa Fe trail, Francis Parkman and Quincy Shaw, with their guide Henry Chatillon, and muleteer Antoine De Laurier, returned to Westport, Mo.—which place they had left on May 9 (see p. 350) to make their Oregon trail excursion. (Ten days earlier, in present McPherson county, Parkman had celebrated his 23d birthday.)

These four had reached Pueblo on August 20; spent three days riding down the Arkansas to Bent's Fort; there had added four others to their party (Hodgeman, a Missouri volunteer; two men from California—"Jim Gurney," and Munroe; Ellis—a homesick Missouri emigrant); then continued downriver on August 26.

On the Santa Fe trail they met buffalo herds, companies of traders, units of Price's regiment, the Mormon battalion, and government trains; but encountered no hostile Indians. Parkman and party reached Pawnee Fork on September 12 (having left the Arkansas on the 9th to travel the "Ridge Road," the shorter dry route); crossed Walnut creek on the 13th; camped at the Little Arkansas on the 15th; "Munroe, Jim, and Ellis" left to go on ahead, on the 18th; nooned on the 19th at Diamond Spring; passed Council Grove on the 20th; met Ceran St. Vrain's train on the 23d; nooned at Elm Grove on the 25th; next day entered Westport—where Parkman and Shaw "sold off" their outfit; and about three (?) days later—after spending the intervening days at William M. Chick's Kansas (City), Mo., home—boarded a steamboat for St. Louis.

Ref: Wade, op. cit., v. 2, pp. 473-483; Parkman, op. cit. Parkman was born September 16, 1823.
September 29.—Capt. Philip R. Thompson, First U. S. dragoons (under appointment to head the Mormon battalion) left Fort Leavenworth with an escort of 15 (?) men to make a rapid march down the Santa Fe trail.

East-bound travelers “met Col. Thompson with a party of 13 men and 3 wagons” at Rock creek—making forced marches. About two days later, west of Cottonwood crossing, Thompson “with three light wagons, and an escort of ten (?) dragoons” came up to the camp of Ceran St. Vrain’s train. On October 13 the captain reached the Arkansas crossings; and he got to Santa Fe (by the Cimarron route) on the last day of October.

Ref: The Weekly Tribune, Liberty, Mo., October 17, 1846; New York Weekly Tribune, October 21 (from Missouri Republican, St. Louis, October 18) and November 7, 1846 (from St. Louis New Era, October 26); Lewis H. Carrard’s Wah-yah , . . ed. by R. P. Bieber, p. 62; G. R. Gibson, op. cit., pp. 264, 307, and 250-252 (for arrival at Santa Fe of the Mormons). Instead of Thompson, it was Capt. P. St. George Cooke who, at Santa Fe, took command of the Mormon battalion, on Kearny’s order.

September 30.—Seven (?) of the “Mississippi Saints”—William Crosby, John Brown, and five (?) others (see p. 358); also an Ohio-bound wayfarer named Wales B. Bonney (emigrant to Oregon in 1845), arrived at Independence, Mo., from the upper Arkansas by way of the Santa Fe trail. They had left Pueblo (Colo.)—two days’ travel above Bent’s Fort—on September 1.

The Mormons were returning to the States for their families. On September 14, between Walnut creek and Pawnee Fork, west-bound John D. Lee, and his Mormon companions, “discovered several men on horse back with 3 or 4 wagons in co—coming toward us—what when they came up proved to be Br. Wm Crosby John Brown John D Hollody Geo W. Bankhead & Daniel Thomas from Miss[issippi]. Bro Crosby said that he led a co 48 persons & 19 wagons when at Independence Mo. [see p. 357]. . . .”

Bonney’s trip from Oregon (begun May 13) had been a curious and bold enterprise. He had journeyed part of the way alone. West of Fort Laramie, Solomon P. Sublette and party (see p. 395) had overtaken, and aided, Bonney—then afoot—after he had been robbed by Sioux Indians of horses, provisions, and clothing. From Fort Laramie he managed to get to Pueblo safely.


October 1.—Santa Fe trader Norris Colburn, making his second trip of the year to New Mexico, left the Missouri border with a train of 19 wagons “loaded with goods, implements of husbandry, ploughs, etc.” The Independence (Mo.) Western Expositor commented of this second venture: “a thing unprecedented in the annals of prairie travel.” (For the earlier journeys of 1846 see pp. 341 and 393.)

East-bound Capt. C. F. Ruff met Colburn’s train near Pawnee Rock on October 20. On the 21st east-bound John D. Lee “came to the last point on the Simeonan [Cimarron] & struck up camp . . . about 1 P.M met Capt Hall Colburn & co (Sante Fe traders) with 26 wagons arrived in camp.
... left Ft Leavenworth [Independence] on Oct 1st met with no accidents on the way... Norris Colburn treated Lee’s party (Mormons) most hospitably.

Ref: New York Weekly Tribune, October 24, November 21, 1846; Saint Louis Daily Union, October 8, 1846; John D. Lee’s “Diary,” loc. cit. For “Hall” see next annals entry.

October 2.—“Messrs. Kean & Hall,” of Independence, Mo., started for Santa Fe with nine wagon-loads of provisions and goods—aiming at a market among the Army of the West troops in New Mexico.

In the fore part of November, some east-bound travelers (who had left Santa Fe on October 26), met Hall & Kean “getting along fine,” and within 250 miles of the New Mexican capital.

Ref: New York Weekly Tribune October 24; St. Louis Daily Union, October 8 and December 8, 1846. The 1850 federal census of Jackson county, Missouri, lists “A. P. Kean,” who was, presumably, the above trader. Hall has not been identified. The Magoffs’ wagonmaster (see June 21 annals entry) was also a “Mr. Hall.”

October 2.—The one-year Indian trading license (renewal) issued by Agent R. W. Cummins to Cyprian Chouteau (representing Pierre Chouteau, Jr. & Co.) showed that the “persons engaged” were Frederick Chouteau, Charles Chouteau, Thomas Elliott, and John Owens (the first three as “clerks and salesmen,” the latter as “teamster, cook,” etc.).

Though licensed to trade with the Kickapoos, Delawares, Shawnees, and Kansa, the Chouteaus’ trading houses in the Fort Leavenworth Agency—once four in number—were now reduced to two: (1) the post occupied since 1828 by Cyprian Chouteau (see KHQ, v. 28, p. 45), 12 miles up the Kansas (on the south bank, and on the Shawnee reserve, in present Wyandotte county); (2) the post located on a bluff, on the north side of the Kansas, near the mouth of the second creek emptying into it, above the Delawares’ blacksmith shop (on the Delaware reserve, apparently at the Kansas crossing variously known as Grinter, military road, or Delaware crossing, in present Wyandotte county—see KHQ, v. 29, p. 352).

Ref: OIA, “Letters Received from Fort Leavenworth Agency” (National Archives Microcopy 234, Roll 902), Cummins’ list forwarded from St. Louis to OIA on September 27, 1847. No longer maintained were: (1) the post among the Kickapoos, on Salt creek, present Leavenworth county, and (2) the post among the Kansa on the Kansas river. The latter site was abandoned in 1847 (?) as a result of the Kansa tribe’s forthcoming move to the upper Neosho country. See KHQ, v. 8, pp. 256, 257, for mention of John Owens (who had married a Shawnee woman). Cyprian Chouteau’s post is shown on T. H. Jefferson’s map—see facing p. 376.

October 3.—On or about this date Richard Grant, Jr. (son of the Hudson’s Bay Company’s Fort Hall factor) arrived at Kansas (City), Mo., from “Idaho.” Letters written at Fort Hall as late as August 14, and sent in his care, were postmarked at Kansas, Mo., on October 3.

Of his route and journey no other information is presently known. One of his companions may have been A. L. Davidson of Oregon who reached the states in the fore part of October. Young Grant (about 20), on a mission for
his father, was to return home in 1847 with the Oregon-bound emigrants. Davidson, as reported, had come East to get his parents, and return to Oregon.


October.—Dr. (James S.) Craig, a Kentuckian (who for 15 years had been a resident of New Mexico and California) arrived at Independence, Mo., prior to October 11 (on which date he reached St. Louis). He had left Santa Fe on September 6.

He brought in a mail, and Kearny's dispatches. His party, traveling the Cimarron route, had met Price's regiment, the Mormon battalion, and Capt. Philip R. Thompson with his escort.

Craig reported that the Arkansas was "perfectly dry for the whole distance" he traveled along it—"an evidence of drought which has not been known for many years." (While on the river, a small party of Indians had made an attack on his camp.) As reported: "Along the whole route the grass was abundant, but water very scarce."

Ref: New York Weekly Tribune, October 31, 1846 (from Missouri Republican, St. Louis, October 15). Almost certainly the above was Dr. James S. Craig of the "Bean-Sinclair" party which went West in 1839—see KIG, v. 28, p. 171. Apparently he was not with the Ware-Ferguson company (see next annuals item) at least on the early stages of the trip—since Craig encountered hostile Indians, and they did not. The departure dates varied by three days.

October 3 and 4.—Some 10 to 15 persons who left Santa Fe on September 9 arrived at Independence, Mo., and brought with them a "large number of letters." The company included John Ware, of Baltimore, Charles Ferguson, of Philadelphia, several men from Jackson county, Mo., and (apparently) "Mr. Hill" of Lafayette county, Mo.

As reported, the company had "no difficulty on route except scarcity of wood and water on the Cimarron." These men had met various New Mexico-bound trains; and some of the party (originally 20 to 25 in number) had taken employment with them, and returned to Santa Fe.

Ref: Saint Louis Daily Union, October 9, 12, 1846; New York Weekly Tribune, October 24, 1846 (from Missouri Republican, St. Louis, October 9).

October 6-14.—Brant Chapman and five other persons, setting out from Fort Leavenworth on the 6th, traveled down the Missouri in a skiff, and reached St. Louis in midmonth. The river was reported "falling, with but thirty inches on the principal bars."

They met a number of upbound steamboats: the Algoma at Lexington, Mo., on the 8th; the St. Joseph on the 9th; the Clermont No. 2 and Archer "hard aground" at Portland Bar; the General Brooke which had "hauled over" at the mouth of the Osage; the Tributary and Little Missouri "both hard aground" there on the 11th.

Ref: St. Louis New Era, October 15, 1846, as reprinted in New York Weekly Tribune, October 31, 1846. Probably Brant Chapman was a steamboat captain. The Saint Louis Daily Union of September 22, 1846, mentioned "Capt. Chapman, of the Galena, who came passenger on the Bertrand from Fort Leavenworth. . . ."
Around October 11, Capt. A. W. Enos (AQM), 2d Lt. Alexander B. Dyer (U. S. ordnance), and (presumably) an escort party, left Fort Leavenworth for Bent's Fort (where Enos was to serve as assistant quartermaster). They reached their destination on November 3.


October 12, or 13.—The 28-wagon train of Messrs. Bullard, Hooke & Co., Lexington, Mo., with partner Isaac McCarty as "superintendent," left the Missouri border for Santa Fe. The Independence Expositor commented: "This is the latest company that has ever started before for the plains from here... The company have bought corn here and haul it out with them to Council Grove."

Late in November, south of the sand hills on the Cimarron, disaster—in the form of a blizzard—struck Bullard, Hooke & Co.'s camp. During the storm 20 head of oxen escaped in a stampede; and some mules died. The traders cached goods "near the Seminole," and returned to the Arkansas with the rest; then proceeded upriver to Bent's Fort; intending to winter there and continue to Santa Fe in the spring. On January 31, 1847, 2d Lt. James W. Abert, coming down from Bent's Fort, "met a train of six wagons belonging to Messrs. Bullard & Hook, of Missouri. It had been to the crossing of the Arkansas to raise some 'caches,' which some of the proprietors of this train had been obliged to make early in the fall."

Ref: New York Weekly Tribune, November 7 (for the Expositor quote), 21, 1846, January 9, 1847; Saint Louis Daily Union, December 8, 28, 1846; Missouri Republican, St. Louis, December 23, 28, 1846; 30th Cong., 1st Sess., H. Ex. Doc. No. 41 (Serial 517), p. 530. John D. Lee (see his Diary, loc. cit.) met, on November 5, at Pawnee Fork, "Capt. Bullard Russell's co... with 30 waggons & 50 men were encamped there."

October.—At Independence, Mo., a man was "building a waggon to run across the prairies to Bent's Fort, to be propelled by the wind."

With masts and sails, the inventor expected his wind-wagon to run at 15 miles an hour; and planned to "blaze the way" before year's end. (But in April, 1847, the Independence Western Expositor reported that "Mr. Thomas" was soon to make an experimental trip on the plains with his newly invented "wind ship.")

Ref: The Weekly Tribune, Liberty, Mo., October 24, 1846; Saint Louis Daily Union, April 12, 1847.

October 18(?)—A government mule train (headed by "Harlowe"?), en route to Bent's Fort, was attacked by Pawnees at Pawnee Fork. The Indians slipped up on the teamsters as they were at supper, killing one man and slightly wounding (by an arrow) the wagonmaster.
Ceran St. Vrain's train (west-bound) camped at Pawnee Fork on October 14; on the 17th (as noted by Lewis Garrard) his party overtook and "nooned" near the train "from which the man was killed at Pawnee Fork." Capt. C. F. Ruff (east-bound) "met Harlowe train of Waggons on 17 [Oct.] at cow creek." (He did not meet the St. Vrain train, which must have passed beyond the point where Ruff crossed the Arkansas before his arrival.)

Ref: The Gazette, St. Joseph, Mo., November 20, 1846 (from St. Louis New Era of November 9), or see New York Weekly Tribune, November 23, 1846; Lewis H. Garrard's Wah-to-yah, ed. by R. P. Bieber, p. 79; Charles F. Ruff's notes (copy in KHi ms. division).

October 16-24.—Chief Powashiek and most of the "Mississippi" Foxes (after squatting on Pottawatomie and Kickapoo lands for a year—see December, 1845, annals entry), reached the Sac & Fox Agency on the upper Marais des Cygnes (in present Franklin county) on the 16th. Reluctant immigrants, the Foxes were drawn to their new reserve by the forthcoming annuity payment.

Sup't Thomas H. Harvey, of St. Louis (with the annuity funds—$30,000 for the Sacs and $30,000 for the Foxes) also arrived at the agency on October 16 (and remained till after the 24th). Under his watchful supervision, the payments were made as determined by the Indians (and not according to the traders' wishes). Half of the Sacs' $30,000 was divided among the individuals of the nation. (This amounted to $14 for each person, indicating a total of 1,071 Sacs.) Chiefs Keokuk and Hard Chief received the other $15,000—$7,500 went to each. (Harvey commented, in an October 24 letter, that Keokuk turned his money over to Pierre Chouteau, Jr. & Co., traders; and that Hard Fish "probably" turned his over to R. A. Kinzie.) The Foxes also divided half (or $15,000) among the members of the nation. (Each person received $17.50, indicating a total of 857 Foxes.) Chief Powashiek, to whom went $15,000, paid out (according to Harvey) $10,000 to trader "Scott," and $3,000 to "Ewing." (See p. 348 for other data on these traders.)

Ref: OIA, "Letters Received from Sac & Fox Agency" (National Archives Microcopy 234, Roll 782), Harvey's October 24, 1846, letter; 50th Cong., 1st Sess., Sen. Ex. Doc. No. 70 (Serial 510), p. 92 (for comment by Harvey, in 1848, that the Sac & Fox "are the only Indians within my knowledge that object to have schools or missionaries among them").

October 17.—An express which had left Santa Fe on September 17, arrived at Fort Leavenworth—having met the Mormon battalion on the Cimarron; Capt. Philip R. Thompson's party at Cottonwood crossing; and Capt. A. W. Enos (en route to Bent's Fort) at Council Grove.

Ref: New York Weekly Tribune, November 7, 1846 (from St. Louis New Era, October 26); Saint Louis Daily Union, October 24, 1846; Gibson, op. cit., p. 239 (Gibson, at Santa Fe, wrote on September 17: "This morning an express with the mail left for 'the States' and is expected to reach Independence in twenty-four days").

In mid-October, at a point some 20 miles below the Arkansas crossings, Pawnees attacked and captured 19 wagoners. The ill-equipped teamsters (said to have only five guns among them!) were robbed of all possessions, then allowed to continue afoot.
The Pawnees "carried off all the arms and clothing . . . and about 50 head of mules." They destroyed the wagons, and any contents unwanted—which included about 300 sacks of flour that they cut open and scattered to the four winds. "The prairie for miles around the spot was . . . as white as if covered with snow" (according to an account supplied by two of the teamsters). The Pawnees frolicked in the flour—powdered themselves, snow-bulled each other; then made use of the flour sacks—one wound his as a turban; some devised other garb. It was reported they seemed to prize the lettering on the sacks, "as in all the breech clothes made of them the U. S. was contrived to be preserved in front."

John D. Lee's diary entry of October 28 evidently described the above attack. On the 28th, a week out of Santa Fe, returning by the Cimarron route, Lee "met Capt Gipson [Gibson?] with a train of 31 wagons from Ft Gipson [Gibson] . . . [and learned from him that "Gipson" earlier had] sent 19 of his co back which were robbed of all their blankets guns provisions & even took the clothes of their backs—all but 2 sick men that were lying down—if I mistake not 2 of the no escaped with their horses after robbing them the chief and braves shook hands & left them there was about 150 [Indians] in no. the last robbery [i.e., this one] was committed about 25 ms beyond the crossing of the Arkansas the 2 men that made their escape followed up the ["Gipson"] train of wagons to report their defeat."


October 28.—The 24-wagon, Santa Fe-bound government supply train (Daniel P. Mann, captain; "Buchanan," wagonmaster) which camped 25 to 30 miles below the Arkansas crossings on October 27, was attacked next morning by a large band of Pawnees (400 to 500, reports said). The 40 teamsters (who had 29 guns and 80 cartridges) corralled their wagons, except one (loaded with bacon; and Mann's belongings) which was captured and burned. In the fighting John H. Dougherty was killed, John C. Northrup was shot through both legs, and three other men ("F. Valet," "John Anthony," "Peter Hurman") were wounded slightly. After the Indians succeeded in getting possession of all the mules and horses (except about a dozen), they departed.

When darkness came Mann and some others set out, upriver, taking the wounded; and after traveling some 30(?) miles came up with McElvaine's train. The latter's mules were subsequently taken to the battle site to bring up all abandoned wagons and salvagable contents. Mann's party then fortified about four miles from the Arkansas crossing; sent the wounded to Bent's Fort; and awaited the arrival of teams. Buchanan and two others reached Bent's Fort on November 5. Aid probably was dispatched to the stranded men soon thereafter.

On November 2, John D. Lee's small party, east-bound, "reached & crossed the Arkansas & encamped here we found [wrote Lee] Capt Hornback & McLeavin [McElvaine] with a mule train (30 waggons government pro-
visions) Capts's Man[n] Yates & Buckhanon more[?] were also here but their trains of 40 men was 50 miles back where they on the 28th of Oct were attacked by 300 Pawnees about 10 in the morning. The fire [engagement] lasted 4 hours when Yates Mann & Buckhanon & their co retreated with the loss of one man wounded[?]. The Indians lost one of their chives—took about 160 miles some blankets & clothing burned 1 waggon loaded with Bacon & Flour after making this raise they soon toddled. . . . Capt McLavain sent back teams to bring up the rear of Capt Mann's wagons."

Ref: The Weekly Tribune, Liberty, Mo., December 5, 1846; Saint Louis Daily Union, December 28, 1846; New York Weekly Tribune, January 6, 1847; L. H. Garrard's Wah-to-yah . . ., ed. by R. F. Bieber (1938), p. 94; W. E. Connelley's Doniphan's Expedition, pp. 522, 523, or John T. Hughes' Doniphan's Expedition (1850), pp. 404, 405; John D. Lee's "Diary," loc. cit. The Pawnees' agent, in 1847, reported the Grand Pawnees (living south of the Platte) were very hostile to the whites; and that they were the Indians who "robbed the United States wagon train last fall, killing one man and driving off 160 head of miles."—Saint Louis Review (daily), June 20, 1847.

Oct 30.—Capt. Charles F. Ruff, of the U. S. mounted rifles (recently lieutenant-colonel of "Doniphan's" regiment) reached Fort Leavenworth, after a 34-day journey from Santa Fe (left on September 27) by the Cimarron route. He had in charge some First dragoon horses which General Kearny had sent back to headquarters post. His own destination was Jefferson Barracks, Mo., and then southward to join Gen. Zachary Taylor's forces.

Ruff's notes of the trip include this statement: "10 horses gave out on 16th [October] in a winter's storm between the old road from 'caches' & coon creek on river road 3 more left on morning of 17th unable to get up—effects of the cold after a march of 20 miles" Young "Mr. Nourse" who returned with Ruff's one-wagon (?) party as far as Council Grove (and reached St. Louis November 6) reported that nearly half the horses perished during this "severe storm on the plains."

Ref: The Weekly Tribune, Liberty, Mo., November 7, 1846; Saint Louis Daily Union, November 7, 1846; New York Weekly Tribune, November 21, 1846; Charles F. Ruff's notes (copy in KHI ms. division); W. E. Connelley's Doniphan's Expedition . . ., pp. 74, 247-249. Ruff had resigned from the Missouri volunteers on September 17, 1846. His commission as a captain in the U. S. mounted rifles dated from July 7, 1846.

Nov 3.—Indian trader William H. Hildreth, whose post was near the mouth of Salt creek (three and a half miles above Fort Leavenworth) on the Kickapoo reserve, was granted a trading license (renewal) good for two years, by Agent R. W. Cummins. (See KHO, v. 30, pp. 64, 65.)

(On May 12, young Francis Parkman, from a camp near Fort Leavenworth, had ridden over to the Kickapoo reserve. "Returning, we stopped at the trader's," he wrote in his journal. "We were hot and tired; and the trader showed us into a neat, dark, and cool parlor, where he gave us iced cucurbit and an excellent lunch. . . . His mistress, a yellow woman, brimful of merriment, entertained us with her conversation.")

Ref: OIA, "Letters Received from Fort Leavenworth Agency" (National Archives Microcopy 234, Roll 502), see Cummins' list, forwarded from St. Louis on September 27, 1847; Wade, op. cit., v. 2, p. 425.
November 3.—From Santa Fe, by the Cimarron route, four men—Capt. William S. Murphy (of the Missouri volunteers), in company with "H. P. Paulsel, F. Roubedou and a Mr. [C.] Perry, the bearers of an express"—arrived at Westport, Mo. Murphy’s mission: "to get specie funds for the troops" and return to New Mexico. (He reached St. Louis on November 8. See p. 408 for his journey back.)

The express trio, with one wagon, had left Santa Fe on October 7. Murphy, setting out on the 9th, with a pack mule, overtook them. They traveled the Cimarron route; encountered one snow storm; and "lay by four days." At the Arkansas crossings on October 23 they met St. Vrain’s company going upriver to Bent’s Fort.

Ref: New York Weekly Tribune, November 28, 1846 (from St. Louis New Era, November 9); The Gazette, St. Joseph, Mo., November 20, 1848; Lewis H. Gannard’s Wah-puh, ed. by R. P. Bieber, p. 81 (which lists other sources); G. B. Gibson, op. cit., p. 250, and pp. 226, 234, for mention of Perry. Murphy was captain of Company B (Platte county), infantry battalion, Missouri volunteers.

By November 5 head chief Francis La Fontaine and a party of 323 Miami Indians (142 males; 181 females), newly arrived from Indiana, were encamped on Little Sugar creek (a mile or so west of the military road, and some 13 miles north of the American Fur Company’s Marais des Cygnes post—now Trading Post, Linn co.), in what is now the southeastern corner of Miami county. They had been conducted to "Kansas" by Joseph Sinclair (recently their sub-agent); but the person who had looked out for their welfare on the journey (the Indians said) was Alexis Coquillard, one of the contractors for their removal.

Early in October (and six years after the 1840 treaty in which they had agreed to emigrate within five years) about 328 Miamis had been rounded up and forcibly removed from their Wabash river homes. (Some 300? yet remained in Indiana.) On the steamboat Colorado (from Cincinnati) this party reached St. Louis October 20; then boarded the Clermont No. 2 on the 22d, and after a slow journey (because of low water), arrived at Kansas (City), Mo., on November 1. The same day, the overland party (12 men, with the Miamis’ horses and several wagonloads of their possessions) which had left Peru, Ind., on October 8, also reached the Kaw’s mouth. The united company set out for Little Sugar creek on November 2.

Subagent Alfred J. Vaughan, visiting the new arrivals on November 9 and 10, reported they seemed pleased with their new location. He appointed his son, Leonidas A. Vaughan, as their “issuing Commissary of Subsistence.” Among the Miamis were many half bloods (and there were Miami women with white husbands; as well as some Indian men with white wives—according to the Cincinnati Enquirer). By year’s end, 25 “good and substantial log houses” (built under contract by Joseph Clymer, Jr.,) had been completed; but Subagent Vaughan also noted that “not less than 30” deaths (some the result of intemperance) had occurred among these immigrants.

The Miamis’ “old and much respected” (also well-to-do) Chief La Fontaine,
who left “Kansas” about the end of March, 1847, (with 40? of his people) to return to Indiana, died at Lafayette, on April 13, before reaching home. His wife (a daughter of former head chief John B. Richardson) and seven children survived him. Also in 1847, about 70 more Miamis came to “Kansas.”


C In (the first week of?) November a Mackinaw boat from the upper Missouri, carrying “190 packages of [buffalo] Robes, and 40 of Beaver,” consigned to Pierre Chouteau, Jr., & Co., passed along the “Kansas” shore of the river. The voyage (a difficult one, because of low water) ended at St. Louis on November 12.

Ref: Saint Louis Daily Union, November 13, 1846.

C November 10.—Gov. Charles Bent included in his report (as ex officio sup’t of Indian affairs in New Mexico), these statements:

“The Cheyennes and Arapahoes range through the country of the Arkansas and its tributaries. ... They live almost entirely on the buffalo, and carry on a considerable trade with the Americans and Mexicans in buffalo robes. ... They are a roving people, and have for many years been on friendly terms with the New Mexicans. The Arapahoes number about 400 lodges, or 2,000 souls; the [southern] Cheyennes 300 lodges, or 1,500 souls.

“The Comanches range east of the mountains of New Mexico—a numerous and warlike people, subsisting entirely by the chase. The different bands number in all about 2,500 lodges, or 12,000 souls. They have been at peace for many years with the New Mexicans, but have carried on an incessant and destructive war with the States of Chihuahua, Durango, and Coahuila. ... ”

“The Cayugas [Kiowas] range through a part of the same country, and are similar in habits and customs, and are considered a more brave people than the Comanches. They number about 400 lodges, or 2,000 souls.”

Ref: 31st Cong., 1st Sess., H. Ex. Doc. No. 17 (Serial 573), pp. 191-194. Indian Agent Thomas Fitzpatrick, in his December 18, 1847, report stated: “I believe that the Comanche Indians do not exceed 1000 lodges, and as it is rare that more than one warrior occupies a lodge amongst them, we may put them down at the very utmost 1200 warriors.”


C About November 13(?) Thomas Fitzpatrick (en route to Washington, D. C., with Com. Robert F. Stockton’s California dispatches, and letters from Lt. Col. John C. Fremont) reached the Missouri border. (He had left Santa Fe on October 14; and he arrived at St. Louis on November 15.)

On this journey East he learned of his appointment (dated August 3) as
Indian agent for the new Upper Platte (and Arkansas) Agency. Before the end of November he delivered the dispatches in Washington. (These dispatches, and Fremont’s letters, had left California in Kit Carson’s care; and had been transferred to Fitzpatrick’s charge, on General Kearny’s orders, at the meeting point of Kearny’s command with Carson’s east-bound party, some 175 miles west of Santa Fe.)


November 14.—A party of four Mormons arrived at Fort Leavenworth, having avoided both the hostile Indians and the bad weather which plagued most other late-autumn Santa Fe trail travelers. They were John D. Lee and Howard Egan (for their trip to Santa Fe see p. 394), Samuel L. Gulley, and Roswell Stevens (Stephens?); and they had left San Miguel, N. M., on October 22.

Lee’s and Egan’s mission was to bring back the Mormon battalion soldiers’ pay—received at Santa Fe—to Mormon headquarters (above present Omaha). They (and the others) paused but briefly at the fort; reached “Winter Quarters” on the evening of November 21.


Ref: John D. Lee’s “Diary” (original in Utah Historical Society); W. E. Connelley’s Doniphan’s Expedition, pp. 77, 96, 107, 290, 405, 451, 452 (for items on John P. Campbell, the founder of Springfield, Mo.); Tylee, op. cit.

November.—Dr. George Penn (recently surgeon with Doniphan’s regiment) who set out with 15 (?) others from Santa Fe on October 8 or 9, reached Missouri in mid-November (he was at 110-mile creek the night of November 11), and St. Louis on the 16th. John Thurman and a “Mr. Billingsby” were in this party; and so was Michael McEnnis, who later recollected they numbered 16 men; and that
they encountered hostile Navajos [?] on the Cimarron, and severely
cold weather (also snow) on the plains.

The appointment as assistant treasurer of the United States for St. Louis,
for which Penn left the regiment, finally materialized (when Robert Campbell
of St. Louis declined the post), in January, 1847; and on March 18 he was
reported to be setting up his office.

Ref: Saint Louis Daily Union, November 9, 17, December 14, 16, 1846, January 26,
March 18, 1847; New York Weekly Tribune, November 28, 1846 (from St. Louis New
Era of November 9); W. E. Connelley's Domphan's Expedition, pp. 229, 627; G. R. Gibson,
op. cit., pp. 248, 249; John D. Lee's "Diary," loc. cit., October 28 and November 9, 11,
1846, entries. Lee heard (from "Capt. Gilpin") that "the Indians had made 2 attempts
to rob Dr. Penn & co but failed—on the upper Cimeroan at the willow bar. . . ."

November 19.—The Amelia arrived at Weston, Mo. She was
the last steamboat of the year to reach that port. Her return to
St. Louis, on November 25, was noted in newspapers of the 26th.

Just preceding the Amelia, the Cora had made a trip to Weston. She re-
turned to St. Louis on November 21. The Liberty, Mo., paper of November
14 stated that pilots on the Missouri said the river was the lowest it had been
in 15 years. Only small steamboats could operate, and they had much diffi-
culty. Passenger and freight rates were "at least double the usual price."

Ref: The Western Journal, St. Louis, v. 5 (March, 1851), p. 326; New York Weekly
Tribune, December 12, 1846 (from St. Louis New Era, November 26); The Weekly
Tribune, Liberty, Mo., November 14, 1846.

November 22 Capt. William S. Murphy (see p. 405)
and an escort left Fort Leavenworth to convoy wagons carrying
$120,000 in gold (the Missouri volunteers' pay) to Santa Fe. "Pro-
visions and forage . . . for the whole train" were taken along
because of the late season. They reached Santa Fe safely, and
apparently without particular difficulty, by way of the Cimarron
route.

But "a company of men who had been sent from Bent's Fort, with a wagon
load of corn, to meet Captain Murphy at the crossing of the Arkansas" fared
less well. Lt. James W. Abert, east-bound from Bent's Fort, saw these men
on January 23, 1847, in the Big Timbers area. Because of heavy snows, "they
had only succeeded in getting thus far on their return to the fort," he wrote.

Ref: The Weekly Tribune, Liberty, Mo., November 21, 1846; St. Louis New Era,
November 28, 1846, as reprinted in New York Weekly Tribune, December 12, 1846; 30th
Cong., 1st Sess., H. Ex. Doc. No. 41 (Serial 517), p. 327 (for Abert); L. H. Garrard in
his Wah-to-pah, ed. by R. P. Bieher, p. 147.

November.—Arriving at Fort Leavenworth about the 23d, from
Santa Fe (left on October 18) were Maj. Edwin V. Sumner (re-
assigned to the Second dragoons), Lt. William Armstrong (Second
artillery), 2d Lt. Henry W. Stanton (adjutant, First dragoons),
also Lt. John Love (First dragoons) and about a dozen other
mounted men.

They had traveled the Cimarron route; met numerous wagon trains; had no
trouble with Indians. At 110-mile creek (present Osage county) Sumner had sent Eli Danna (or Dana), of St. Louis (an ex-Laclede Ranger), ahead with
dispatches.

Danna was aboard the Amelia which docked at St. Louis November 24.
Major Sumner and Lieutenant Armstrong arrived in that city on the 28th.
Ref: Saint Louis Daily Union, November 25, 1846; The Weekly Tribune, Liberty,
Mo., November 28, 1846; New York Weekly Tribune, December 12, 1846 (from Missouri
Republican, St. Louis, November 28); Heitman, op. cit., (for identification of
Armstrong and Stanton); G. R. Gibson, op. cit., p. 258 (under date of October 20, Gibson referred to
the departure from Santa Fe of "Major Sumner, Lieutenant Love [on recruiting service],
and Lieutenant Stanton").

November 23-28.—Father Pierre-Jean De Smet, S. J., and some
companions, who had launched their skiff on the upper Missouri
(in present Montana) on September 28, landed at St. Joseph, Mo.,
the 23d of November.

Five days later, Father De Smet reached Westport, Mo. (by steamboat?,
from Fort Leavenworth?). Probably he spent about a week in Jackson county,
Mo. An entry in Father Christian Hoecken's diary for 1846 reads: "In
December, Father [Felix L.] Verreydt proceeded [from Sugar Creek Mission,
present Lion county] to Independence, Mo., to meet Father Peter J. de Smet,
who was expected to land there on his return from the Rocky Mountains,"
De Smet reached St. Louis (by stage?) on December 10.

Ref: H. M. Chittenden and A. T. Richardson's Life, Letters and Travels of Father
Kinsella's The History of Our Cradle Land . . . (Kansas City, 1921), p. 234 (for
Hoecken diary quotation); Saint Louis Daily Union, December 19, 1846 (indicates arrival
date as December 11).

Early in December Dr. Isaac P. Vaughan, of Howard county,
Mo. (recently assistant surgeon in "Doniphan's" regiment) arrived at Independence, Mo. He had left Santa Fe on October 26.

Nothing on the size of his party, or their route and experiences, has been
located. Vaughan brought mail to Missouri.

Ref: Saint Louis Daily Union, December 14, 1846; W. E. Connelley's Doniphan's
Expedition, pp. 181, 244, 530 (for items on Vaughan).

December 11-16.—Between the Little Arkansas and Diamond
Spring three men from Buchanan county, Mo., froze to death. They
were Messrs. Bartlett (who died on the 11th), Thompson (or,
Thomason? Tomlinson?, on the 11th or 12th), and Long (about
the 16th).

In a company of 27 (a First dragoons sergeant and 26 teamsters), with one
wagon and seven mules, they had set out from Santa Fe on November 2. All
three had been ill (of dysentery) for several days before a blizzard—on
December 9 and 10—subjected the party to a very heavy snow, and bitter
cold. Subsequently the wagon had to be abandoned; and several of the mules
were left behind (or died). Some of the men suffered frost-bitten feet. The
sergeant, and three teamsters, who went on ahead from Council Grove, on the
18th, to get help, arrived at Fort Leavenworth on December 22. (They had

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met, on the 21st, a party sent to aid the stranded men.) Four of the company reached Westport, and Independence, Mo., on January 8, 1847.

Ref: New York Weekly Tribune, February 6 and 27, 1847; Saint Louis Daily Union, January 18, 1847.

December.—A census taken at St. Joseph, Mo., on the 18th and 19th showed the town’s population to be: 510 white males; 384 white females; 70 slaves (27 males; 43 females); and two free Negroes (1 male; 1 female)—a total of 967 persons.


Died: Matthew Sarrahess, of the Wyandot Nation, aged 60, on December 18, in present Wyandotte county. He was buried in Huron Place Cemetery (in Kansas City, Kan., of today).

Of Sarrahess, William Walker wrote: “He was a fine orator.”


Married: George Armstrong and Hannah (Charloe) Barnett, widow of John Barnett, on December 24, at the home of William Walker, by the Rev. Edward T. Peery, Methodist minister. All, except Peery, were members of the Wyandot Nation.

Ref: William Walker’s journal, in W. E. Connelley’s Provisional Government . . . , p. 193, and see, also, pp. 192 and 194. It appears that John Barnett was the well-educated part-Shawnee of whom mention is made in KHQ, v. 28, pp. 328, 349.

December.—On the 24th Thomas Fitzpatrick (Indian agent) and Solomon P. Sublette left St. Louis for Fort Leavenworth. The latter was bound for Santa Fe as a “Government Express” (but he did not set out from the fort till January 8, 1847). Both had been in Washington, D. C.

On December 18 the Saint Louis Daily Union had quoted a letter from Sen. Thomas Hart Benton (in Washington) giving notice that “A Government Express for Santa Fe, and perhaps, California” would “pass through St. Louis in a few days.”

Ref: Saint Louis Daily Union, December 18, 24, 1846, January 18, 1847.

December.—2d Lt. John O. Simpson (of Maj. M. Lewis Clark’s battalion, Missouri volunteers) arrived at St. Louis on the 26th from Bent’s Fort (where he had been stationed as acting quartermaster). The party of Pawnees met while crossing “Kansas” had “not seriously molested” him.

Ref: Missouri Republican, St. Louis, December 28, 1846; St Louis Daily Union, December 28, 1846; New York Weekly Tribune, January 6, 1847; W. E. Connelley’s Doniphan’s Expedition, p. 574 (for Simpson’s rank, etc.); Nolie Munsey’s Old Forts . . . (Denver, 1956), p. 83 (for Capt. A. W. Eses’ letter of December 12, 1846, mentioning Simpson’s duty at Bent’s Fort).

In December a new chapel was completed at a location some four miles north of Delaware Baptist Mission (i.e., the mission
near present Edwardsville, Wyandotte co., occupied from 1833-1847
—see KHQ, v. 28, p. 318). The new meeting house was in the
vicinity of the Delaware village which had moved a distance of
"nearly six miles" from the mission following the 1844 flood (see
p. 75).

The church was described (in 1847) as "a framed house, 36 feet by 26;
... arched, ceiled, floored and painted; ... capable of seating 300
persons." It had cost about $450, "including $161.50 contributed in labor
&c., by the Delawares, and $74.55 by the missionary [Ira D. Blanchard]."

Ref: The Baptist Missionary Magazine, v. 27 (January and July, 1847), pp. 31 and
259; and see item in KHC, v. 12, p. 183 (for a reference to the frame chapel), and p.
188 (for mention of the distance to the "old" mission, above, from the "Pratt mission,"
which was opened in 1848).

Employed in "Kansas" by the Indian department during all, or
part of the year 1846 were the following persons:

FORT LEAVENWORTH AGENCY [Kickapoos, Delawares, Shawnees, Kansas,
Stockbidge, and Munsees] — Agent Richard W. Cummins; Interpreters
Clement Lessert and Henry Tiblow; Blacksmiths Calvin Perkins and William
Donalson for Shawnees, James B. Franklin (appointed February 13) for Delawares,
Williams H. Mitchell (appointed January 26) for Kansas; Assistant
blacksmiths Joseph Parks' colored boy and Powhatan Phifer for Shawnees,
Cornelius Yager (appointed February 13) for Delawares, Nelson Henry (a
Kansa Indian; appointed February 24) for Kansa; Farmer John T. Peery for
Kansa.

GREAT NEMAH Subagency [Iowas and Sacs & Foxes of the Missouri—
Subagent Armstrong McClintock (removed in spring?); William E. Rucker
(appointed June 17); Interpreters John Rubite for Sacs & Foxes, John B. Roy
for Iowas; Farmers John W. Forman for Sacs & Foxes, Findley C. McCready
(appointed April 15) for Iowas; Assistant farmers Andrew Meyer and Martin
Meyer for Sacs & Foxes.

OSAGE RIVER Subagency [Ottawas, Chippewas, Weas, Plankeshaus, and
Pottawatomies]—Subagent Alfred J. Vaughan; Interpreter Joel W. Barrow;
Blacksmiths Robert Wilson and Robert Simerwell; Assistant blacksmiths Samuel
L. Bertrand, Andrew Fuller (died August 5), Jonas F. Lykins (appointed August
6); Millers Jude W. Bourassa and Joel Grover; Physician Johnston Lykins.
Note: All of the above, except the subagent, were employed for the Pottawatomi
Indians only.

OSAGE Subagency [Osages]—Subagent Joel Cruttenden (removed—served
to April 12), Samuel H. Bunch (appointed February 13); Interpreter Charles
Mongrain (appointed in April); Assistant blacksmiths Henry Hill, Joseph
Captain, T. R. Hunt, Francis Mitchell; Gunsmith John R. McKinney.

WYANDOT Subagency [Wyandots]—Subagent Richard Hewitt; Interpreter
John M. Armstrong; Blacksmith Charles Graham; Assistant blacksmith Ira
Hunter (appointed November 1).

SAC & FOX Agency [Sacs & Foxes of the Mississippi—newly arrived, from
Iowa]—Agent John Beach; Interpreter Josiah Smart; Gunsmiths James Drake
(resigned May 20) and Harvey Sturdevant; Blacksmiths Charles H. Withington
and Arthur Ingraham Baker; Assistant blacksmiths Jonathan Parsons and
James Carlick; Physician Volney Spalding (appointed April 8). Note: Except for Spalding, all these persons had been employed for the Sac & Foxes while in Iowa. The dates of original appointment to the positions held are listed below: Agent John Beach (May 29, 1844), Josiah Smart (July 1, 1839), James Drake (1842 or 1843), Harvey Sturdevant (September 15, 1835), Charles H. Withington (October 1, 1838), Arthur Ingraham Baker (November 1, 1844), Jonathan Parsons (August 1, 1840), and James Carlick (November 1, 1844).


(Part Sixteen Will Appear in the Winter, 1964, or Spring, 1965, Issue.)