Kansas Before 1854: A Revised Annals

Compiled by Louise Barry

PART FOURTEEN, 1845

In January,—To provide “bread stuff” for the Indians of “Kansas” whose crops had been ruined or destroyed by the previous year’s rains and floodwaters, Sup’r Thomas H. Harvey, St. Louis, arranged for the purchase and distribution, of 13,840 bushels of corn:

For the Osages, 5,000 bushels; Kansa, 3,000; for the Pottawatomies, Peoras, Weas, and Kaskaskias, 4,000; Delawares, 342; Shawnees, 480; Munsees, 178; Ottawas, 760; and Chippewas, 80.


C KILLED: Fool Chief (head chief of the Kansa Nation), on January 28, at a camp near the Shawnee Nation’s meeting house, by Wa-ho-ba-ke (a Kansa brave), in a fight. He was buried on the prairie at, or near, present Shawnee, Johnson county.

Fool Chief and his band were (by Frederick Chouteau’s recollection) en route to Missouri on a “begging and stealing expedition.” Wa-ho-ba-ke fled to the Osages; but returned in 1846(?).

In June, 1844, James Clyman had described the Kansa “head chief” as “a tall lean wrinkled faced filthy looking man with a forehead indicating deceit, dissimulation and intrigue and more like a beggarly scape gallow than a Chief.” According to Chouteau Fool Chief was a “fine looking fellow,” but addicted to drinking; James G. Hamilton (of Westport, Mo.) referred to the Kansa leader as “a great scoundrel.”

Ref: E. H. Cross and K. J. Moore, editors, Notebooks of James Gillespie Hamilton (c1953); Kansas Historical Collections (KHC), v. 8, pp. 426, 427, v. 10, p. 349; Kansas Historical Quarterly (KHQ), v. 29, pp. 341, 348; C. L. Camp, editor, James Clyman, Frontiersman (c1960), p. 73. Presumably it was Fool Chief Clyman met, but he did not refer to him by name.

C MARRIED: 2d Lt. Thomas Clark Hammond, First U. S. dragoons, and Mary A. Hughes, daughter of Judge Matthew M. Hughes, Platte county, Mo., on January 28, at Pilot Knob (“a picturesque landmark . . . [about] five miles from Fort Leavenworth”).

The clandestine wedding ceremony was performed on horseback. (The name of the clergyman apparently is not on record.) Lieutenant Hammond was killed in the battle of San Pasqual, Cal., on December 6, 1846; as was, also, Hammond’s brother-in-law Capt. Benjamin D. Moore of the First dragoons (who had married Martha M. Hughes, sister of Mary A.). A monument to their memory was erected in the Platte City, Mo., cemetery.

Louise Barry is a member of the staff of the Kansas State Historical Society.
February 1.—A contract to build (by July 1) 21 houses for Osage chiefs and head men (under terms of the January 11, 1839, treaty) was awarded to Thomas B. Arnett and William C. Brown, of Van Buren (now Cass) county, Mo. Ten of these, for the leading chiefs, were to cost $200 each; the others, $100 per cabin.

The two-room, hewed-log, clapboard-roofed, plank-floored dwellings (each 18 feet square), were to be located on sites selected by Subagent Cruttenden. Most, but probably not all of the houses, were erected in present Neosho county. (The bands of Clermont and Black Dog lived at “Big Hill on the Verdigris” at this period.)

Other Osages built homes in what is now Neosho county in 1845. The subagent reported, in the late summer, that “the half-breeds are mostly in the nation,” having come “within the last year... bringing with them considerable stocks of horses, hogs, &c., and permanently locating themselves, built themselves houses, fenced fields, and are making preparation to plant corn, &c.”

Ref: Office of Indian Affairs (OIA), Letters Received from Osage Subagency (National Archives, Microcopy 234, Roll 632), 1845 records, therein; Comm’r of Indian affairs, Report, 1845 (Joel Cruttenden’s September 1, 1845, report); C. J. Kappler’s Indian Affairs, Laws and Treaties (Washington, 1904), v. 2, pp. 525-527; KHQ, v. 29, p. 164.

February 17.—The John Golong (William W. Baker, master) reached Weston, Mo.—the first of 118 steamboat arrivals at that port in 1845.

In May the John Golong was advertised (under date of May 23) to run as a regular packet between St. Louis and St. Joseph, Mo.; and was, thus, one of the (as reported) 31 steamboats which went to places higher up the Missouri than Weston during the year.


February 19.—Subagent Alfred J. Vaughan was authorized (by Sup’t Thomas H. Harvey) to let contracts (not to exceed $300) “for the improvement & erection of buildings” at the Osage [Marais des Cygnes] River Subagency (at, or near, present Lane, Franklin county), on the Pottawatomie reserve. (See, also, pp. 87, 88.)

Vaughan’s disbursements for the third quarter of the year showed payment of $230 to John W. Folke “For erecting and repairing agency buildings,” and of $66 to C. D. Fulton “For making and hauling rails to enclose agency buildings.” The subagent, on September 20, reported the structures “good and substantial” ones.
August Bondi, Franklin county pioneer of 1855, stated in his *Autobiography*:
"Dutch Henry [Sherman] . . . with his two brothers William and Jacob, or James, lived on what had been a large farm, and Agents' Headquarters of the Pottawatomies . . . Dutch Henry had come from Northern Germany . . . [in the 1830's] and had worked for the Indians. When they left [by 1848], he squatted in the buildings. . . ." *See, also, KHQ*, v. 29, pp. 68, 76, 77, for mention of Dutch Henry's Crossing.

Ref: SIA, St. Louis, "Records," v. 7, typed copy, p. 512; Comm'r of Indian affairs, Report, 1845 (Vaughn's report, therein); 29th Cong., 1st Sess., *H. Doc. No. 91* (Serial 483), p. 47; August Bondi's *Autobiography* . . . (Galesburg, Ill., 1910), p. 38; Jetham Meeker (missionary to the Ottovas) first mentioned "Henry Sherman" [Sherman] in his diary under date of April 18, 1847.  

February.—In an exchange of property effected by Subagent Joel Cruttenden, the dwelling and farm of part-Osage Charles Mongrain became the Osage Subagency. The new location "on [Flat] Rock Creek" (in present Neosho county) was "on high ground & in the Centre of the Osage Nation," on the main road leading from "the white settlements to the Villages."

Involved was a deal, suggested by Mongrain, that he take over the costly, but badly situated subagency building (remote from the Indian villages; and subject to the Neosho's overflow) which had been erected during Subagent Robert A. Calloway's tenure (see *KHQ*, v. 29, p. 479), and turn over his home to the government, if paid $500. Cruttenden's contract with Mongrain later received official sanction; and Mongrain gave a quitclaim deed to his property in January, 1846.

The new Osage Subagency consisted of a log dwelling, 50' x 16' (two rooms, connected by a coverway), with two chimneys, plank floors, and glass windows; two smoke houses, a barn, and three corn cribs (all in good repair except the last-named). The house lacked only a kitchen, which could be added for $100, according to Cruttenden.

Ref: OIA, Letters Received from Osage Subagency (National Archives, Microcopy 234, Roll 632), various 1845-1846 letters and documents therein; Comm'r of Indian affairs, Report, 1845 (Cruttenden's September 1, 1845, report); SIA, St. Louis, "Records," v. 8, typed copy, p. 539; 50th Cong., 1st Sess., *H. Ex. Doc. No. 5* (Serial 514); p. 5. Subagent Cruttenden had reached the Osage reserve in November, 1844; and, until the above property was obtained, had lived by Edward L. Chouteau's invitation at the American Fur Company's Neosho river trading post (long operated by Pierre Melicourt Fupin—see *KHQ*, v. 29, p. 480).

March.—Seven Santa Fe traders who had "made the tedious winter journey across the ["Kansas"] prairies," arrived at Independence, Mo., in the fore part of March. They had left Santa Fe early in January, and traveled by way of Bent's Fort (Colo.).


 Died: Capt. Burdett A. Terrett, First U. S. dragoons, on March 17, at Fort Scott, from a bullet wound. A pistol, held in his hand, accidentally discharged as the captain dismounted from his horse.

BORN: On March 21, at Shawnee Baptist Mission (present Johnson county), Maria Barker, daughter of the Rev. Francis and Elizabeth F. (Churchill) Barker.

Ref: Elizabeth F. Barker’s Barker Genealogy (New York, 1927), p. 199; Barker Collection (in KHI ms. division). In the Genealogy she is listed as Maria Deleno Barker; but in papers of the “Collection” she is Maria C. Barker. She died July 30, 1847—see Jotham Meeker’s diary (in KHI ms. division), July 31, 1947, entry.

April.—Early (?) in the month two companies of the Third U. S. infantry, stationed at Fort Leavenworth, left that post under orders to Fort Jesup (on the Texas frontier).

On April 3, at Fort Leavenworth, Capt. William M. D. McKissack (AQM) made a contract with steamboat captain W. B. Miller for transportation of these troops (five commissioned officers, 15 noncoms, and 57 men) to St. Louis.

Ref: Niles’ National Register, v. 68 (April 26, 1845), p. 117; 29th Cong., 1st Sess., H. Doc. No. 51 (Serial 483), p. 84.

April (?)—Kansas Methodist Mission (on Mission creek, present Shawnee co.), inactive since 1843(?), was occupied by the Rev. John T. Peery and his wife Mary Jane (Chick) Johnson Peery, who went there “with a view of establishing a Manual Labor School.” On April 9 Peery also received appointment as government farmer for the Kansa Indians. Mrs. Peery—as the wife of Rev. William Johnson (who had died in 1842)—had been a missionary among the Kansa for seven years—see KHQ, v. 29, p. 43.

The Peerys “kept a few [Kansa] children & taught them through 1st year.” As the missionary recollected (in 1880), the spring (i.e., summer) of 1845 was “very wet & unfavorable, & we failed to raise a good crop.” His employees included three young men—James Foster, [John D.?] Clark, and Samuel M. Cornatzer.

[According to Peery, “Pi-hu-sca-goth-ra” (or, “Loy-a-tunga”) was then chief of the Kansa town on a hill about a mile north of the mission; and American Chief’s village was some 10 miles west, on what is now called Mill creek (in present Wabaunsee county). Charles B. Chouteau and Seth M. Hays were in charge of Frederick Chouteau’s trading post (located on what is now Mission creek, within two miles of the Kansa Methodist Mission).]

Because of the nation’s approaching move to a new reservation, following the signing of the Kansa treaty in January, 1846, the mission was discontinued some time in 1846. California-bound travelers who visited it on May 18, apparently found the missionaries still in occupancy.

Ref: John T. Peery’s letter, December 30, 1880 (in KHI ms. division); KHQ, v. 9, pp. 198-204; SFA, St. Louis, “Records,” v. 7, typed copy, p. 520; Comm’r of Indian affairs, Reports, 1845, 1846 (Thomas H. Harvey’s reports, therein); Edwin Bryant’s What I Saw in California, . . ., 4th ed. (1849), pp. 45, 46. John D. Clark was a witness to the Kansa 1846 treaty, as were Peery, Chouteau, and Hays. “Pi-is-cab-cab,” third signer of the treaty, evidently was the chief “Pi-hu-sca-goth-ra,” named by Peery. There were two Kansa village north of the Kansas river, also: the town of recently-deceased Fool Chief (near Big Soldier creek), and Hard Chief’s town (near the mouth of the Little—now Red—Vermilion). These were in present Shawnee, and Pottawatomie counties, respectively.
Spring.—The Missouri river, in early April, was "very low," with "snags so numerous that boats could scarcely pass between them," and one St. Louis newspaper listed 11 steamboats reported aground at various places.

In mid-May the Missouri was said to be "in a worse condition now for navigation than it has been known for many years before. The channel has almost formed anew [a result of the 1844 floods], and is terribly beset with snags, stumps, and sandbars." About May 22 there was a rise of over four feet in the St. Joseph area.

Some of the steamboats which managed to reach the Kansas area (or beyond), in April and May, were the General Brooke, Nimrod, Independence, John Golong, Huntsville, Ohio, Henry Br, Annaucan, Balloon, Lexington, and Boreas No. 2.

Ref: Niles' National Register, v. 68 (April 26, May 31, June 7, 28, 1845), pp. 128, 208, 224, 253; SIA, St. Louis, "Records," v. 8, typed copy, p. 431; The Gazette, St. Joseph, Mo., May 23, 1845.

April.—Around the 16th, a small party of Santa Fe traders—Dr. Eugene Leitensdorfer, Thomas Leitensdorfer, Christopher C. Bramham, James J. Webb and perhaps a dozen others—arrived at Independence, Mo.

They had left Santa Fe at the beginning of March, with wagon-and-mule outfits, to take the Raton route and come by way of Bent's Fort. Most of the trip had been made on short rations, but without special incident.


Spring.—The "vagrant band of Iowas" (numbering perhaps 150), which had been living since 1837 on the "Council Bluffs" Pottawatomies' reserve in southwestern Iowa, joined their kinsmen on the Iowa reserve in "Kansas" (present Doniphan county). See KHQ, v. 29, pp. 335, 338, 445.

Ref: Comm'r of Indian affairs, Report, 1845 (Subagent W. P. Richardson's report, therein).

May 1.—The Methodist Episcopal Church was "rent asunder" (over the slavery issue) by the organization of the Methodist Episcopal Church, South, at a convention held in Louisville, Ky.

Subsequently, the Missouri conference, and the Indian Mission conference (which included the "Kansas" missions) were drawn into the church South. See October 12 annals entry.

Ref: KHC, v. 9, p. 179; Charles Elliott's South-Western Methodism . . ., edited and revised by L. M. Vernon (Cincinnati, 1868), p. 22.

May.—Fast-growing St. Joseph, Mo., scarcely 18 months old (see KHQ, v. 29, p. 481), now contained 682 inhabitants; 12 large mercantile establishments; three hotels; a "host of mechanics of all trades"; and one small church. (These were statistics published in an early issue of the town's first newspaper—The Gazette.)
Oregon-bound William Findley wrote (in his journal) on May 21: “St. Joseph is a flourishing town. Contains 650 inhabitants.” In March, 1846, a town booster asserted that “in the last two years” two Oregon emigrant companies had outfitted at St. Joseph—the first (i.e., 1844), of about 100(?) wagons, and the latter (1845), of around 300(?); the wagons averaging six(?) persons in each.

Ref: The Gazette, St. Joseph, Mo., May 9, 1845, and March 6, 1846; William Findley’s 1845 “Overland Journal” (microfilm of ms. in Coe Collection of Yale University libraries).

May.—Four Oregon-bound emigrant companies started West from the St. Joseph, Mo., area in 1845. Between May 1 and May 24, they passed the Great Nemaha Subagency (in present Doniphan county); and Subagent W. P. Richardson (who commented: “The character of the emigration is very much improved from last year.”) compiled these totals (as published in the St. Joseph paper): 223 wagons and 954 persons, with 545 firearms, 9,425 cattle, and 108 horses and mules. The four companies (listed under their elected commanders) were:

1. Captain William G. T’Vault’s company. (Historian H. H. Bancroft says: “61 wagons and 300 persons”; but more likely the total was under 275, since available figures indicate the trains of 1845 averaged about 4.3 persons per wagon.) The gathering point of these emigrants was “4 miles below St. Joseph, on the opposite side of the Missouri river” (in present Doniphan county). They left this camp in two groups, one on April 29, the other on April 30. About April 26, at a general meeting, they had elected William G. T’Vault (of Kosciusko county, Ind.) their captain; and John Waymire, lieutenant; also, they hired “Mr. [John] Clark” to pilot them to the Junction with the Independence-to-Oregon trail. On May 7, in present Brown county, there was “a wedding in camp between Mr. Geo. Shafer and Miss Margaret Packwood” (as recorded in emigrant Jesse Harritt’s diary). In mid-May the St. Joseph Gazette reported: “We heard from Capt. Tvault’s company 70 miles from Wolf river, they were doing well and were one days travel in advance of Capt. Tutherlow company.” On May 24 these emigrants left the head of Little Blue to cross to the Platte—reached that river on May 25, and while spending a day in camp “were passed by a company . . . from Independence, consisting of about 30 wagons.”

2. Captain Solomon Tetherow’s company (66 wagons; 293 persons). At now-extinct Elizabethtown, Andrew co., Mo. (adjoining present Amazonia), on April 5, the “Savannah Oregon Emigrating Society” was organized (the Rev. William Helm, chairman; the Rev. Lewis Thompson, secretary). (Elizabethtown boasted an “excellent, large, new ferryboat,” and low crossing rates.) By March 8 prospective emigrants from Andrew county had arranged with the Sac & Fox Indians “for the privilege of range, wood, and water, opposite Elizabethtown” (i.e., across the river in present Doniphan county). On April 28, at “Oregon Encampment, Missouri bottom,” the “Savannah Society” chose James Officer temporary commander, and Zachariah Moreland, lieutenant—
who were to obtain John Clark's services to pilot them to the "Independence Trace." At the final organization, May 5, at "Oregon Encampment—Wolf River," Solomon Tetherow was elected captain, and Hardin D. Martin, lieutenant. Company records show that there were: 100 armed men; 293 persons (63 females over 14, 56 under 14, 68 males under 16); 66 wagons; 170 guns and pistols; 1,022 cattle (398 oxen, 624 loose cattle); 74 miles and horses. Among these emigrants were Samuel Hancock (whose Narrative, published in 1827, is discussed below), William A. Goulder (whose Reminiscences was printed in 1909), and Sarah J. (Mrs. Benjamin) Walden (whose Autobiography [as Mrs. Sarah J. Cummins] was published in 1914).

(3) Captain Samuel Parker's company (about 46? wagons; less than 200? persons). The starting point was St. Joseph, which place Parker left on May 5. On the 7th, at "Muskego Creek," 23 wagons were gathered. From this camp, the company went on to the Great Nemaha Subagency and awaited the arrival of other wagons. Parker was elected captain on May 11. The figures, above, have been reckoned from Richardson's statistics, and those available for the other three trains.

(4) Captain Abraham Hackleman's company (502, or 522 wagons; 214 persons). This was the last emigrant company to leave the St. Joseph, Mo., area in 1845. In a letter, from St. Joseph, on May 14, the Rev. Ezra Fisher stated: "We have now 14 wagons in company and suppose there are at least 50 behind." In his letter of May 23, from "Indian Territory, Nemaha Agency, 25 miles west of St. Joseph, Mo." (where his party had been for a week), Fisher enclosed proceedings of the "New London Emigrating Company for Oregon." He mentioned a committee of seven which included himself and "A. Hackelman"; and wrote: "Our company consists of 50 wagons, 214 souls, and about 666 head of cattle." (According to H. H. Bancroft: "A . . . company, with 52 wagons, left St. Joseph under the command of Hackleman, to which belonged W. W. Buck of Oregon City." Fisher went on to say: "275? wagons have already passed this point before us, and about 1000 souls." "Every facility," he noted, had been "rendered" to them by Subagent Richardson and family. William Findley, of Oquawka, Ill., must have been in the "Hackleman company" at the outset, but he nowhere mentions (in his journal) the number of wagons, or name of the captain. Findley crossed the Missouri at St. Joseph on May 19; "joined the Company at the Indian Agency" on May 22, set out from there on the 24th; crossed the Big Blue and "struck the Independence Trail" on May 31. His "Roster of the Company as of June 11th" lists 77 men—Joseph Moist and John B. Courtney being officers of the guard. Probably there had been a division of the "Hackleman company" by that time for the only name among the 77 which is also (in variant spelling) on Fisher's committee of seven (Fisher, A. Hackleman, Eckenburg, Knox, Gallaher, Hezekiah Johnson, and Wm. Bruck [Buck?] is N. C. Gallaher. Findley's group of emigrants reached Fort Laramie on July 11, Fort Hall on August 31, and the Grand Ronde, in Oregon, on October 5.

Ref: The Gazette, St. Joseph, Mo., May 16 ("Three companies have already organized and have left the Missouri river"); May 23 ("The last company of emigrants left on yesterday"); and June 9, 1845 (for Richardson's totals). The Gazette's March 6, 1846, issue referred to "Mr. Clarke," a mountain trader, as the pilot of 1845.

(San Francisco, 1888), v. 1, p. 309 ("A ... company of 61 wagons and 300 persons, starting from St. Joseph ... was commanded by W. G. T'Vault ... "); Oregon Pioneer Association Transactions of the 38th and 39th annual reunions, Portland, 1910 and 1911, pp. 506-528 (for the diary of Jesse Harritt).

For Tetherow's Company: Oregon Historical Quarterly, v. 16, pp. 278, 284 (for Weston, Mo., newspaper items), v. 25, pp. 365-373, and Fred Lockley's History of the Columbia River Valley ... (Chicago, 1928), pp. 1021-1029, both contain some records of this company; A. A. Goodrich's Reminiscences ... (Boise, Idaho, 1909), pp. 111-117; Sarah J. Cummins' Autobiography ... (c1914), pp. 22-29; History of Andrew and Dekalb Counties, Missouri (1888), p. 179 (item on Elizabethtown); Samuel Hancock's ... Narrative ... (New York, 1927), pp. 1, 2. (His statements about his "departure from Independence, Mo., in company with two hundred others ... ", and "our party after leaving Independence proceeded up the Missouri river for four days ... (halted and remained a week, and at this camp the company) all collected together numbering about forty wagons," are difficult of interpretation, and have been misinterpreted in the past. One fact is certain—Hancock's name is on the roll of the "Savannah Society." Just possibly he meant St. Joseph instead of Independence, Mo. If, in 1845, a company of 200 persons, having arrived at Independence, Mo., then proceeded overland to St. Joseph's vicinity to start for Oregon, the journey was not recorded in contemporary sources.)

For Parker's Company: The Gazette, St. Joseph, June 6, 1845; and items from a copy of Samuel Parker's diary, courtesy Oregon Historical Society.


May.—At Independence, Mo., "We're in a perfect Oregon fever," wrote the Western Expositor's editor in the May 3d issue, "... we suppose that not less than two or three thousand people are congregating at this point." In another issue (May 10?) he remarked the departure of 200 wagons from Independence; noted, additionally, the passage of 25 wagons (from Fort Madison, Iowa ter., and vicinity); and the approach of another 50 (as reported to him).

From "Camp Oregon," on the Big Blue (in Jackson county, Mo.) the "main company" of emigrants (about 100 wagons) set out on May 2; crossed into "Kansas" to spend four final-preparation days at "Spanish Camp" near the border; and resumed travel on May 6. Other trains (but none so large) were either in advance, or close behind.

Emigrant John E. Howell (in a diary) recorded the movements of the "main company." Camp on May 7 was at Lone Elm ("one elm with all the limbs trimmed off"); the "Wappaloosa" (Wakarusa) was crossed on the 9th; camp on the 11th was at Shunganunga creek; on the 12th some of the emigrants crossed the Kansas river (at present Topeka). Joel Palmer (who had caught up with the "main company" on the 11th) wrote: "We were obliged to be ferried over ... [the Kansas] in a flat boat; and so large was our company, and so slowly did the ferrymen carry on the necessary operations, that darkness overtook us before half the wagons had crossed the stream." During the night, the emigrants' cattle scat-
tered during a thunderstorm. But by noon of the 13th they had been rounded up; and all the wagons had reached the north bank. Camp was made about three miles from the Kansas—near the bank of Big Soldier creek—where, by prearrangement, the “main company” was to organize, and elect officers. (About a mile distant was the Kansa village which had been Fool Chief’s—see p. 209.) Emigrant William B. Ide wrote, on May 13, that this “main company” numbered 107 wagons; that 35 wagons were “a few miles ahead”; and “a few days behind” were some 70 others.

On May 14 the emigrants “held a confused meeting and adjourned abruptly” to meet at 8 A.M. the next day. (There were two candidates for pilot—T. M. Adams [a promoter of the 1845 emigration] and Stephen H. L. Meek [see KHQ, v. 29, p. 484, for his 1842 journey west]). On the 15th the emigrants chose Meek for pilot, and Dr. Presley Welch (of Cooper county, Mo.) as captain. The Western Expositor editor (who rode out 100 miles from Independence) apparently arrived about election time. He reported that the Welch-Meek company had 104 wagons “arranged in an oval ring . . . linked together with ox-chains” to form an immense stock corral; and that 100 more wagons were “encamped in groups at small distances.” He published these census figures (collected during his visit): males, 421; females, 138; children, 448 (240 boys, 209 girls)—totaling 1,007 persons; wagons, 233*; cattle, 3,261; horses, 182. [* As printed in Niles' Register. The St. Joseph Gazette printed it “223.” No file of the Expositor is known to exist.]

On the 16th, west of present Cross creek, 16 wagons left the Welch-Meek company, but 15 others joined (according to Palmer). Making slow progress, some of the emigrants camped, on the 17th, by the Little (now Red) Vermillion, “in sight of a Caw village,” where (wrote Palmer) “the principal chief [i.e., Hard Chief—successor to Fool Chief] resides.” On the 18th, at a camp some 12 miles north of the Kansa town, Pilot Stephen H. L. Meek and a young woman emigrant—Elizabeth Schoonover—(said to be an orphan), were married by a “quondam justice of the peace.”

A reorganization took place on May 19. John E. Howell put it succinctly: “Divided company in three Divisions.” (Each was to take its turn at traveling in advance, for a week at a time. Captain Welch was to accompany whichever train was in the lead; but each division was to choose its own officers. Meek was retained as pilot.) William B. Ide (in a May 21 letter, from a camp west of the Big
[now Black] Vermillion), stated that the Welch-Meeke company then consisted of 131 wagons; and that they were divided into the “anti-stock go-ahead division . . . the small stock division, and the large stock division.” “We,” he wrote, “have 350 head of loose stock, twenty-seven wagons, and fifty-one women and children.” (Joel Palmer says he was chosen to captain a company [i.e., division?] of 30 wagons. If Palmer headed a “division” it must have been the one in which the Ide family traveled.) Emigrant Jacob R. Snyder (then behind the Welch-Meeke company) wrote, on May 21, that its “Rear Division” was said to number about 80 men and 50 wagons. (Fifty wagons, plus 27, subtracted from 131, would seem to indicate the third division may have had some 54 wagons.) Palmer refers to Captain [Thomas F.] Stephens as head of a company [i.e., “division”?], but does not mention its size.

Palmer’s company reached the Platte on June 1; but had been preceded there by Captain Stephens’ company. In advance of both were many other emigrants—some who had started from Independence; but principally those in the first three (?) companies which had left from St. Joseph or Elizabethtown.


May.—One of the trains which started from Independence, Mo., but traveled apart from the “main company” of Oregon-bound emigrants, consisted of “38 wagons, with about 1,000 head of loose cattle, all under the direction of a Mr. [John Henry?] Brown.”
On May 8, in eastern "Kansas," this good-sized party was just behind the "main company." But a month later (on June 11), at the Platte lower crossing, Joel Palmer noted that encamped on the west bank was "Brown's company, which passed us whilst we were organizing at Caw River." (A week earlier, Brown's train had been augmented by "Mr. Louard and his party"—who had left, on June 3, the company in which Jacob R. Snyder then traveled.) According to emigrant William Knight, Captain Brown lost command at Fort Laramie, to William B. Ide.

Historian H. H. Bancroft, writing of California pioneer John Henry Brown (who, by his own account, had gone to live among the Cherokees around 1840; then journeyed overland to California with a party of Cherokee fur traders in 1843; returned east in the spring of 1844; and traveled back to California in 1845 with the Grigsby-Idé party), stated: "there is little doubt that he [Brown] came overland in '45, in a party that was with the Grigsby-Idé part of the way, and about which there is much confusion." Ref: Joel Palmer's "Journal," in Thwaites, op. cit., v. 30, pp. 54, 55; Jacob R. Snyder's diary, in Quarterly of The Society of California Pioneers, v. 8 (December, 1931), p. 250; Rogers, op. cit., p. 22 (for William Knight); Bancroft's History of California, v. 2, pp. 732, 733.

May.—Early in the month, two companies of First U. S. infantry arrived at Fort Leavenworth, by steamboat, from Jefferson Barracks, Mo.

Ref: 29th Cong., 1st Sess., H. Doc. No. 51 (Serial 482), p. 29 (for War Department contract of May 1, 1845—Maj. Aeneas Mackay, QM, with George W. Atchison, for transportation of these companies). The dragoons' absence for the summer, with Kearny's expedition, prompted the above move but by November, 1845, the Fort Leavenworth garrison had reverted to four companies of First dragoons, and one company of First infantry.—29th Cong., 1st Sess., H. Doc. No. 2, between pp. 220, 221.

In May, at an American Indian Mission Association (Baptist) meeting held in Georgia, Corresponding Secretary Isaac McCoy's report included this table of:

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<th>Names and Numbers of Tribes Within the Indian Territory</th>
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<td>Weas and Piankeshaws</td>
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<tr>
<td>Kickapoo</td>
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<td>Ottawa</td>
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<td>Sacs and Foxes</td>
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<td>Iowas</td>
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<td>Pottawatomies</td>
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<td>Stockbridge</td>
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<tr>
<td>Munsees, etc.</td>
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<tr>
<td>Wyandots</td>
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<td>12,567</td>
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Agent R. W. Cummins, in his September 14, 1845, report gave these statistics: Kansa, 1,607; Shawnees, 929; Delawares, 1,050; Kickapoos, 516; Munsees, 208; Stockbridge, “about 60.” See December, 1845, annals entry for additional Indian emigrants to “Kansas.”

Ref: Baptist Missionary Magazine, Boston, v. 25 (September, 1845), pp. 246, 247; SIA, St. Louis, “Records,” v. 8, typed copy, pp. 479-488; or Comm’r of Indian affairs, Report, 1845.

¶ May 12.—On, or by, this date Col. Stephen W. Kearny, head of the Third Military department, arrived at Fort Leavenworth from St. Louis.

By inference, Capt. William Eustis and Company A, First U. S. dragoons, from Fort Scott, had preceded Kearny to Fort Leavenworth, to join the colonel’s command for the upcoming expedition to the Rocky mountains—see May 18 entry.


¶ May.—A trading caravan which left Santa Fe on April 16, reached the Missouri frontier by mid-May, having had “very favorable weather” en route. On May 16 the St. Louis Reveille reported the arrival of “Mr. Sauser and several gentlemen of Mr. [Edwin?] Norris’s company” aboard the steamboat Lexington, and of “another party” of these traders on the Henry Bry.

Josiah Gregg (writing on August 27) stated: “...a number of small caravans...crossed the prairies last spring [all eastbound?], amounting in all to considerable more than a hundred wagons.”

In a May issue of the Independence (Mo.) Western Expositor, the editor discussed trade with Mexico as affected by the strained relations between that country and the United States. He thought the overland trade would be considerable anyway, adding the comment: “Already we have goods arriving here to be transported thither. Messrs Houck, Magoffin, and McKnight, we believe, are determined to go out—the first we know positively.” (See July-August annals entry.)


¶ May 18.—Col. Stephen W. Kearny, his command of some 280 “well-mounted and equipped” First U. S. dragoons (Companies A, C, F, G, K), and guide Thomas Fitzpatrick, marched from Fort Leavenworth towards the Platte, and a junction with the Oregon trail, on the first leg of a summer’s expedition to the Rocky mountains—an expedition undertaken for purposes of military reconnaissance, also to protect the emigrants, and impress the Indians. (The colonel and his troops would return 99 days later, by way of the Santa Fe trail, after a 2,200-mile march—the longest undertaken by the dragoons.—See map between pp. 224 and 225; also, see pp. 223 and 232, 233.)
On Kearny's staff were Capt. William M. D. McKissack (AQM), Surg. Samuel G. I. De Camp, Lt. Henry S. Turner, Lt. J. Henry Carleton, and Lt. William B. Franklin (of the U. S. topographical engineers; who joined on May 28). His line officers were Capts. Philip St. C. Cooke, Benjamin D. Moore, John H. K. Burgwin, and William Eustis; Lts. Philip Kearny, Andrew J. Smith, Richard S. Ewell, John Love, Henry W. Stanton, and Thomas C. Hammond. There were, also, three guests: Alexander S. Macomb (ex-Second dragoons captain), "Henry Loring, Esq., of Boston" (from May 19), and "Mr. Simpson, of St. Louis" (from May 28).

Besides extra horses and mules, the cavalcade (at the outset) included 19 mule-drawn wagons (mountain howitzers mounted on two), over 50 beef cattle and 25 or more sheep. (Two wagons were sent back from the Big Blue.)

Kearny's march from the Missouri to the Big Blue was made with intent to find a "direct road" from the military post to the "Great Oregon Trace" (the Independence-to-Oregon road); and the path he blazed was the antecedent of the later-established Fort Leavenworth-Fort Kearny military road. For the first two days (May 18 and 19) the dragoons followed "the trails of previous marches." On the 20th they traveled W. N. W. over the ridge dividing the waters of Wolf and Stranger rivers; on the 21st the course was N. W. all day; two "considerable branches" of Stranger [i.e., Delaware?] river were forded; and late in the afternoon they crossed a divide and camped on a Nemaha tributary. On this divide (in present Nemaha county) "the Oregon trace from St. Joseph runs [wrote Carleton], and where we intersected it, it bore due south; evidently making an immense detour to avoid the branches of the Nemaha that here cut up the country in every direction like the sticks of a fan. Our course is nearly the chord of the arc it describes, but that trace [the emigrants'] keeps clear of the streams, while ours passed them with but little trouble."

On the 22d, marching "through the broken land drained by the Nemaha" (now South Fork Nemaha river), they crossed this stream on a "smooth limestone ford." On the 23d (some 90 miles from the fort) they turned toward the south; traversed a "vast elevated and nearly level plain . . ." and camped not far from the Big Blue (in present Marshall county). Next day, after bridging a tributary stream, they reached the Big Blue; spent some time locating a ford; found one (well above the Oregon trail crossing, and probably near, or north of, present Marysville); graded the river's banks and began crossing. "In one hour the whole command was over. Nothing had to swim but the sheep. . . ." After about five miles' travel beyond, they saw on a distant ridge, "a long train of wagons"; and at one o'clock in the afternoon (on May 24), after a six-and-a-half day, 120-mile march, Kearny and his dragoons reached the Independence-to-Oregon trail.

Moving ahead at a rapid pace (and "continually overtaking and passing the emigrants" for the next 20 days) the military party reached the Platte on May 29; and arrived at Fort Laramie on June 14. At this trading post, where some 1,200 Sioux were gathered, Colonel Kearny, on June 16, counseled with Bull's Tail and other chiefs. While Company A remained in camp near Fort Laramie, Kearny and four dragoon companies continued west on the Oregon trail to South Pass (which they reached at the end of June). They started back on July 1; and were in the Fort Laramie area again on the 13th. Sub-
sequently, the dragoons marched southward (see map between pp. 224 and 225), passed along the base of the Rocky mountains, and arrived on the bank of the Arkansas river (at a point about 60 miles above Bent's Fort), on July 26. See August annals entry, p. 232, for Kearny's journey back to Fort Leavenworth.


May.—The Independence, which left St. Louis on the 15th with some 125 tons of government cargo (principally corn and flour for the Iowas and Pawnees) reached Bellevue (Neb.) on May 29 "after a difficult and dangerous passage. . . ." By one account she had spent six days aground on a sandbar. The Independence was the first steamboat of the year to reach the Council Bluffs.

Leaving the Bellevue (Neb.) area on June 2, this boat was back at St. Louis on the 8th, bringing 450 packs of robes, peltries, and furs—mostly belonging to the American Fur Company.

Ref: New York Weekly Tribune, June 28, 1845 (from the St. Louis New Era of June 9), and January 31, 1846 (R. S. Elliott letter on Missouri river navigation); Niles’ National Register, v. 68 (June 28, 1845), p. 255. The Independence was at St. Joseph, Mo., (again) early in July—see The Gazette, St. Joseph, Mo., July 4, 1845.

May.—From Fort Pierre (S. D.) on the 18th, Indian agent Andrew Drips wrote: “The Union Fur Company has sold their entire stock in the [upper Missouri] country to P. Chouteau, Jr., & Company” (the American Fur Company).

Via the Independence, news reached St. Louis early in June that: “The fur companies in . . . [the Council Bluffs area] are fast consolidating into the powerful and extensive associations known as the American Fur Company, who have this last winter, purchased, besides the claims of the Union Fur Company, those of John Baptiste Roy and the Coopers, and arrangements are about to be made between them and the companies of Pierson and Ewing, by which it is said they will obtain the whole business in that section.”


May 21-25.—On their way to northwestern Missouri to begin a “summer’s campaign” of surveying, seven men afoot (with provisioons and camp equipage in a small one-horse wagon), entered eastern “Kansas” on the “cold and rainy” morning of May 21. (They left Independence, Mo., on the 20th; and came through
Westport early on the 21st.) Surveyor Alexander W. McCoy, in a
June 3 letter, described the four-day journey in northeastern
“Kansas.”

From Shawnee Methodist Mission, reached in mid-day of May 21, they
moved on; crossed the Kansas 12 miles from Westport (at the Delaware,
Crinter, or military road ferry); spent the rainy night “in a Delaware store
house” on the north bank. On the 22d, heading northward (on the military
road) they “struck the Grand Prairie,” and followed a pathway which was
“a single track in the grass.”

McCoy, impressed with the scene, wrote: “as far as the eye could reach
on every side of us nothing was to be seen but swell after swell of the immense
field of green—without a single object to break the view. . . . Here the
plants and flowers of the Rocky Mountains region were to be seen about us.
The snow berries of every variety, verbenas from a pink to a variegated scarlet,
the buffalo berry, the sweet scented heartflower . . . , currants of every
kind and strawberries in profusion, [and] the ‘Polar plant’ [resinweed, or,
compass plant] whose leaves point directly north and south an unerring guide
to the lost wanderer on the plains.”

The surveyors camped 10 miles below Fort Leavenworth. Several[?]
days later (McCoy says on “Sunday”—which was the 25th), they crossed the Mis-
souri and reached the “banks of [Little] Platte river”; and subsequently pro-
ceeded to the Nodaway and Tarkio river country to begin work.

Ref: Pioneering on the Plains (c1924 by John McCoy, Kaukauna, Wis.); for the
polar plant, see F. C. Gates’ Wild Flowers in Kansas (Topeka, 1933), pp. 185, 251.

C May.—Fur traders “from the head waters of the Arkansas,” with
six wagons (“bringing 187 packs of furs and Buffalo robes”), coming
down by way of Bent’s Fort, and the Santa Fe trail, reached West-
port, Mo., around May 22. (Some of the party, including William
Tharp, arrived at St. Louis, aboard the Nimrod, on May 25.)

Ref: Nile’s National Register, v. 68 (June 7, 1845), p. 224 (from St. Louis New Era
of May 26).

C May 23.—Lt. William B. Franklin (of the topographical engi-
neers), with a small troop escort, left Fort Leavenworth to make a
rapid march across northeast “Kansas” and overtake Col. Stephen
W. Kearny’s expedition.

On the 28th, a day in advance of his escort, Franklin and “Mr.
Simpson, of St. Louis”) caught up with the First dragoons on the
Little Blue’s headwaters, having traveled 217 miles over “the un-
known prairie” in a little more than five days.

The “Map of the route pursued by the late expedition under the command
of Col. S. W. Kearny . . . [in 1845] by W. B. Franklin . . .”—re-
produced between pp. 224 and 225—is thus explainably deficient (as well as
misleading) in marking out the dragoons’ path, and in attempting to show
the watercourses, for the area between Fort Leavenworth and the Little Blue.

For the Santa Fe trail section, comparison of place names with those on
Josiah Gregg’s 1844 map (see facing p. 65) shows only one variation. The
DISTANCE FROM INDEPENDENCE TO ASTORIA.

From Independence to the Crossings of Kanzas, 102 miles.
Crossings of Blue, - - - - - - 83
Platte River, - - - - - - 119
Crossings of South Platte, - - - - - 163
To North Fork, - - - - - - 20
To Fort Larima, - - - - - 153 640

From Larima to cross'g of North fork of the Platte, 140
To Independence Rock on Sweet Water, - 59 830

Fort Bridger, - - - - - - 222
Bear River, - - - - - - 88
Soda Springs, - - - - - - 94
To Fort Hall, - - - - - - 57 1278

Salmon Falls, - - - - - - 160
Crossings of Snake river, - - - - - 22
To crossings of Bosie river, - - - - - 69
Fort Bosie, - - - - - - 45
Dr. Whitman's Mission, - - - - - 190
Fort Wallawalla, - - - - - - 25
Dallis Mission, - - - - - - 120
Cascade Falls, on the Columbia, - - - - - - 50
Fort Vancouver, - - - - - - 41
Astoria, - - - - - - 90 2117

In preparation by the author a concise description of the Oregon and California Countries, climate, soil, natural productions, together with a map of the same.

John M. Shively, returning from Oregon, crossed "Kansas" in August, 1845 (see p. 234). His 1846-published guidebook was crowded with specific directions and practical, pertinent advice for the families, and single men, migrating to Oregon or California. He cautioned: "When you start over these wide plains, let no one leave dependent on his best friend for anything; for if you do, you will certainly have a blow-out before you get far."
Leaving Fort Leavenworth May 18 and returning August 24, Col. Stephen W. Kearny and some 280 First U. S. dragoons, made a 2,200-mile, 99-day march, traversing se
MAP
OF THE ROUTE PURSUED BY THE LATE EXPEDITION
under the command of COL. S.W. KEARNY, U.S. 1st Dragoons.

BY W.B. FRANKLIN, Lieut. Corps Top. ENG.
atached to the Expedition.

1845.

[Map depicting a route with place names such as Nebraska or Platte River, Wood River, etc.]

The map illustrates the route taken by the expedition, including major waterways like the Missouri River and key locations along the Oregon and Santa Fe trails. (See pp. 220, 221, 232, and 233.) Franklin's map shows the expedition's day-to-day (May 19-August 23) camp sites. (Serial 470.)
JOURNAL OF TRAVELS
OVER THE
ROCKY MOUNTAINS,
TO THE
MOUTH OF THE COLUMBIA RIVER;
MADE DURING THE YEARS 1843 AND 1846;
CONTAINING NOTICES OF THE
VALLEYS OF THE WILLAMETTE, UMPQUA, AND CLAMET;
A GENERAL DESCRIPTION OF
OREGON TERRITORY;
ITS INHABITANTS, CLIMATE, SOIL, PRODUCTIONS, ETC., ETC.;
A LIST OF NECESSARY OUTFITS FOR EMIGRANTS;
AND A
Table of Distances from Camp to Camp on the Route.

ALSO:
A Letter from the Rev. H. H. Spalding, resident Missionary, for the last ten years, among the Nez Perce Tribe of Indians, on the Koos-kos-koo River; The Organic Laws of Oregon Territory; Tables of about 700 words of the Chinook Jargon, and about 200 Words of the Nez Perce Language; A Description of Mount Hood; Incidents of Travel, &c. &c.

BY JOEL PALMER.

CINCINNATI:
J. A. & U. P. JAMES, WALNUT STREET,
BETWEEN FOURTH AND FIFTH.
1847

Joel Palmer crossed "Kansas" for the first time in May, 1845 (see p. 216), en route to Oregon, and retraced the trail (east-bound) in midsummer, 1846. In the spring of 1847 (just as his Journal of Travels was being published) he started west from Indiana with his family, and was elected to captain the Oregon-bound emigrant caravan. There were later editions (in 1851 and 1852) of his popular guidebook.
stream, now "Switzer creek," which Gregg (and others of the period) called "Bridge Cr." is labeled "Switzers" on the Franklin map. (When Pvt. M. B. Edwards, of Saline county, Mo., crossed this stream on June 29, 1846 [at what is now Burlingame, Osage co.], he wrote: "Switzer creek—so named by John Switzer, formerly a citizen of Saline, who built a bridge across it when the road was first opened.")

Ref: Carleton, op. cit., p. 195; New York Weekly Tribune, July 20, 1845 (for a May 30, 1845, letter); R. P. Bieber, editor, Marching With the Army of the West, 1846-1848 (Glendale, Cal., 1936), p. 122. Joseph C. Brown, surveyor with the 1825 Santa Fe road survey expedition (see KHI’s 18th Biennial Report, p. 117), in his 1827 report had stated: "Bridge Creek [105 miles from Fort Osage] . . . affords good water, timber and grass. The bed of this creek is muddy and must of necessity be bridged." A diary entry (February 10, 1828) by Santa Fe road Comm’r George C. Sibley, mentions a draft "for $200 fav[o]r John Switzer at 10 days"—which may relate to the original bridge construction. Switzer was not a member of the Santa Fe road survey expedition.—See Kate L. Gregg, editor, The Road to Santa Fe . . . (c1852), p. 142.

C May 24.—The Union Fur Company’s steamboat Frolic (which had been near the mouth of the Yellowstone over-winter) arrived at St. Joseph, Mo., on her way to St. Louis.

Because of the Missouri’s low stage, she carried little cargo; and half her cabin had been “thrown away” to lighten her. Earlier in May, traders from the mountains had reported the Frolic was “lying high and dry” on the upper river.


C May.—The American Fur Company’s General Brooke (Joseph A. Sire, master), which left St. Louis on the 22d for the upper Missouri, probably passed along the “Kansas” shore before the end of May. She went as far as the mouth of the Yellowstone.

One passenger, it appears, was the Count of Otranto (son of Joseph Fouché, minister of police under Napoleon), who had also gone upriver in the spring of 1844. Aboard, too, were Subagent Richard S. Elliott (of the Council Bluffs [Iowa] Subagency), and his family.

On her return journey in July (arriving at St. Joseph, Mo., on the 15th; and St. Louis on the 18th), the General Brooke brought about 500 packs of buffalo robes.

Ref: H. M. Chittenden’s Early Steamboat Navigation . . . . (New York, 1903), v. 1, p. 177; R. S. Elliott’s Notes Taken in Fifty Years (1883), pp. 191-194; Niles’ National Register, v. 68 (August 2, 1845), pp. 359, 340; The Gazette, St. Joseph, Mo., July 18, 1845.

C May.—Workmen began relocating Ottawa Baptist Mission (present Franklin county) at a new site about two and a half miles northward—a location out of reach of flood waters. Joatham Meeker and family took up quarters there on May 27, occupying a building “designed for the stable.” On October 11 they moved into the not-yet-completed mission house.

Ref: Joatham Meeker’s “Diary,” (in KHI ms. division), entries of July 2, August 2, September 4, 17-19, 1844, and May, August 9, and October 11, 1845.
Married: John Tecumseh ("Tawy") Jones (half-English; half-Chippewa), and Jane Kelley (Baptist teacher at Stockbridge Mission), on June 2.

For Jones' earlier marriage (his first wife died in February, 1844), see KHN, v. 29, p. 333; and see, facing p. 328, his portrait and brief biographical data. His 30-acre farm of the 1840's was on Pottawatomie creek, present Franklin county. Missionary Jotham Meeker, on September 1, 1845, noted that "Br[other] J. T. Jones" had accepted an appointment from the American Baptist Board of Foreign Missions to work among the Pottawatomies as a native assistant.

Ref: Baptist Missionary Magazine, v. 26 (June and July, 1846), pp. 205, 239; Jotham Meeker's diary (from 1838 on, for references to John T. Jones); Goodspeed's Wyandotte County and Kansas City, Kansas . . . (Chicago, 1890), pp. 181-183; Lewis H. Morgan's The Indian Journals 1859-62 (Ann Arbor, 1959), p. 38 (for autobiographical data on Jones); B. Smith Haworth's Ottawa University Its History and Its Spirit (1957), p. 161 (has a brief chronology of facts about J. T. Jones); John G. Pratt's statement on Jane (Kelley) Jones (in KHN ms. division). "Kelley" or "Kelly," as the correct spelling, is debatable.

Around June 1, six American Fur Company Mackinaw boats, "heavily laden" with buffalo robes, were in the St. Joseph, Mo., area, en route from Fort Pierre (S. D.) to St. Louis.

On June 13 the St. Joseph Gazette stated: "Within the last three days, eight mackinaw boats have passed down, heavily laden with robes and furs. They bring from the mountains near two thousand bales. Other boats are looked for in a few days, belonging to the American Fur Company."


June 6.—Dr. Richard Hewitt, accompanied by his family (wife Hannah; and six? children) came from Jackson county, Mo., to succeed Jonathan Phillips as head of the Wyandot Subagency.

There was no subagency building (Phillips had lived in Missouri). On September 1 the Hewitts moved into a rented house [the Henry Jaquis residence?] in present Kansas City, Kans. Doctor Hewitt served as subagent four years, returning to Missouri July 15, 1849.

Ref: SIA, St. Louis, "Records," v. 8, typed copy, pp. 497, 511; Conn'ly of Indian affairs, Report, 1845 (Hewitt's report); William Walker's journal (printed in W. E. Connelley's Provisional Government of Nebraska Territory . . . [Lincoln, Neb., 1899]), entries of June 7, 1845, and July 15, 1849; KHC, v. 10, p. 272 (states that Hewitt was a strong Proslaveryman; returned to Kansas [after 1860, apparently] to live; was a legislator in 1867; and died in Wyandotte county in 1879). From the listing of Doctor Hewitt's family in the 1850 Jackson county, Mo., census (p. 505), it would appear that his children, in 1845, were Eldridge (17?), Jane (15?), Experience (12?), Louisa (7?), Richard M. (32), and Roxana (17). The Goodspeed history of Wyandotte County, p. 352, says "Henry Jaques" erected his "second residence" where "Dunning's Hall" was later built, and that: "From May, 1845, to the spring of 1849, this was occupied as a United States agency."

On June 9 Capt. John C. Fremont and some of the men who were to participate in his third exploring expedition, debarked, with
baggage and equipment, from the *Henry Bry*, at the "little port of Kansas" (Kansas City, Mo.). This party included Lt. James W. Abert and (2d Lt.) William G. Peck (of the topographical engineers), Edward M. Kern (artist), and Dr. James McDowell (surgeon and naturalist; who returned East from Bent's Fort), and a number of the "recruits." In company also, were two young artists—Alfred S. Waugh and John B. Tisdale (would-be members of the expedition, but rejected by Fremont on July 1). (Theodore Talbot [of the second expedition], handling final details at St. Louis, arrived at Kansas, Mo., some six days later, aboard the *White Cloud*.)

Men and gear were transported in wagons to a camp six miles west of Westport, Mo. Hired hand Isaac Cooper called this place "Boone's Fork." (Edward Kern's letter of June 19 was from "Camp, at the head of Boon Creek, Mo. Ter.") Waugh described the site as "a gentle eminence" nearly surrounded by forest, with "a clear spring a short distance below" flowing sufficiently to form a rivulet. At "Boone's Fork," in present Johnson county, Fremont's company remained two weeks (a period of heavy rainfall). Abert, Peck, and Kern had quarters at Westport.

On June 23 a six-mile march was made. At this second camp (on a little plateau near a creek) three nights were spent. After Fremont made a speech to all hands laying down his "martial law" regulations, about 10 men quit (on the 26th). When the march resumed, around noon on June 26, the company numbered about 70, including two Delaware Indians. (Talbot wrote: "many of our men are of very respectable families more than two thirds of them are Americans the remainder French.") Heading the cavalcade was a "little [instrument-carrying] Yankee wagon on springs" with square black top and buttoned-down curtains; followed by four heavier mule-drawn vehicles. There were around 200 horses and mules; also a number of beehives. Three ox-drawn supply-carrying wagons were in the procession, too. (They were sent back about July 4.) Camp, on the 26th, apparently was at Lone Elm—a site known (up to about 1844) as Elm Grove, or Round Grove.

Journeying down the Santa Fe trail, and making slow progress due to bad roads, the expedition, at the close of travel on July 8, crossed a small creek and "camped on the hill beyond." Here the company remained over July 4. Fremont called the stream "Independence creek." (Probably this was the branch of Dragoon creek now called Soldier creek—placing the camp near the Osage-Wabaunsee county line of today. See Abert's statement, in 1846, below.) Some of the hands celebrated the Fourth with a "discharge of firearms at daybreak." Fremont issued a "small quantity of fire-water" to his men; and at a rifle-shoot held later in the day, brandy, and clothing were the prizes. (For this expedition the captain had "procured about a dozen rifles, the best that could be found."")

After crossing Pawnee Fork, about July 17, Fremont and company left the Santa Fe trail and "struck off in a direction north of west," up the Pawnee Fork's right bank, and into the buffalo range. From the head of this stream they "struck over to the Smoky hill Fork of Kansas River." The going was rough, and the wagons delayed them. Retracing, generally, the route of 1844 (but in the opposite direction—see p. 80), they reached the Arkansas at
a point 25 miles below Bent’s Fort, on August 1, and on the 2d arrived at the trading post. (Kearny and the First dragoons, there on July 29, had continued down the Arkansas, on the 30th.)

Bent’s Fort was “the real point of departure” for the expedition. Here, Lts. James W. Abert and William C. Peck were detached to “make a survey of the prairie region to the southward, embracing the Canadian and other rivers.” (Abert’s party, with guides Thomas Fitzpatrick [recruited from Kearny], and John L. Hatcher [for part of the trip], 30 hired hands [including Isaac and Stephen Cooper], also four wagons and 63 animals, starting August 15, concluded “explorations” in October; arriving at Fort Gibson [Okl.] on the 21st.)

Fremont, with over 50 men (and no wagons), set out, up the Arkansas, on August 16. Kit Carson and Dick Owens were newly added members of his force; as were six Delaware Indians (all distinguished for bravery) as hunters. These included Jim Shavanock (son of the chief killed in 1844—see p. 79), Jim Secondeine, and Jim Connor. Joining still later were Lucien Maxwell (as hunter) and Joseph R. Walker (as guide).

The explorations westward from Bent’s Fort to California—too complex for brief summation—are not outlined here. Fremont, and a small party, arrived at Sutter’s Fort on December 9. The larger force, under Talbot (and including Kern), with Walker as guide, also reached California safely, but this company was not reunited with Captain Fremont till mid-February, 1846.

Ref: Niles’ National Register, v. 69 (May 3, 1845), p. 129; New York Weekly Tribune, August 2, 1845; The Western Journal and Citizen, St. Louis, v. 9 (October, 1853, March, 1853), pp. 71-73, 146-148, 221-222, 290-298, 366-368, 433-436, and v. 10 (April-September, 1853), pp. 69-73, 149-152, 222-226, 295-301, 370-375, 441-445 (contain the “memoranda” of “Francois des Montaignes”—identified as Isaac Cooper); John C. Fremont’s Memoirs . . . (1857), pp. 424-602; Theodore Talbot letters, June 9-August 16, 1845 (from originals in the Library of Congress); Bulletin of the Missouri Historical Society, St. Louis, v. 6 (April, July, 1929), pp. 285-322, 505-509 (for Waugh and Tischale), or, see the same data in A. S. Waugh’s Travels in Search of the Elephant, ed. by J. F. McDermott (1951); 50th Cong., 1st Sess., H. Ex. Doc. No. 41 (Serial 517), p. 393 (for statement of Lt. J. W. Abert, who, marching with Kearny in 1846, camped July 2, 1846, at 110 creek, and on July 3, wrote: “having marched 15 miles, we reached Independence creek, so called by Colonel Fremont, in consequence of our encamping here [Soldier creek, in southeast corner of Wabaunsee county?] on the 4th of July, one year previous”); 59th Cong., 1st Sess., Sen. Doc. No. 439 (Serial 477), pp. 1-75 (for Abert’s report of the 1845 explorations); DeWitt C. Peters’ The Life and Adventures of Kit Carson (any edition) for the journey beyond Bent’s Fort; D. Morgan, op. cit., outlines Fremont’s explorations of 1845 in his introduction, see v. 1, pp. 44-49. To Dale L. Morgan the compiler is indebted for access to (1) items from Edward M. Kern papers—in the Huntington Library, and (2) notes on financial records covering Fremont’s third expedition (from the National Archives, Washington, D. C., which have been most useful in verifying data relating to personnel of the expedition). David Lavender, in his Bent’s Fort (1954), p. 246, notes Hatcher’s role as guide for Abert. In 1857 Fremont stated that the Delawares with his 1845-1846 expedition were James Swanuck, James Sagundal, James Conner, Delaware Charley, Wetowka, Crane, Solomon Everett, and Bob Skirkett.—58th Cong., 1st Sess., Sen. Doc. No. 16 (Serial 4988), p. 199.

* * *

Mid-June.—On the 14th (?), or 16th (?), the foremost companies of emigrants reached Fort Laramie. They were just behind Colonel Kearny and his First dragoons, who, almost daily from May 24 to June 14, had overtaken wagon trains on the Oregon trail.

For the most part, the emigrants in advance were those who had set out from St. Joseph, or that vicinity. (Coulter, of Tetherow’s company, recol-
lected he reached Fort Laramie on June 14; Harriott, of TVault’s company, got there June 17. Palmer, and Snyder—in companies which started from Independence—were at Fort Laramie on June 23, and Howell on June 27.) The intended destination of nearly all these 1845 emigrants was Oregon. At Fort Hall some were persuaded to alter their course, but it appears that fewer than 200 went to California.

The size of the year’s emigration was estimated, calculated, or “counted” by a number of people. Because 1845 was a “large-migration” year, and one in which all the overland emigrant traffic to Oregon or California (so far as known) crossed “Kansas,” contemporary statements on “size” are of particular interest.

Col. S. W. Kearny (in his September, 1845, report): “We found the emigrants on the Oregon trail to be about 850 men, 475 women, 1,000 children [i.e., 2,325 persons], driving with them about 7,000 head of cattle, 400 horses and mules, with 460 wagons.” [Compare with Subagent Richardson’s figures for the “St. Joseph” companies, and the Western Expositor’s census of the “Independence” companies—pp. 214 and 217.]

Capt. P. St. G. Cooke (in a letter): “The emigrants amounted to about 2,500 souls.”
Trader Daniel Finch (eastbound on the Oregon trail in May) was reported to have met “at least 500 wagons and the usual proportion of emigrants and cattle.”

Joseph V. Hamilton (who left Fort Laramie about June 14, for Missouri) was said to have met “573 emigrant wagons.”

John M. Shively (returning from Oregon in the summer) was quoted as stating: “The emigrants numbered about 2,375 souls, large and small.” (A figure obtained from the dragoons?)

From a count made by traders in the Fort Laramie area in June: “550 wagons of Oregon emigrants,” and an estimated 2,750 persons (calculated at five persons per wagon). Emigrant James H. McMillen (at Fort Laramie, June 27): “In all we number over 3,000 persons.”

Emigrant John E. Lyle (at Fort Laramie, June 25): “There have several companies passed this [place] in advance of us—there are also some in our rear.” “Some wise men say there are 600 wagons and that they will average four souls to each wagon; I think 500 high enough with 4 persons each.”

The Rev. George Gary (Oregon City resident), on October 11, wrote: “from the statements of all so far the emigration will perhaps number more than 2,000, and more than 500 wagons.” On October 27 he wrote: “The probability is the entire number of this year’s emigration is about 3,000 souls, 600 wagons and 15,000 head of cattle; So writes Mr Brewer who has a pretty good opportunity to ascertain the number. A large proportion of this large emigration are as high up the Columbia as the Dalles[es] and some still further back.”

Ref: 29th Cong., 1st Sess., H. Doc. No. 2 (Serial 490), p. 212 (for Kearny); Nile’s National Register, v. 69 (October 25, 1845), pp. 123, 124 (for Cooke); Ibid. (September 6, 1845), p. 5 (for Fort Laramie traders); Ibid., v. 68 (June 14, 1845), p. 241 (for Finch); Daily Missouri Republican, St. Louis, July 15, 1845 (for Hamilton); New York Weekly Tribune, September 6, 1845 (for Shively), and September 20, 1845 (for McMillen); The Gazette, St. Joseph, Mo., October 5, 1845 (for Lyle); Oregon Historical Quarterly, v. 24 (September, 1923), pp. 291, 293.

Mid-June.—The St. Joseph, Mo., newspaper noted the recent arrival at that place of three “independent” steamboats; the White Cloud, John Aull, and Lexington.

Theodore Talbot (of Fremont’s expedition), who was aboard the White Cloud from St. Louis to Kansas (City), Mo., indicated the “June rise” of the Missouri had occurred soon after June 9.

June.—By the 23d, in the Marais des Cygnes valley (present Franklin county), the "bottoms . . . [were] all covered with water from three to eight feet deep."

On the 26th Missionary Jotham Meeker wrote: "The constant heavy rains keeps the river up. . . . The same day "Br[other] David Green [one of the most faithful of Meeker's converts, and often his assistant in translating into the Ottawa language], while trying to swim across the creek [near Ottawa Baptist Mission] to attend a prayer meeting, was drowned."

In September Sup't Thomas H. Harvey, St. Louis, reported: "the Indians on the Osage [Marais des Cygnes], embracing parts of the Pottawatomies, Chippewas, Ottawas, and Weas, have again [as in 1844] had their crops destroyed by the high water of that river and its tributaries."

Ref: Jotham's Meeker's "Diary"; Baptist Missionary Magazine, v. 25 (September, 1845), p. 278; Comm'rs of Indian affairs, Report, 1845 (Harvey's report, therein).

June 23.—The Kansas, in flood stage from recent rains, had "overflowed its bottoms for miles to the high bluffs on either side"—at least on the lower river.

At the Delaware (or Grinter) crossing on the military road, ferry operations were halted. So Theodore Talbot, bound from Westport, Mo., to Fort Leavenworth (on a mission for Capt. John C. Fremont—see p. 226) "went round to the Missouri" and boarded an upbound steamboat. That river's current was so powerful the boat could "scarcely battle against it."

Returning, on horseback, via the military road, on the 24th, Talbot "slept at 'Delaware Town'" (and attended a "grand dance" there, which lasted till daylight). He was able to cross the Kansas on June 25.

Ref: Theodore Talbot's letter of June 25, 1845 (from original in Library of Congress).

Summer.—Under construction at Shawnee Friends Mission (present Johnson county) was a new three-story building, 24 by 70 feet. The first floor, or basement, of stone, contained the kitchen, dining-room, and cellar; the upper stories, of frame, had "school rooms in each end, dormitories above, with four rooms in the middle . . . for the family."

Sup't Thomas H. Stanley, and his brother James, had chopped the logs, hauled them to the mill [presumably the new saw mill at Shawnee Methodist Mission], hewed the framing timber, and built most of the mission themselves.

In August Thomas H. and Mary (Wilson) Stanley returned to Ohio, after three and a third years of service in "Kansas." Thomas and Hannah (Duke- mineer) Wells (teachers at the mission since 1843) succeeded the Stanleys as superintendents. Zeri and Miriam H. Hough were listed as teachers in the 1845 report. The school then had around 50 students (male and female).

Ref: H. Pearl Dixon's Sixty Years Among the Indians [1921?]: KIC, v. 8, pp. 252, 268; KHQ, v. 29, p. 431; Comm'rs of Indian affairs, Report, 1845 (Agent R. W. Cummins' report, therein).

Summer(?).—The Delaware Indians, "out of their own means," (but apparently by an arrangement with the Methodists) built a
“good saw & grist mill with two run of stones—one for corn and the other for wheat.” Both mills were “of a superior order, [with] good bolting apparatus, screen, fan & elevators all complete.” The location was on the Stranger river (in present Leavenworth county), about 10 miles west of the Missouri, and about equidistant from the Delawares’ north and south boundaries.

In 1851 Agent Thomas Moseley, Jr., wrote: “The Delaware mill, which was built by the Methodist missionary board as a boon for their education for a term of years, is now a complete wreck. I have visited it, and recommended the chiefs to retain $3000 out of the money they received from the Wyandots, which they did for the purpose of rebuilding the mill. . . . The tribe is anxious it should be rebuilt, as there is not a mill in the Indian country near, but the chiefs seem to feel indifferent.” No information on the fate of the government-built Delaware mill of the 1830’s (see KHO, v. 28, pp. 390, 831) has been located. Perhaps it was ruined by the 1844 flood, if still in operation then.

Ref: Comm’ry of Indian affairs, Reports for 1845 (see R. W. Cummins’ report, therein) and 1851 (see Thomas Moseley, Jr.’s report, therein); KHC, v. 9, pp. 205, 206.

 Married: Silas Peirce and Mary Shook, employees at the Iowa, Sac & Fox Presbyterian Mission (present Doniphan county), on July 3, by the Rev. William Hamilton.

Witnesses (as stated in a later-day account) included: the Rev. Samuel M. and Eliza H. Irvin, Ann Eliza Richardson (daughter of Agent W. P. Richardson), Mrs. Rachel McCready (sister of Mrs. Irvin), her son (T. J.) and daughter (Flora), Elizabeth Masters (daughter of John Masters), Mary White Cloud (wife of the Iowas’ head chief, Frank White Cloud), also carpenters —— Garvin, Henry Adamson, and J. C. Waterson (working on the new mission).

Ref: Weekly Kansas Chief, Troy, November 23, 1893 (special edition). The Peirces left the mission in 1846; settled on a farm across the Missouri, near Oregon, Mo.

 Married-August.—En route to New Mexico and Chihuahua were four different companies of traders “numbering over 160 wagons and over double that number of men”—as reported by Glasgow’s party (reaching Independence August 9). (Compare with statistics in December 31 annals entry.)

 Kearny’s homeward-bound expedition (leaving Bent’s Fort July 30; striking the Santa Fe road, at the Arkansas Crossing on August 7; and branching from the trail on August 22) “met with several parties of traders going to Taos and Santa Fe, they were getting along without . . . difficulty.”

Fremont’s out-bound expedition had overtaken “several companies on the trace to Santa Fe,” before digressing from the trail July 17 at Pawnee Fork.

Ref: New York Weekly Tribune, August 30, 1845 (from St. Louis New Era of August 14); 29th Cong., 1st Sess., H Doc. No. 2 (Serial 480); Theodore Talbot’s letter of August 10, 1845 (original in Library of Congress).
July 3.—"Today [wrote Theodore Talbot, of Fremont's expedition] we met Bent's convoy of wagons 14 in number coming into the States laden with robes & furs. None of the gentlemen were [with] them, having come in advance from Pawnee Cr." This encounter was in the vicinity of Dragoon creek crossing on the Santa Fe trail.

Ref: Theodore Talbot's July 3, 1845, letter (original in Library of Congress); The Western Journal and Citizen, St. Louis, v. 10 (June, 1853), p. 224 (wherein Isaac Cooper mentions this "train of fourteen wagons . . . from Bent's Fort . . . destined for the States")."

In July's first week by report, the "trading party of Mr. [Charles?] Bent of Bent's Fort," was preparing to leave the Missouri frontier. (Charles Bent had come East in April—reaching St. Louis May 9.

C. C. Spalding's Annals of the City of Kansas (first published in 1858) states: "In 1845 Messrs. Bent & St. Vrain landed the first cargo of goods at Kansas City, [Mo.] that was ever shipped from this point to New Mexico in wagons that went out in a train. This train consisted of 18 wagons, with 5 yoke of cattle to the wagon, and about 5,000 lbs. of freight to each team."

If correct, it must apply either to the Bent, St. Vrain & Co. caravan above, or the one which set out in October (see p. 239).

Seth E. Ward, making his first independent trading venture, may have been in this train (with one small ox-drawn wagon-load of goods).

Ref: Daily Missouri Republican, St. Louis, May 12, 1845 (for Charles Bent's arrival at St. Louis); Bulletin of the Missouri Historical Society, St. Louis, v. 6 (July, 1930), p. 590; C. C. Spalding's Annals, reprint edition, p. 32; biographical accounts of Seth E. Ward state that he returned to Missouri in the spring of 1845 (in company with Ceran St. Vrain?) after seven years in the mountains; that he used his $1,000 pay to purchase trading goods; then went out in the summer, with one wagon, in company with his old employers (Bent, St. Vrain & Co.).—See The United States Biographical Dictionary . . . Missouri Volume (New York, 1878), p. 466; A Memorial and Biographical Record of Kansas City and Jackson County, Mo. (Chicago, 1896), p. 568. If Ceran St. Vrain came to Missouri in 1845 he was back at Bent's Fort by July 29—welcoming Kearny and his dragoons, and a few days later, host to Fremont. According to Theodore Talbot (who reached Bent's Fort with Fremont on August 2) the only one of the Bent brothers then at the fort was George. Apparently Philip St. G. Cooke, with Kearny, erred in writing that Charles Bent was there on July 29! See, also, Lavender, op. cit., pp. 243, 405. J. S. Chick said that Bent, St. Vrain & Co. began using W. M. Chick's Kansas, Mo., warehouse in 1845.—See A. Theodore Brown's Frontier Community Kansas City to 1870 (c 1963), p. 56.

Mid-July.—"Mr. Hicks" (with eight wagons) was captain of a train (27? wagons) which set out from the Council Grove rendezvous for Santa Fe. The company included partners George P. Doan and James J. Webb (who had three ox-drawn wagons—two large ones carrying 5,500 pounds each; the other with a 1,500-pound load), "Mr. [Norris] Colburn," Bethel Hicks (cousin of the captain), "Mr. [Smallwood V.?] Noland," and "Tom Otobus."

They went by way of Bent's Fort; and some of the traders went on to Santa Fe, in advance. It was, presumably, this company of whom Theodore Talbot
wrote, on August 10 (while at Bent’s Fort with Fremont): “There has . . . been a Caravan of 27 Wagons belonging to Santa Fe traders camped at the Fort. . . .” The wagons reached Santa Fe early in September.


The bride, born at Shawnee Agency (later Fort Leavenworth Agency) in present Johnson county on January 12, 1830—see KHQ, v. 28, pp. 168, 526—was the second white girl known to have been born in “Kansas.”

Ref: “Marriage Record No. 2,” Jackson county, Mo., p. 107.


July 23.—The steamboat Big Hatchee, en route from St. Louis to Weston, Mo., “burst her starboard boiler” while leaving the landing at Hermann, Mo.

The casualties, as of July 31: 12 known dead, and nine injured (some critically) under medical treatment. The boat “suffered severely.”

Ref: New York Weekly Tribune, August 9, 16, 1845 (from St. Louis newspapers—one the New Era of July 31); The Gazette, St. Joseph, Mo., August 12, 1845.

July 26.—Armstrong McClintock was appointed subagen for the Great Nemaha Subagency, replacing William P. Richardson, who, still on the job as late as September 30, reported that his successor had not yet arrived, and referred to his own “unceremonious removal from office.” (Richardson had been subagent since 1841.)

McClintock was removed in the spring of 1846.

Ref: Comm’r of Indian affairs, Report, 1845 (W. P. Richardson’s September 30, 1845, report, therein). For McClintock, see p. 243, this issue of the Quarterly.

Early in August Col. Stephen W. Kearny and his command of some 280 First U. S. dragoons, marching down the Arkansas (homeward-bound, on the last leg of a 2,200-mile journey—see May 18 entry, and map between pp. 224 and 225), crossed the “Colorado”
line and entered “Kansas.” (On July 29 they had camped near Bent's Fort.)

On August 7 they “struck the Santa Fe Trace where it crosses the Arkansas,” finding, in this area, “numerous herds of buffalo.” A few days later Capt. P. St. G. Cooke recorded: “Several merchant trains for Santa Fe have been met, and, which was something new, one of them was accompanied by a few emigrants—women and children.” On the 12th the dragoons camped at Walnut creek.

Ten days later (the 22d), Kearny and his men left the Santa Fe trail (probably near present Willow Springs, Douglas co.), and “bore off Northward” towards the Kansas river. Undoubtedly the crossing point (on the 23d)—though said to be “about 50 miles” above its mouth—was at, or very near, the Wakarusa-Kansas junction (where, in 1846, and apparently in 1845, near present Endora, Douglas co., some Shawnees had two “ferry” flatboats which were poled across the river).

On August 24 the dragoons “left the Kansas River . . . with a blundering Shawnee guide, who called it eighteen miles to Fort Leavenworth.” (It was, instead, something like 33.) “Passing first deep dales and very broken hills, well clothed with forest, we then emerged upon prairies,” wrote Captain Cooke. Stranger river was crossed after 11 miles of travel (probably southeast of present Tonganoxie). The dragoons marched on, “through rank grass, and weed, and bush, hopefully.” Finally, 10 miles from the post (and after seeing, from afar, the landmark Pilot Knob), they struck the Fort Leavenworth-Fort Scott military road; and at dusk reached the reservation. Every dragoon who had taken part in the expedition returned to Fort Leavenworth, and to only one had a serious injury occurred on the 99-day march.

In June, 1846, the trail blazed by Kearny (from the Santa Fe road to the fort) in August, 1845, became an established route, utilized by Kearny’s Army of the West, and hundreds of other military and civilian travelers whose destination was Santa Fe, or Fort Leavenworth.


On August 8.—A contract to erect the government’s contemplated Osage manual labor schools—the future Osage Catholic Mission (at present St. Paul, Neosho county)—was let (by Subagent Joel Crutenden) to William Barnes, of Bates county, Mo. Specifications called for two hewn-log schoolhouses, each 50’ x 26’ and two stories high (set on stone foundations), with shingled roofs, oak or black
walnut plank floors; each to have two double chimneys, and 15 windows. They were to be adjoined by one-story log buildings, 28' x 20'. Also to be erected were a smoke house and a barn.

The site—between Flat Rock creek and the Neosho river, near their junction—had been selected in mid-June by Subagent Cruttenden and the Rev. Felix L. Verreydt, S. J. (superior at Potawatome Sugar Creek Mission).

On May 25, 1846, Subagent Samuel H. Bunch (Cruttenden’s successor) wrote that the schoolhouses would be finished “by the last of June,” and that the “farms, fences &c are completed.” He asked that the $3,456 “allowed for these objects” be forwarded to him. But Osage Catholic Mission, as will be noted later, did not open till the spring of 1847.

Ref: SIA, St. Louis, “Records,” v. 7, typed copy, p. 496, v. 8, typed copy, pp. 435, 436, 471, 561; OIA, Letters Received from Osage Subagency (National Archives, Microcopy 234, Roll 632), letters and documents, 1845, 1846, therein; T. H. Kinsey’s The History of Our Cattle Land (1921), pp. 230, 231, 233 (for items, 1845, 1846, from Father Christian Hoecken’s diary); Comm’r of Indian affairs, Report, 1846 (T. H. Harvey’s report, therein); Sister Mary Paul Fitzgerald’s Beacon on the Plains (Leavenworth, 1939), pp. 65-75.

On August 9 a trading caravan (40 men with 10 wagons), headed by Edward J. Glasgow and “Mr. Roussi,” arrived at Independence, Mo., after a quick journey of 26 days from Santa Fe, and 46 days from Chihuahua. Trader Glasgow brought $25,000 in specie; and “Mr. Roussi” brought $15,000. These men, and others of the party, were aboard the Amaranth which docked at St. Louis on August 13.

Ref: New York Weekly Tribune, August 30, 1845 (from St. Louis New Era of August 14).

August.—Some days prior to the 15th, Antoine Robidoux arrived at St. Joseph, Mo., from the mountains. (Around June 26, some four days’ travel east of South Pass, he had met Colonel Kearny and the First dragoons, westbound.)

The emigrant company of which Jacob R. Snyder was a member, met (on June 29, west of Fort Laramie) “. . . Antoine Robidoux from the Spanish Country. Snyder added: “He was obliged to come through this way [from “Utah”] on account of the Indians, 8 of his men having been killed.”


August 11.—Seven men (including John M. Shively and “Mr. Sappington”), eastward bound from Oregon, and California, reached Independence, Mo., after a journey over the Oregon trail (and across “Kansas”).

Shively was one of 12 “Oregonians” who had set out on April 19; “Mr. Sappington” was one of 15 who had left Sutter’s Fort in California on May 12. The parties having met near Fort Hall, some had traveled the rest of the way together to Missouri. (For later arrivals, via the Oregon trail, from the same company see August 29 entry.)
In 1846 John M. Shively’s Route and Distances to Oregon and California, With a Description of Watering-Places, Crossings, Dangerous Indians, &c., &c. (one of the rarest, and earliest, of the guides to Oregon and California), was published at Washington, D. C. The author noted therein: “From Independence to the Crossings of Kanzas, [is] 102 miles”; “When you arrive at the crossings of the Kanzas, if it be past fording, there is a ferry there ...”; “202 miles from the crosings of Kanzas ... you will come to the river Platte.”

Ref: Niles’ National Register, v. 68 (August 30, 1845), p. 416; New York Weekly Tribune, September 6, 1845; Morgan, op. cit., v. 1, pp. 18-21, and v. 2, pp. 734-742 (for a reprinting of the Shively guidebook). See facing p. 224 for facsimile of cover and table of distances from original copy owned by the Kansas State Historical Society.

 squads.August.—A “few days” before the 27th, Wethered & Caldwell’s train of some 20 wagons left Independence, Mo., for Santa Fe. Traders Samuel Wethered and Thomas J. Caldwell apparently reached that place in November.

Ref: J. Gregg, op. cit., v. 1, p. 188; Webb, op. cit., pp. 139, 145, 148.

squads.August 17(?)—Lansford W. Hastings and a small party of men on horseback, with pack animals, left a camp west of Independence, Mo. (near “Fitzhugh’s on the Santa Fe road”), and set out for California by way of the Oregon trail (which they followed to Fort Hall [Idaho]). By August 24 they were three days’ travel beyond the Kansas crossing (present Topeka).

(Hastings had journeyed overland to Oregon in 1842, and from there to California in 1845—see KHQ, v. 29, pp. 434, 435; then returned East by way of the “roundabout Mexican route.” His The Emigrants’ Guide, to Oregon and California ... had been published at Cincinnati early in 1845.)

Originally Hastings’ California-bound party of 1845 numbered 23 persons. (The Independence Western Expositor of August 16 listed the prospective travelers’ names. But over half the party backed out. The 10 who made this late-in-the-year start were fortunate and reached Sutter’s Fort safely, and without particular difficulty, on December 25.

Ref: Niles’ National Register, v. 69 (September 6, 1845), p. 7 (for the Expositor item, incorrectly dated therein as from the July 6 issue); Morgan, op. cit., v. 1, pp. 21-35 (for all the pertinent data relating to Hastings); Overton Johnson and W. H. Winter’s Route Across the Rocky Mountains (Princeton, 1932), p. 165 (for August 24 item); L. W. Hastings’ The Emigrants’ Guide ... , edited by C. H. Carey (1932), p. xv; Stewart, op. cit., pp. 104, 105.

squads.Died: Doctor Greyeyes, aged 50, a prominent man of the Wyandot Nation, in August. He was buried at present Kansas City, Kan., in Huron Place cemetery.

Ref: Connelley, op. cit., p. 254. “Greyeyes” is variously spelled—“Gray Eyes,” etc.

squads.August.—The General Brooke, bound for Council Bluffs, with only 90 tons of freight, left St. Louis on August 25. Such was the low stage of water in the Missouri that this “light boat” spent three
days on a sandbar at Lexington, Mo.; above St. Joseph was "obliged to divide the load and leave one half"; finally reached the "Bluffs" about 15 days after starting.

Returning, in mid-September, with no cargo, the General Brooke was frequently aground; and spent 10 days running the 750 miles to St. Louis. The former Indian subagent Richard S. Elliott (who gave the above information) also reported: "The price of freight from St. Louis to Council Bluffs is often as high as $60 per ton. From St. Louis to Weston, Mo., freights are 50 to 60 cents and higher, per 100 lbs. more months than a lower rate."


© August 29.—Seven men (Overton Johnson, William H. Winter, Father Soderena, of Kalispell mission [Mont.], and four others) who had left Fort Laramie near the end of July, reached the Westport, Mo., vicinity, after a journey over the Oregon trail (and across "Kansas").

Johnson and Winter had traveled to Oregon in 1843—see KHQ, v. 29, p. 465—and Winter had gone on to California in 1844. They were reunited in June, 1845, when their eastbound parties (see August 11 entry) met near Fort Hall and joined forces. Of the 17 from this company who reached Fort Laramie on July 27, the above seven continued down the Oregon trail together.

On the Platte, in the Pawnee country, on August 13, these travelers were surrounded and harassed by a large band of Pawnees, but took a resolute stand which influenced the Indians to let them go unmolested. To avoid further encounters, the white men left the trail; then had some difficulty determining the route from the Platte to the Little Blue's headwaters. However, they reached the Little Blue safely, and on August 16 "came again to the emigrant's trail." On the 22d they forded the Big Blue (in present Marshall county); on the 24th "met a small company bound for California" (Lansford W. Hastings' party); on the 25th met some wagons bound for Fort Platte. In fording the Kansas river (at what is now Topeka) on the 27th, the men found the water too deep to take the baggage on their horses, and carried it over on their shoulders. On August 29th, late at night, they crossed the state line and encamped near Westport.

Ref: Johnson and Winter, op. cit., pp. 130-132. As noted in KHQ, v. 29, p. 465, their book (principally a narrative, but, in part, guidebook) was originally published at Lafayette, Ind., in 1846. It contained a section with "Instructions to Emigrants" on supplies and equipment needed, the manner of traveling, etc., and a table of distances. See, also, D. Morgan, op. cit., v. 1, pp. 18-21; Josiah Gregg, in a letter from Independence, Mo., August 27, 1845, wrote: "We have lately had an arrival from Oregon and California—a small party of a dozen or so men from each region, who came in together."—J. Gregg, op. cit., v. 1, p. 168.

© August 30.—Col. Stephen W. Kearny arrived at St. Louis from Fort Leavenworth (to which post he had returned, from the Rocky mountain expedition, on August 24—see p. 233).

Ref: New York Weekly Tribune, September 20, 1845 (from a St. Louis newspaper).

© Early in September, apparently, Albert Speyer and other traders—a party of some 20(?) men, and six(?) wagons, from Chihuahua,
and Santa Fe—reached Independence, Mo. (Josiah Gregg stated that the "avant-couriers" of this company had arrived on August 26.)

Ref: J. Gregg, op. cit., v. 1, p. 168.

September.—Daniel Finch "with eight or nine ox teams, heavily loaded with trading goods for Indians," crossed "Kansas" by way of the Oregon trail during this month (presumably). On October 17 he was within a day's travel of his (?) trading fort (located on the Platte, seven to eight miles below Fort Laramie [Wyo.]). Probably traveling in company most of the way was "Mr. Spane" and party who "had also several teams loaded with goods for trading with the Sioux."

(Finch, eastbound in the spring, with five peltry-laden wagons, had traveled through "Kansas" in May.)

Ref: New York Weekly Tribune, December 6, 1845; A. J. Allen's Ten Years in Oregon (Ithaca, N. Y., 1850), p. 296; Miles' National Register, v. 68 (June 14, 1845), p. 224; Quarterly of The Society of California Pioneers, v. 8 (December, 1931), p. 228 (for Jacob R. Snyder's meeting with Finch on May 21 near the Kansas river). "Mr. Spane," whose partner died about October 17, was, on the 18th, a day behind Finch on the trail.

September.—Mountain man Miles M. Goodyear, with a few companions, and a pack train, left Independence, Mo., in mid-month, to travel the Oregon trail out to the Fort Bridger vicinity. It was his announced intention to build a trading fort—"a sort of half way house"—somewhere on the emigrants' route.

(Goodyear's summer visit to Missouri had been his first in nine years. See KHO, v. 29, p. 46, for his original trip to the mountains.)

Where Ogden, Utah, is today, Miles Goodyear, in the late summer of 1846, founded his trading post—Fort Buenaventura.


Mid-September.—The new (north) building, "intended for the female school," at Shawnee Methodist Mission (present Johnson county) was "up to the Square," and was expected to be finished by December 25.

This two-story, 100-by-20-foot brick structure (begun in 1844—see p. 87) had a "piazza the whole length, with the exception of a small room at each end taken off. . . ."

During the year "137 male and female scholars from sundry tribes" had attended the Indian manual labor school.

Ref: Comm'r of Indian affairs, Report, 1845 (R. W. Cummins' report of September 15, 1845, therein).

September 16.—Bound from Weston, Mo., to St. Louis, the Lexington (valued at $7,000 to $8,000) hit a snag at "Rock Castle Bar" and sank—nearly a total loss. (The upper part of the boat could be salvaged; but not the freight and hull.)
Other steamboats on the Missouri in the "Kansas" area during the autumn included the Republic, Amaranth, Radnor, Archer, Mendota, and Tributary.


Egypt.—At Iowa, Sac & Fox Presbyterian Mission (present Doniphan county), the "main building for the [new manual labor boarding] school was under roof on the 21st instant."

Missionary Samuel M. Irvin described the building as 106 feet long by 37 feet wide; with a first, or basement, story of limestone; the two upper stories of brick, and the roof of good pine. Agent W. P. Richardson wrote: "The boards for the flooring, the window sash, blinds, doors, &c., &c., are in a forward state of preparation, which will enable the workmen to complete the building by the first of June next, at farthest." A grain mill (to be operated by horse-power), and out-houses, were also in progress.

Principal workmen on the project during 1845-1846 were J. W. Glazebrook, J. C. Waterman, Henry Adamson, and Andrew McCormick. G. & C. Todd built the grain mill (for $234.32).

Among the persons paid for their services at the mission in the 1845-1846 period (prior to April, 1846), were Samuel M. Irvin (missionary), Paul Bloom and M. E. Higby (teachers), Francis Irvin (father of Samuel M.), John Meyer (or, Mayer?), and R. Waugh (farmers), and Findley C. McCreary.

Ref: Comm’t of Indian affairs Report, 1845 (see S. M. Irvin’s report, and W. P. Richardson’s report, both dated September 30, 1845, therein); 30th Cong., 1st Sess., H. Ex. Doc. No. 5 (Serial 514), p. 81. Missionary William Hamilton, and family were in the East at this time.

Egypt.—Visiting the Kansa, late in the month, to pay the last annuity under the 1825 treaty, Agent R. W. Cummins found them in a deplorable situation. Just prior to his arrival about 200 persons had died—68 (?) men and women, the rest, children.

In addition, the Kansa had raised but little corn, their fields “having been overflowed [again] last spring [as in 1844]”; and their horses were all dying from a disease (characterized by a swelling under the chest) which also was killing deer and raccoons.

(Perhaps it was in this time of sickness that the elderly American Chief (Wa-kan-ze-re) died. His death apparently occurred before the Kansa treaty of January 14, 1846, was signed.

Ref: Nile’s National Register, v. 69 (November 1, 1845), p. 134.

Egypt.—Residents—Indian and white—of present Doniphan county were suffering from attacks of fever, which had caused the death of some 40 Iowas and about 20 Sacs (mostly adults).

Ref: Comm’t of Indian affairs, Report, 1845 (Subagent W. P. Richardson’s September 30, 1845, report, therein).

Egypt.—Convening at Shawnee Methodist Mission’s Indian manual labor school, the second session of the Indian Mission conference (Bishop Joshua Soule presiding) elected ministers
Jerome C. Berryman and Wesley Browning as delegates to the Methodist Episcopal Church, South, convention (to be held May 1, 1846, at Petersburg, Va.). See May 1 annals entry.

Of this movement which brought the Methodist missions (and the manual labor school) in “Kansas” into the Southern convention of the divided Methodist Episcopal Church, the Rev. William H. Goode wrote: “The influence of the large mission establishment at the manual-labor school was strong. There were few to counteract or explain; and at the separation the main body of our Shawnee membership was carried, nolens volens, into the Church South. . . . They have a large meeting-house and camp-ground, and exert a powerful influence over the tribe. Our [M. E.] membership is reduced to about twenty—a faithful band.” Except among the Wyandot Indians, where the Methodist Episcopal Church was strong, the transition to the Church South was effected without strife.

From 1845 till its close in 1862, the Indian manual labor school (present Johnson county) was under the Methodist Episcopal Church, South.

Ref: KHC, v. 9, pp. 179, 180; Martha B. Caldwell, compiler, Annals of Shawnee Methodist Mission . . . (Topeka, 1939), p. 56. The first session of the Indian Mission conference had been held near Tablequah, [Oksla]—see KHQ v. 80, p. 87.

Around October 15 the wagons of “Messrs. Bent, Alvarez,” and others, were at Council Grove, westbound on the Santa Fe trail (as noted by “Messrs. Kaufman” and party, who met them there).

The Bent, St. Vrain & Co. wagons (with William Bent in charge?), presumably included the 14 which had reached Missouri in July (see July 3 annals entry). Manuel Alvarez (U. S. consul at Santa Fe; and a trader) had arrived at Independence a few days prior to June 18 (by his own statement).

Ref: New York Weekly Tribune, November 15, 1845 (from Western Expositor, Independence, Mo. of October 23); 1850 Brand Book (Denver, c1851), p. 289 (for Alvarez).

October.—On the 22d (?) Santa Fe traders “Messrs. Kaufman [Hoffman] and Goldstein, Bean, [George H.?] Peacock [all of Jackson county, Mo.], and four of the Armijos (Mexicans)” arrived at Independence, Mo., with 12 wagons, 300 mules, and $30,000 in specie. Their 30-day journey had been uneventful.

Ref: New York Weekly Tribune, November 15, 1845 (from Western Expositor, Independence, Mo., of October 25, 1845); Stella M. Drumm, editor, in Magoffin, op. cit., p. 4, says the Armijos “passed through St. Louis on their way to New York in December, 1845, to purchase their winter outfit. They carried with them over $50,000 in specie.”

November.—Dr. Elijah White, accompanied by William Chapman, Orus Brown, and Joseph C. Saxton, direct from Oregon, by way of the Oregon trail, arrived at Westport, Mo., on November 15, after a 90-day journey.

(White, who had gone out in 1842 as Oregon’s first subagent of Indian affairs—see KHQ), v. 29, p. 494—now carried a petition from the Oregon legislature to congress, asking “for an extension of the laws of the Union” to protect that territory. Chapman and Brown had made the overland journey west in 1843; Saxton in 1844.)
Starting east, these men left Oregon City on August 16; crossed the continental divide on October 4; reached Fort Laramie on October 15. Two weeks later, on the Platte, they fell into the hands of abusive, pillaging Pawnees who stripped them of clothing and most other possessions, and held them prisoners overnight.

On November 1 the four white men were put on "poor lane ponies," given a "few scant garments," three old rifles (with little ammunition), and a supply of "raw corn," then turned adrift. (White retained 541 letters he had brought to be mailed to persons in the East.) They were further endangered by a prairie fire, set behind them, but kept ahead of the flames. Crossing safely from the Platte to the headwaters of the Little Blue, they struck the Oregon trail on November 2, and some six (?) days later reached the bank of the Big Blue (in present Marshall county).

One account says that (about November 12) the men obtained a turkey and a little flour from an Indian family met on the trail; then "pressed down the river, and arrived at a Frenchman's" [Joseph Papin, probably] where they managed to get a little more flour. Two days later they "entered the house of Mr. Charles Fish [part Shawnee], who was... blacksmith among the Shawnee [i.e., Kansas] Indians," and who lived "30 miles from the U. S. line." Mrs. Fish "prepared them a noble repast of pork, dried venison, potatoes, and bread." White and his companions remained overnight; resumed their journey on the 15th; and by evening reached Westport, Mo., where they received a "kind and handsome" reception from Mr. [Albert G.] Boon[e]... and "spent the night at Mr. [Samuel] Geer's hotel."

On November 17, the Independence, Mo., Western Expositor published an extra, headlined: "Overland Mail From Oregon—Arrival of Dr. White, direct from Oregon—Unprecedented dispatch—Through in Ninety Days!!"

As computed by these travelers the distance from Oregon City to Fort Hall was 500 miles; from Fort Hall to Green river, 195 miles; from Green river to Fort Laramie, 400 miles; and from Fort Laramie to Independence, Mo., 650 miles—a total of 2,025 miles.

Dr. Elijah White continued east to Washington, and on December 10 the Oregon Memorial was presented to the house of representatives.

Ref: Allen, op. cit., pp. 275-314; New York Weekly Tribune, December 6, 1845 (for the "Independence Express [i.e., Western Expositor], Nov 17th Extra" and other items); Ni'k' National Register, v. 69 (December 6, 1845), p. 294; Thwaites, op cit., p. 100; D. Morgan, op. cit., v. 1, p. 160.

 Died: John Perry, principal chief of the Shawnees, and "quite an old man," on November 16, at his home on the Shawnee reserve. He had been a "Kansas" resident since 1832—see KHQ, v. 28, p. 204.

Ref: Cross and Moore, op. cit. In the order of their signing a March 30, 1844, letter, the Shawnee chiefs were: John Perry (first chief), Pe-a-ta-cumme (second chief), Joseph Parks (third), Sah-qua-we (fourth), Blackhoof (fifth), and Letho (sixth).—OIA, Letters Received from Fort Leavenworth Agency (National Archives, Microcopy 234, Roll 732).

This party (which included "half-breeds" Peerish [or Pierre] Le Clerc, Holliday, and M. B. Beaubien, interpreter) traveled east by steamboat (the *Amaranth*, on the Missouri) as far as Pittsburgh. Richard S. Elliott (recently their subagent; now employed by the Indians to look out for their interests), accompanied them to Washington. About November 24 (?) the councils concluded (a protocol was signed, but not a final treaty), and the Pottawatomies left. Elliott (not with them) later wrote: "On their way home [to southwestern Iowa], a stage was upset in Ohio, and Wah-bon-seh was killed [and buried in Ohio]. Some of the others were hurt, but not fatally." *(See KHO, v. 29, pp. 358, 470.)*

For a portrait of the Pottawatomies' venerated chief Wabaunsee (for whom a county, township, and town in Kansas are named), *see* cover of this *Quarterly*. In Shawnee county is a Big Soldier tributary creek now spelled "Halfday," named for Chief Half-Day (the Pottawatomies' noted orator, above), who removed to "Kansas" in 1847 (?)


*November 19.—The *Tributary* arrived at Weston, Mo.—the last steamboat of the year to reach that port.*


*Married: Hiram M. Northrup (a Westport, Mo., resident since 1844), and Margaret Clark (part Wyandot; daughter of Thomas Clark—who died in 1843), on November 27, at the Wyandots' Methodist parsonage, in present Kansas City, Kan., by the Rev. James Wheeler.*

Northrup first established a mercantile business in the new town of Kansas, Mo.; and built a log house near the corner of Main and Fourth streets in 1847. But in 1855 he removed to "Wyandotte"—present Kansas City, Kan.; and had a log house "on the south side of what is now Minnesota Ave. at the crossing of Eighth street."

Ref: Jackson county, Mo., marriage records (wherein the bride is listed as "Margaret Clark of Wyandott City, Ind. Ter."); *United States Biographical Dictionary, Kansas Volume* (1879), pp. 80-82; Connelley, *op. cit.*, p. 305; Goodspeed’s *Wyandotte County and Kansas City* . . . pp. 163, 174; *The History of Jackson County, Missouri* . . . (1881), p. 406.

*December 22.—James J. Webb, Benjamin Pruett, four other Americans, and two Mexicans, with one small wagon, and about 20 mules and horses, arrived at Westport, Mo., from New Mexico. Pruett and Webb (who had set out from Santa Fe on November 2) brought about $8,000 in gold and specie. Their party had encountered storms en route; and excessively cold weather in "Kansas." Great numbers of buffaloes had been seen on the Arkansas.*

Ref: Webb, *op. cit.*, pp. 145-170. Webb’s partner—George P. Dean—had left Santa Fe for Missouri with a "return train" apparently in late September; and his company must have reached Independence in November.—*Ibid.*, p. 139.
December.—Newly arrived from the Des Moines and Raccoon rivers country, Iowa (ter.), perhaps 900(?), of the “Mississippi” Sac & Fox Indians were encamped, by year’s end, on the Shawnee reserve, south of Kansas river (in present Douglas county). Sac chief Keokuk and his band, plus some 250 “attached” Foxes (so far as can be determined from available information) were the Indians who arrived in 1845. They remained on the “borrowed” land till autumn, 1846, before removing southward to the new Sac & Fox reserve (see May, 1846, annals), on the Marais des Cygnes’ headwaters (principally in Franklin and Osage counties of today).

At removal (from Iowa) time—October, 1845, by terms of the 1842 treaty—Agent John Beach stated the Sacs numbered 1,207 and the Foxes 1,271. Sac chief Keokuk and a large party started for “Kansas” in September, 1845. “These Indians looked decidedly well,” reported the St. Joseph (Mo.) Gazette, in mid-October, “they have good horses, good clothing, and . . . are a much superior Indian to the Sacs and Iowas that live opposite us [the ‘Missouri’ Sacs & Foxes—residents of ‘Kansas’ since 1837—see KHQ, v. 29, p. 67]. Old Keokuk wore quite a military appearance, having on a ‘soldier’s coat,’ with epauletts, and being mounted on a fine horse.”

Another large Sac (& Fox?) contingent (some of Keokuk’s people, and Hard Fish’s band, setting out from Iowa in October, traveled southward—to Brunswick, Mo.—where some (apparently good sized band), together with their government employees, “wintered”—and did not reach “Kansas” till late April, 1846. But perhaps 500(?) continued overland from Brunswick, and around 200(?) boarded the steamboat Amaranth. At Lexington, Mo., on November 23, the “river party” went ashore, and was reunited on the 24th with the “land party.” It appears that Long Horn (a Sac councilman) headed this migrating company, which included 21-year-old Keokuk, Jr., or Waw-naw-ke-saw (later known as Moses Keokuk), also Nash-she-wah-skuk and his younger brother, Aw-tha-me-saw—both sons of famed Sac chief Black Hawk. The Independence (Mo.) Western Expositor of December 6, 1845, said that some 500 Sac & Fox Indians had passed through town “a few days since,” traveling cheerfully, despite five-below-zero weather; and were reported to have with them the “bodies of two or three children . . . who had been frozen to death, which they were taking to their new locations.” Agent John Beach (ill, and on leave in the East) did not come to “Kansas” till 1846. “S.” Vaughan [Leonidas Vaughan?] and Thomas Clements accompanied the emigrants.

At the end of 1845 approximately four-fifths (or, about 1,000) “Mississippi” Foxes were still in Iowa, but Chief Powashiek, and a majority of his nation, had moved, in October, 1845, as far as the Council Bluffs Pottawatomies’ reserve in southwestern Iowa, where they remained on “borrowed” land, till the fall of 1846. See, also, annals entries of March, April, May, and October, 1846, for items on the “Mississippi” Sacs & Foxes.

Ref: The Gazette, St. Joseph, Mo., October 24, November 7, 1845, May 8, 1846; New York Weekly Tribune, December 20, 1845; Daily Missouri Republican, St. Louis, December 15, 1845; Council of Indian affairs, Reports, 1845, 1846; Bulletin of the Missouri Historical
Society, St. Louis, v. 7 (January, 1931), pp. 228-233 (for A. S. Waugh’s account of the Sac & Fox Indians at Lexington or, see McDermott, op. cit., pp. 79-83; KHC, v. 8, footnote on pp. 130, 131, n. 1, pp. 333-395; 80th Cong., 1st Sess., Sen. Ex. Doc. No. 48 (Serial 508), p. 12 (for an item on Vaughan and Clements); OIA, Letters Received from Sac & Fox Agency (National Archives, Microcopy 234, Roll 792), records of 1845 and 1846, therein; Mason Wade, editor, The Journals of Francis Parkman (New York, 1947), v. 2, p. 417 (on May 5, 1846, Parkman “Rode from Westport to find the Sac encampment. They had gone” [from near the border to the Wakarusa vicinity]); Waugh referred to “Young Koouk” as “Wa-som-e-saw,” and to the elder son of Black Hawk as “Nash-a-as-kuk.” The spellings, in text above, are from KHC, v. 11. “Keouk, Jr.” was the second Sac signer of the 1842 treaty. His father was first, as head of the “Mississippi” Sacs.

December 29.—President Polk signed the measure that admitted the former Republic of Texas as a state of the Union.


December 31.—A letter summarizing trade imports of the year, written at Santa Fe, stated: “There left at Independence and arrived at Santa Fe in 1845, 141 wagons, 21 carriages, 1,078 oxen, 716 mules, 39 horses, and 203 men employed as drivers etc.” Not included were “two companies [still] detained by snow at Bent’s Fort.”


Employed in “Kansas” by the Indian department during all, or part of the year 1845, were the following persons:

FORT LEAVENWORTH AGENCY—Agent Richard W. Cummins; Interpreters Clement Lessert and Henry Tiblow; Blacksmiths Calvin Perkins and William Donalson for Shawnees, Isaac Munday for Delawares, Charles Fish for Kansa; Assistant blacksmiths Joseph Parks’ colored boy and Powhatan Phifer for Shawnees, Duke W. Simpson’s colored man for Delawares; Farmer John T. Peery (appointed April 9) for Kansa; and as temporary assistant farmers for the Kansa: O. Noland, J. Walsh, L. Noland, Henry Smith, Hugh Murdock, W. Marsh, and F. W. Chambers.

GREAT NEMAHAW SUBAGENCY—Subagents William P. Richardson (removed in summer), Armstrong McClintock (appointed July 26); Interpreters John Rubite for Sacs & Foxes and John Baptiste Roy for Iowas; Blacksmiths William M. Carter and James Gilmore for Sacs & Foxes; Assistant blacksmith Andrew Meyer for Sacs & Foxes; Farmers John W. Forman and Hugh J. McClintock for Sacs & Foxes, Preston Richardson for Iowas; Assistant farmers Harry W. Forman (resigned in March), Martin Meyer (appointed April 1), Andrew Meyer, and Harmon Gill for Sacs & Foxes.

OSAGE RIVER [MARAS DES CYGNES] SUBAGENCY—Subagent Alfred J. Vaughan; Interpreters Joseph N. Bourassa (to April?), Joel W. Barrow (appointed February 6); Blacksmiths Robert Simerwell and Robert Wilson; Assistant blacksmiths Andrew Fuller and Samuel L. Bertrand; Physician Johnston Lykins; Millers Jude W. Bourassa (at Pottawatomie creek; appointed May 1), Joel
Grover (at Sugar creek), Pierre Perillard (at Sugar creek; appointed August 6. *Note: All of the above, except the subagent, were employed for the Potawatomi Indians only.*

**Osage Subagency**—Subagent Joel Cruttenden; Interpreter Joseph Swiss; Blacksmiths Akin Brant (appointed June 24), Jesse Rhinehart, Roger Shopleigh, Alexander Woodruff (appointed July 1), J. Simons; Assistant blacksmiths Joseph Captain and Francis Mitchell.

**Wyandot Subagency**—Subagent Jonathan Phillips (to April?), Richard Hewitt (appointed April 24); Blacksmith Charles Graham; Assistant blacksmith Patrick McShafer (dismissed), Ira Hunter (from November 10).


*(Part Fifteen Will Appear in the Autumn, 1964, Issue.)*