Kansas Before 1854: A Revised Annals
Compiled by Louise Barry

PART TWENTY, 1851

January.—Capt. Frederick H. Masten (AQM), who left Fort Laramie January 2, arrived at St. Louis on February 2. (Whether his route from Fort Kearny to the Missouri border was by way of "Kansas" is not indicated.)

He had "suffered a good deal from severe weather" during the journey; had overtaken and passed "a mail from Salt Lake City"—the "November" mail, evidently, see second entry following. His trip was for the purpose of hiring mechanics to erect barracks at Fort Laramie.

Ref: Missouri Republican, St. Louis, February 3, 1851.

January.—The Independence-to-Salt Lake "January" U. S. mail with which "Powell" (traveling with pack mules) started west on January 1(?), reached Fort Kearny on the 16th (and left there on the 22d). As reported: "The mail bags got wet at the 'Big Blue' [the Alcove Spring area crossing, present Marshall county], and when opened [at Fort Kearny] were in an 'awful condition.'"

Powell reached Fort Laramie on February 8 (and a correspondent at that post wrote that "St. Louis dates of Jan. 9[?] were in the mail received"). On February 10 "Mr. Hackard"(?), who had set out January 4 and "packed through," arrived at Fort Laramie from the west, with the "January" Salt Lake-to-Independence mail. "Hackard" then returned to Salt Lake with the mail from the States; and Powell, having received the eastbound mail, started back to Missouri. Both left Fort Laramie on February 11.

By mid-March Powell was back in Independence. The Liberty Tribune of March 21 printed a letter (to the editor) from "Mr.," written at Fort Laramie on February 10; and in the March 28 issue, observed: "quite a large mail is brought down by Powell." "Winter's" letter of February 10 from Fort Laramie was published in the St. Louis Republican of March 22, 1851.

Ref: The Weekly Tribune, Liberty, Mo., March 21, 28, 1851; The Frontier Guardian, Kanesville, Ia., February 21, 1851; Missouri Republican, St. Louis, March 22, 1851. In L. B. Hafen and F. M. Young's Fort Laramie . . . (1938), p. 172, it is stated that "Ephraim K. Hanks led a party which set out from Salt Lake City with the mail [the U. S. mail?] early in January, 1851. From Fort Bridger they took a route to the south of South Pass and reached Fort Laramie, after traveling through the snow for 36 days." (The sources given are the "Journal History"—Mormon church archives, and the Missouri Republican item cited above.)

Some time after mid-January, the "November" U. S. mail party from Salt Lake City, which had started east on November 24, 1850, reached Independence, Mo.

Louise Barry is a member of the staff of the Kansas State Historical Society.
James Monroe (who left Salt Lake December 1, for the States, and overtook the eastbound mail wagon at Fort Bridger) was a cotraveler to Fort Laramie; and from that post to Fort Kearny "hired his passage with the mail." Via the old Fort Kearny trail, alone, he reached Kanesville, Ia., on January 16.


January 26.—In charge of “Mr. [Jarvis] Streeter,” and five days early, the “January” U. S. mail from Santa Fe arrived at Independence, Mo.

Streeter reported good travel conditions on the plains; the Arkansas clear of ice; and no Indians seen. The outbound “January” mail had been met on the 13th at “Fort Mackay”—the new military post on the Arkansas (see KHQ, v. 32, p. 100).

Ref: *Missouri Republican*, St. Louis, February 3, 1851.

January–June.—Licenses to trade with Indians in “Kansas,” as granted by agents of the St. Louis Superintendency were:

<table>
<thead>
<tr>
<th>Traders</th>
<th>Indians</th>
<th>Issued by</th>
<th>Rec’d at St. Louis</th>
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<tbody>
<tr>
<td>(J. M.) Hunter</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cyprian Chouteau</td>
<td>Delaware &amp; Kickapoos</td>
<td>Luke Lea</td>
<td>March</td>
</tr>
<tr>
<td>Thos. D. S. Macdonell</td>
<td>Iowas, and Sacs &amp; Foxes</td>
<td>W. P. Richardson</td>
<td>April</td>
</tr>
<tr>
<td></td>
<td>(of the Missouri)</td>
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</tr>
<tr>
<td>J. B. Scott</td>
<td>Sacs &amp; Foxes</td>
<td>J. R. Chenault</td>
<td>April</td>
</tr>
<tr>
<td></td>
<td>(of the Mississippi)</td>
<td></td>
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<tr>
<td>Polke &amp; Macdonell</td>
<td>Sacs &amp; Foxes</td>
<td>J. R. Chenault</td>
<td>April</td>
</tr>
<tr>
<td></td>
<td>(of the Mississippi)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(A. G.) Boone &amp;</td>
<td>Osages</td>
<td>Henry Harvey</td>
<td>April</td>
</tr>
<tr>
<td>(W. R.) Bernard</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>John W. Forman</td>
<td>Iowas, and Sacs &amp; Foxes</td>
<td>W. P. Richardson</td>
<td>June</td>
</tr>
<tr>
<td></td>
<td>(of the Missouri)</td>
<td></td>
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February 1-11.—The U. S. mail party to Santa Fe which left Independence, Mo., at the beginning of the month, was joined at Diamond Spring by an express from Fort Leavenworth, which traveled in company to “New Post Arkansas River.”

A letter from “Fort Sumner” (*i. e.,* another name for the new post), dated February 11, stated that the mailmen had sighted a mounted band of Pawnees on the morning of the 9th, at Walnut creek. The Indians, after discovering the party’s size—“two carriages,” and “out side riders”—disappeared; but in the afternoon, near Pawnee Rock, they chased mailman C. H. Williams (when he went back on the trail in search of a “broken-down mule”). By February 16 the mail coaches were at Middle Cimarron Spring.

Ref: *Missouri Republican*, St. Louis, March 11, 12, 1851.

February 2.—Nine men—Robert Nesbit, Solomon J. Spiegelberg,
James Gilchrist, four teamsters, and two Mexicans (with three wagons)—who had left Santa Fe January 6, reached Independence, Mo.

Nesbit and Spiegelberg, ordered outfits from local merchants; then continued to the East to buy goods.

Ref: Missouri Stateman, Columbia, Mo., February 21, 1851; Missouri Republican, St. Louis, February 3, 1851 (in which it was stated that this party planned to bring, from Santa Fe, the remains of freighter "Judge" James Brown, and "Nesbitt"); New York Daily Tribune, February 25, 1851 (in which "A. Z. Mc.K.," in a letter to Horace Greeley, from Santa Fe, January 5, 1851, wrote that "Government intend farming here, and have sent Mr. Nesbit to buy seeds and the necessary implements").

February 16.—Martha J. Chenault (wife of Indian agent John R. Chenault) wrote, from "Osage River Agency" (to which the family had just moved): "... the Agency ... is situated in a high prairie country ... [The Chenaults were at the former Sac & Fox Agency in present Franklin county—see KHQ, v. 30, p. 534] [we have] a good well of water we have three rooms and a passage below and two above stairs and upon the whole we have a comfortable house for an Indian Country we have here six trading houses, two blacksmiths and two gun smiths most of them have families all white except one, the Sac & Fox Indians are wild looking people but I dont feel much afraid, they appear very much pleased with Mr. Chenault. ..."

"[Of our family] Felix, Sarah and Eliza are at fathers [in Jasper? county, Mo.] ... we have James, William, Stephen and Emily with us."

Ref: Martha J. Chenault’s letter, February 16, 1851, in KHI ms. division. A "Sac & Fox Agency"* was reestablished as of July 1, 1851. John R. Chenault was assigned as agent, and remained till the spring of 1853. For note on abolition of the original Sac & Fox Agency, in 1848, see Kansas Historical Quarterly (KHQ), v. 31, p. 169. Also see, ibid., v. 32, p. 105.

February 17.—Jones & Russell (John S. Jones and William H. Russell, Lexington, Mo.) signed a two-year contract (made with Lt. Col. Thomas Swords, QM) to transport army stores from Fort Leavenworth to Santa Fe (rate: $8.59 per 100 pounds) and Albuquerque (rate: $9.50 per 100 pounds). Sureties for their $50,000 bond were: Elijah Rogers, W. W. Porter, Jonathan Hicklin, James W. Renick, G(eorge) R(appen) Smith, and A. M. Forbes.

On May 15 Jones & Russell signed another two-year contract (made with Bvt. Maj. E. A. Ogden, AQM) for transporting army stores from Fort Leavenworth to New Mexico (Las Vegas, Moro, Bayardo, etc.); delivery to be made between May 7 and August 1, in 1851, and 1852; rate $7.87% per 100 pounds. E. Rogers, E. C. McCarty, T. M. Ewing, and J. H. Graham were the bondsmen.

A February 18 letter from Weston, Mo. (received at Boonville, Mo., on, or before the 22d), contained the far-from-accurate information that “Pawnees” had attacked the “Government [mail] Station” at Council Grove and “killed several persons[!]”; and that a company of Fort Leavenworth’s dragoons had set out for that place.

In mid-March the St. Louis Republican learned that the “Indian outrage” of some weeks back consisted of the theft, by “Sac” Indians, of a number of horses and mules from the Council Grove mail station; and that the Fort Leavenworth troops had captured part of the stolen animals (the rest were believed in the hands of the Osages), and had brought back to the fort “some of the principal men of the nation” as hostages for delivery of the unrecovered animals.

Percival G. Lowe (a corporal in Troop B, First dragoons, in 1851) wrote, in his 1906-published Five Years a Dragoon, that “The Kaw [Kansa] Indians near Council Grove had been committing some depredations—stealing horses . . . [etc.],” and that in “January[?]” of 1851 Bvt. Maj. Robert H. Chilton, with about 50 dragoons, marched the 120 miles to Council Grove, “had a ‘big talk,’” and brought back “four of the principal chiefs of the Kaw Nation” to Fort Leavenworth as prisoners. (Lowe described the troopers’ hardships—for lack of winter clothing—on this trip; and recollected that about half the men were frostbitten to some extent, several severely.)

Lowe’s account also stated that there was “Not a house between Fort Leavenworth and Papan’s Ferry across the Kaw [Kansas], sixty miles, and none between the ferry and Council Grove. . . .” He was referring to the new (in 1850) military road which linked Fort Leavenworth with the Santa Fe trail by a nearly direct route from the army post to a junction east of Council Grove. (This was a refinement of the Fort Leavenworth-Union Town-Council Grove road which Capt. L. C. Easton had suggested in 1849—see KHQ, v. 31, p. 330—shortening it by utilizing the Kansas river “lower crossing” 15 miles below Union Town [the “Papin’s ferry” crossing] at present Topeka.) In his book Lowe outlined the route as follows:

“The road from Fort Leavenworth to New Mexico ran through what is now Easton, at the crossing of Stranger Creek [which was known as “Dawson’s crossing” in the early 1850’s]; then through what is now Winchester, [and on to] Ozakie [Ozawkie] at the crossing of Grasshopper, now [called] Delaware River and [thence to] Soldier Creek, four miles north of where now stands Topeka. There [at Topeka] it crossed the Kaw on Papan’s Ferry [Papin’s], about sixty miles from Fort Leavenworth, thence to Council Grove, sixty miles farther, intersecting the main Santa Fe trail from Independence, Missouri [at what became Wilmington, Wabaunsee co.], east of the Grove [and west of present Burlington].”

A Santa Fe-bound army officer, traveling this route in May, 1852, referred
to it as “the new road . . . which has been established and used for three years only.” He (2d Lt. William D. Whipple?) also stated that it was 54 miles from the fort to the Kansas river; and that after crossing (i. e., at Topeka) it was 17 miles to “Wah-ka-russi Creek”; and at “86 miles from Fort Leavenworth” the new road struck the “broad trace from Independence to Santa Fe.”

Ref: Missouri Republican, St. Louis, February 24, March 13, 1851; New York Daily Tribune, March 28, 1851 (for the Republican’s March 13 item); Percival G. Lowe’s Five Years a Dragoon . . . (1900), pp. 35, 44-46; New York Daily Tribune, November 18, 1852 (for Whipple?). Bvt. Maj. E. A. Ogden, in his 1851 report (92d Cong., 1st Sess., Sen. Ex. Doc. No. 1, Serial 611), mentioned his own Spring, 1850, survey of the road from Fort Leavenworth towards Fort Kearny, and referred to the route “now used” towards Santa Fe “surveyed by Lieutenant Field [Bvt. 2d Lt. Charles W. Field].” Ogden implied that Field’s survey was made in the spring of 1850, also. No diaries or journals for 1850 or 1851 have yet come to light which describe or even mention this route. (James A. Bennett, who must have been on this military pathway in August-September, 1850, with Buford’s command—see New Mexico Historical Review, Santa Fe, v. 22, p. 61—did not report [in his diary] on the journey between Fort Leavenworth and Council Grove.) See Bulletin of the Shawnee County Historical Society, Topeka, v. 3 (March, 1949), pp. 23-36, for Paul Adams’ article “The Old Trail Through Topeka.”” Herald of Freedom, Lawrence, April 14, 21, May 12, 1855, issues have items on the military road and geographical locations relating to it.

C February 18.—William Walker (Wyandot) recorded in his diary: “The Kansas river has about run dry; there not being water enough to float the ferry boat [the Wyandots’ national ferry, near the Kaw’s mouth—see KHQ, v. 29, p. 484], and consequently no ferrying. . . .” (By evening, the ferry was “passable.”)


C February 25.—Benjamin Holladay, Weston, Mo., obtained a two-year contract (made with Lt. Col. Thomas Swords, QM) to transport army stores from Fort Leavenworth to Forts Kearny and Laramie (for $3.50 per 100 pounds to the former; $6.50 per 100 pounds to the latter). J. M. Hughes and Joseph Charles were sureties for the $20,000 bond.

In 1851 the government-contract (i. e., Holladay) wagon trains which set out from Fort Leavenworth for the two Oregon-California trail posts were (by official report) as listed below:

For Fort Laramie, on May 31 A (instead) Dawson with 11 wagons (52,928 pounds total)
For Fort Laramie, on June 10 F (fancis) C. Hughes with 17 wagons (86,815 pounds total)
For Fort Kearny, on June 24 A (ndrew) S. Hughes with 10 wagons (50,652 pounds total)
For Fort Kearny, on June 27 A (ndrew) S. Hughes with 4 wagons (21,260 pounds total)

Benjamin Holladay’s own activities in 1851 received comment in the San Francisco Placer Times and Transcript of October 12: “Messrs. [Benjamin] Holladay & [Theodore F.] Warner, of Weston, near Fort Leavenworth, Missouri, have freighted this year nearly two hundred tons of merchandize, costing, landed at its destination, one hundred thousand dollars. They have an establishment at Salt Lake [William H. Hooper had charge of Holladay & Warner’s store there—opened in 1850], from which Mr. Holladay has landed in California, with thirty large mule wagons, five hundred oxen and two hundred mules, brought to this city for sale, and a portion of them now to be seen at the horse market in this city. . . .”
A Salt Lake-bound "Holladay & Warner" train was met on May 11, by eastbound travelers, about 40 miles east of Fort Kearny—on the Old Fort Kearny road (the regular route—as appears—of their merchant trains). On June 8 and 9 this train was near Independence Rock. Before July 1 Benjamin Holladay had reached Salt Lake City.

The mail carrier who left Salt Lake City July 1 for the States, reported that he had met "Holliday's ox team[s]" at Fort Laramie; and their "second train [mule-drawn]" at Scott's Bluff. These, presumably, were the Dawson and Hughes government trains which left Fort Leavenworth on May 31 and June 10, respectively (see above).


February-March.—Down from Weston, Mo., "with a full cargo and a large number of passengers," the "fine steamer" Robert Campbell (William Edds, captain) reached St. Louis on February 28. "The Robert Campbell is the first steamboat arrival from Weston [after wintering there?], or any point above Lexington this season," the Intelligencer stated.

On March 2 the "popular Missouri river packet" El Paso (T. H. Brierly, captain) "returned" to St. Louis from Weston, "being the second boat of the season" (according to the Intelligencer).

Upbound (for Weston?), the Highland Mary passed the Kansas river's mouth on March 5. The Mary Blane, on March 8, apparently was the first steamboat of the year to reach St. Joseph, Mo.


March.—The U. S. mail party leaving Independence, Mo., March 1(?), for Salt Lake City, got as far as the Big Blue (of "Kansas") crossing (in the Alcove Spring vicinity), where "in consequence of high water" a return was made to Missouri. (It appears the March mail trip then was cancelled.)

Ref: The Frontier Guardian, Kanesville, Ia., May 16, 1851.

March.—The U. S. mail which left Independence, Mo., on March 1 for Santa Fe, reached its destination on the 24th. The mailmen, while en route, had "bluffed off" some Indians who "endeavored to approach them."

The "March" mail from Santa Fe did not start out till March 9. A disgruntled Santa Fe correspondent wrote that the "blame must be laid to the mail agent, [Jacob] Hall, a most unaccommodating man to the public generally."


About March 1 a "Brown, Russell & Co." (i.e., Jones & Russell)
28-wagon mule train, freighting government stores to Santa Fe, left Fort Leavenworth.

(C. E. Kearney, and party met the advance section at Bull creek early in the month; and on the 15th, west of the Little Arkansas, Major Cunningham—see following—met "Martin of Russell's mule train.")

At a "place near Chouteau’s Island," on March 22, all the wagons (of the leading train?) were destroyed in a prairie fire (set, it was supposed, by Pawnees). The teamsters saved themselves by crossing the Arkansas. George Cranmer, assistant wagonmaster, carried news of the disaster back to Lexington, Mo.


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<thead>
<tr>
<th>Date</th>
<th>Arrived at</th>
<th>Name of boat</th>
<th>Left</th>
<th>For</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>March 7</td>
<td>Weston</td>
<td>Robert Campbell</td>
<td>March 8</td>
<td>St. Louis</td>
<td>Arr. March 15</td>
</tr>
<tr>
<td>March 8</td>
<td>St. Joseph</td>
<td>Mary Blane</td>
<td>March 9</td>
<td>St. Louis</td>
<td>Arr. March 15</td>
</tr>
<tr>
<td>March (9?)</td>
<td>Weston</td>
<td>Kansas</td>
<td>March 10</td>
<td>St. Louis</td>
<td>Troops carried to Fort Leavenworth—see next entry</td>
</tr>
<tr>
<td>March 10</td>
<td>St. Joseph</td>
<td>El Paso</td>
<td>March 11</td>
<td>St. Louis</td>
<td>Started back to St. Louis March 12; arr. March 18</td>
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<td>March 11</td>
<td>St. Joseph</td>
<td>Isabel</td>
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<td>St. Ange</td>
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<td>March (17?)</td>
<td>Weston</td>
<td>Saranak</td>
<td>March 18</td>
<td>St. Louis</td>
<td>Arr. March 23(?)</td>
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<td>Weston</td>
<td>Highland Mary</td>
<td>March 20</td>
<td>St. Louis</td>
<td>Arr. March 27</td>
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<tr>
<td>March 25</td>
<td>St. Joseph</td>
<td>El Paso*</td>
<td>March 26</td>
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</tbody>
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* Had aboard "a great number of English Mormons ... en route for the Salt Lake Valley."—St. Joseph Gazette.

† At St. Louis, March 20, the Kansas contracted to take up to St. Louis the Kansas, one officer and 37 men.

March 29  St. Joseph  Pocahontas†  March 30

† "The fine Missouri river trader Pocahontas left [St. Louis] yesterday for West Union, 50 miles above St. Joseph with a heavy cargo ... and many passengers."—St. Louis Daily Intelligencer, March 19.


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Lt. John W. Davidson, First dragoons, another officer, 84 "raw recruits," a few laundresses, some horses, and 30 to 40 tons of government freight, were landed at Fort Leavenworth from the steamboat Kansas (William C. Jewett, master).

The Kansas, heading for the Missouri, had passed St. Louis on March 2. "She had on board, including the soldiers, near 300 passengers," the Intelligence reported (and the Republican concurred). On March 8, "above Park-
ville,” the downbound Robert Campbell met the Kansas (which probably reached Fort Leavenworth the same day).


On or before March 9, 25 men (with five wagons) who had left Santa Fe on February 1, arrived at Independence, Mo. Among those in the party who boarded the Highland Mary and disembarked at St. Louis March 11 were: Charles E. Kearney, Richard (“Dick”) Owens, Joseph Mercure, Henry Grandjean, (Charles S.) Rumley, (J. W.? ) Austin, “Edwards,” “Parrott,” (Elias) Brevoort, “Johnson,” and “P. [Dr. Philippe] Masure.”

Remaining at Independence were: J(oseph) D. Ellis, William Mitchell, John Fristoe, George Estes, and Francis Green (who, after accidentally shooting himself, near Turkey creek, had made the rest of the journey in Kearney’s carriage).

Ref: Missouri Republican, St. Louis, March 12, 1851; St. Louis Daily Intelligencer, March 13, 1851. The federal census of Jackson county, Mo., 1850, listed (as at John Harris’ hotel, in Kaw township, on August 9, 1850) “E. S. Johnson,” a “Mexican trader,” aged 28.

March 10.—Perry & Young (of St. Joseph and Weston, Mo.) received a two-year contract (made with Lt. Col. Thomas Swords, QM) to transport army stores from Fort Leavenworth to “Fort Mackay” (subsequently named Fort Atkinson)—on the Arkansas, west of present Dodge City—for $4.23 per 100 pounds. A. W. Riley and W. Dickey were sureties for the $50,000 bond.


March.—On the 10th (?) Francis X. Aubry left Independence, Mo., with a merchandise train—apparently the first of the Santa Fe traders on the trail in 1851. About a week later he was at Lost Spring (where Major Cunningham’s party—see following—met him).

On April 5 other Missouri-bound travelers met Aubry at “Whetstone Branch”; and on April 8 they met “Russell’s train” (called both “Brown and Russel’s train” and “Morton [Martin], Russell & Co’s. train” by other eastbound travelers who also met it in New Mexico.) This train, it was reported, had left Missouri 15 days later than Aubry.

See, also, May 12 annals entry.

Ref: Missouri Republican, St. Louis, March 12, 31, April 28, 1851; New York Daily Tribune, May 19, 1851 (from St. Louis Union, May 7).

March 18.—At Union Town (the Pottawatomies’ three-year-old trading post, in present Shawnee county—see KHQ, v. 31, p. 145), near the “upper crossing” of Kansas river, on the Oregon-California road, a post office was established; with Robert Robitaille (of the Wyandot Nation; a licensed Indian trader) as first postmaster.

This short-lived station at Union Town (a designated point on the U. S. mail
route from Independence, Mo., to Salt Lake City) was, for eight months, the westernmost post office in "Kansas" (see p. 272); and was the first in present Shawnee county. On December 16, 1852, it was discontinued.

Ref: Robert W. Baughman's Kansas Post Offices (c.1961), pp. 130, 150, 239 (wherein Union Town should be listed under Shawnee county instead of Wyandotte county). For Robert Robitaille as an Indian trader, see KHO, v. 82, p. 84. The 1850 Jackson county, Mo., federal census listed Robert Robitaille (merchant, aged 46), and his children: Robert W. (12), Rosalie (10), Elizabeth (8); also, James (4) and Mary A. (2)—both born in "Indian Terr." (Kansas).

Near the end of March, Maj. Francis A. Cunningham (army paymaster), C. H. Merritt (U. S. marshal of New Mexico ter.), "Mr. [John] Hatcher" ("late a resident of Rayado"), and "escort" of some 45 to 50 men, arrived at Independence, Mo., from Santa Fe (left February 17).

Ref: Missouri Republican, St. Louis, March 31, April 3, 1851.

March-April.—The Adventure of April 11 reported that during the preceding two weeks several steamboats had reached St. Joseph, Mo., "having on board small companies of emigrants"—most of them destined for Oregon territory. "Many . . . who have arrived are agents for Companies that are to follow. . . . Several families have arrived here, over land. . . . This season . . . [is] several weeks more forward than last. . . ."

The St. Joseph Gazette of March 26 had stated: "From best information . . . but few persons will emigrate to California or Oregon this year. This time last year our town literally was crowded, but now very few are in the place. A few Oregon emigrants have passed through . . . who will camp a short distance from town to wait for grass. . . . To the Gazette of April 9 noted the arrival of a "number of emigrants"—mostly bound for Oregon; and among them "several missionaries sent out by the Baptist Home Missionary Society [i.e., the Rev. George C. Chandler (president, 1843-1850, of Franklin College, Franklin, Ind.); his family, and the Rev. James S. Read (just graduated from Franklin College)]."


April.—Listed below are most of the steamboats that went up the Missouri to points beyond the Kansas river's mouth during the month:

<table>
<thead>
<tr>
<th>Date</th>
<th>Arrived at</th>
<th>Name of boat</th>
<th>Left</th>
<th>For</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 1</td>
<td>St. Joseph</td>
<td>Alton</td>
<td>April 1</td>
<td>St. Louis</td>
<td></td>
</tr>
<tr>
<td>April 3</td>
<td>St. Joseph</td>
<td>Saranak</td>
<td>April 3</td>
<td>St. Louis</td>
<td>Had aboard, for Fort Leavenworth, one officer, and 80 men.</td>
</tr>
<tr>
<td>April 3</td>
<td>St. Joseph</td>
<td>Anthony Wayne</td>
<td>April 4</td>
<td>St. Louis</td>
<td>On down trip, sank above Liberty Landing.</td>
</tr>
</tbody>
</table>

* "The Saranak arrived yesterday having on board a large number of passengers with wagons and other outfits for a journey across the plains. We understand the most of them are bound for Utah and Oregon territories. This is the first arrival of any considerable number of emigrants for the plains this spring."—Adventure, St. Joseph, April 4.
April 9 St. Joseph Cataract April 9 Emigrants aboard; see p. 231.
April 9? Weston Highland Mary St. Louis Arr. April 13.
April (11?) Weston Kansas † April 12 St. Louis Arr. April 18.
† "The Kansas returned yesterday. . . . Her officers report the navigation of the Missouri extremely difficult, even more so than they ever saw it at this season. . . .": The Kansas had met the St. Ange above Parkville; the Pawnee at Kansas; and Pocahontas at Sibley; the Isabel was "hauling over Fishing River bar"; the Saranac was met at Wavelyn, the Ben West, the Bay State, and others, were met below. [Neither the Pocahontas nor the Ben West went as far as St. Joseph this trip.]—St. Louis D. Intell., April 19.
April 11 St. Joseph Duric † April 12 Council Bluffs
† "The Duric took up a large number of emigrants for Salt Lake and Oregon.—St. Louis Times, April 28.
On April 27 the Duric left St. Joseph on the down trip.—Gazette, April 30.
April 13 St. Joseph St. Ange ‡ April 14 Council Bluffs
‡ Some 200 Mormons were aboard the St. Ange when she left St. Joseph for upriver.—Gazette, April 16.
April 15 St. Joseph Pawnee April 16
April (17?) Fort Leavenworth El Paso ‡ April 17
‡ On April 12 the El Paso was engaged to take three officers and 133 enlisted men from Jefferson Barracks to Fort Leavenworth.
April 17 St. Joseph Saranac April 17
April 18 St. Joseph Isabel April 19
April 19 St. Joseph Bay State April 20
April 22 St. Joseph Sacramento ** April 23 Council Bluffs
** "400 Mormons passed up the Missouri this morning on Sacramento, destined for the Salt Lake."—St. Joseph Gazette, April 23.
April 23 St. Joseph Highland Mary April 23 St. Louis Arr. April 27.
April (24?) Weston St. Paul April 24 Council Bluffs
April 25 St. Joseph Statesman ‡‡ April 26 Council Bluffs
‡‡ At Bellevue, in mid-May, R. F. Kurz saw the Statesman approach. "On the hurricane deck I could see wagon bodies painted blue and red wheels piled upon them—a sort of vehicle I had identified with Pittsburgh. . . .": Kurz learned the boat was bound for "Kansasville or Mormon Landing," 50 miles upriver.—Kurz' journal.

April.—The U. S. mail for Salt Lake City this month was placed in charge of "Mr. [Richard S.] Phelps, of Independence"—who was taking a train of goods over the Oregon-California trail. Phelps passed Fort Kearny on April 15.

Other westbound travelers at Fort Kearny in mid-April included William and T. Randell (en route to Richard's new North Platte river bridge) with groceries and provisions for emigrants; J. B. Nichols (for Fort Laramie); "Richards & Co." (trader John Richard's outfit) with provisions, &c.

On April 26 eastbound Michel Robidoux met "Phelp's train in charge of the mail for Utah" about 125 miles east of Fort Laramie. Some travelers who left Salt Lake City April 8 for the States met "Childs [Chiles] & Phelps' train" near Fort Laramie. Mail-carrier Jarvis Streeter, who set out from Salt Lake on May 26, met the train of "Phelps & Chiles" 25 miles east of Salt Lake, "a long way in
advance of any other traders.” The next—“Cogswell”—was met
200 miles east of Fort Bridger. (Cogswell—of Independence—
reached his destination before July 1.)

The mail carrier who left Salt Lake City July 1 (and reached Independence
on the 24th) reported it was thought that the merchants and traders who had
gone out “last Spring” would all lose money. “Messrs. Phillips [Phelps] and
Chiles” had sold a portion of their stock at pretty fair profits,” but had a lot left;
and talked of taking the rest to California. “Messrs. Holiday [Holladay] &
Warner [see p. 214] were speaking of boxing up theirs, and taking them to
Oregon.”

Ref: The Frontier Guardian, Kanesville, Ia., May 16, 1851; St. Joseph (Mo.) Gazette,
February 26, 1851 (for “J. Richard’s” advertisement that he would have “in the spring”
150 to 200 ponies for sale at Ash Point; and that he had “very nearly completed a bridge
across the North Platte”); New York Daily Tribune, April 2, 1851 (for other North Platte
bridge comment); Missouri Republican, St. Louis, June 25, July 15, 25, 1851; The Weekly
Tribune, Liberty, Mo., July 11, 1851.

On April 1 (it is said) Dr. Abraham Still (physician and minis-
ter) brought his family (from Missouri) to the log house and farm
(near the Wakarusa’s mouth) which he had prepared, during the
preceding winter, as the Northern Methodists’ mission for the
Shawnees. This fourth Shawnee mission was located (by present-
day description) in Sec. 8, T. 13, R. 21 E., a mile south of Eudora,
in northeastern Douglas Co. It was described (at a later time, by
Marovia Still Clark) as “a hewed log house with a clapboard roof
there were four rooms two above and two below and the house
stood out on a great broad prairie ...” (In 1854 Henry Harvey
wrote that “a farm of about one hundred acres is under cultivation,
and comfortable log buildings are erected.”)

Contemporaneous data on the founding of Wakarusa Shawnee Methodist
Mission have not been located. The autobiography (ca. 1921?) of Marovia
Still Clark (a daughter of Dr. Abraham Still), is the chief (and so far as can be
determined, reliable) source of information. She was, however, aged seven in
the spring of 1851.

By Marovia Clark’s account, her father was appointed missionary to the
Shawnees in the fall of 1850 by the Methodist Episcopal (Missouri Annual)
Conference. In October, 1850, Dr. Abraham Still went to the Shawnee reserve;
spent the winter, fenced a 160-acre farm; built a log house (assisted by Cephas
Fish—a young Shawnee, son of John Fish); and returned to Missouri early in
1851 for his family. The party he brought to the new mission on April 1 con-
sisted of his wife, Mary P. (Moore) Still, his son Andrew T. (with wife, and
two children), his daughters Marovia and Cassandra, and a man named “Mikel,”
“who came along to teach.” (Notably, Mrs. Clark’s account mentions that be-
tween Fishing river, in Clay county, Mo., and the Missouri river ferry at Kansas,
Mo., they saw men “putting up a Telegraph pole ...” which “was the last
pole on a line.” See pp. 251 and 266, for the telegraph line to, and out of Kan-
sas, Mo., in 1851.)

The Abraham Stills were at Wakarusa Shawnee mission for three years (but the
Andrew T. Still family may not have been there all the time). Of their
neighbors Marovia Clark’s account says Paschal Fish (Shawnee) was their “truest and best friend”; and that he lived “only a few hundred yards” from the mission. She mentions a white man “a little German by the name of Wm. Grafenstein who kept a small store[?] on the Wakarusa at the Blue Jacket Ford,” who “was an exile from his own country.” This man, whom they called “Dutch Billy,” had “been among the Indians for a number of years.” The Stills later “lost track of this good friend.” He was, undoubtedly, none other than the William (“Dutch Bill”) Griffenstein, who, in the 1860’s had a ranch on the Cowskin, west of Wichita; and in the 1870’s was a prominent Sedgwick county figure.

Ref: The M. E. Church Missouri Annual Conference journal for 1851 (microfilm in KHI) shows, in connection with the above Shawnee Mission: (1) that a “communication from Bro. Pascal Fish and others was received on the subject of a school to be under the control of this conference in the Indian Territory”; (2) that the committee on education to which it was referred “made a final report” relating to the establishment of a Mission school in the Shawnee Nation, which was adopted; (3) that the Committee on the Indian School was to be composed of G. W. Robbins (P. E. of the Platte District), Pascal Fish, and Thomas B. Markham. Marovia Marsden (Still) Clark’s “Autobiography” (ins. in KHI ins. division); KHC, v. 7, p. 496, v. 9, pp. 191, 192, 230, v. 10, p. 215; Henry Harvey’s History of the Shawnee Indians ... to 1854 (Cincinnati, 1855), p. 278; William H. Goode’s Outposts of Zion ... (Cincinnati, 1864), pp. 251-253; R. B. Woodworth, The Descendants of Robert and John Pose ... (Stanton, 1954), v. 2, pp. 1206, 1207 (for data on Rev. Abraham Still, his wife, and their nine children—and the family’s connections with Kansas history after 1854). For various mention of Griffenstein, see KHC, v. 7, p. 48, v. 10, pp. 661, 664, v. 17, p. 861; and index to D. W. Wilber’s Annals of Kansas (Topeka, 1886). According to Kansas Historical Collections (KHC), v. 9, p. 192, the autobiography (1897) of Dr. Andrew Taylor Still (founder of osteopathy) states that he and his wife moved to Wakarusa mission “in May, 1855.” See KHC, v. 23, p. 189, for S. N. Wood’s mention, in a “Kansas Territory, August 20, 1854,” letter, of “Dr. [Abraham] Still, a true man, who also has a mission here.”

April.—“Kansas Public Ledger is the title of a new [weekly] paper, published at Kansas, Mo., by [R. V.] Kennedy & [Charles] Epperson,” reported the Glasgow (Mo.) Weekly Times of April 17. “It is a handsome sheet, neutral in politics. . . .” (The St. Joseph Gazette of March 12 had noted: “The Independence Commonwealth is to be removed to Kansas, Mo. . . .”)

Copies of two 1851 issues (July 4 and August 29) of the first newspaper of Kansas City, Mo., are in the Kansas City, Mo., Public Library. The Ledger was a short-lived publication. The May 8, 1852, Occidental Messenger, Independence, Mo., noted that Epperson’s paper “has ceased its labors.”—see Liberty Tribune, May 14, 1852.

Ref: The Glasgow, and St. Joseph, Mo., papers noted above; C. C. Spalding’s Annals of the City of Kansas (1858), p. 97; William H. Taft’s Missouri Newspapers ... (Columbia, Mo., 1864), p. 80. The Weekly Tribune, Liberty, Mo., August 15, 1851, reported the marriage “on Wed. week,” of Mr. Charles Epperson, “one of the proprietors of the Kansas Public Ledger,” to “Miss Mary Th[e]rkeld.” R. V. Kennedy (editor; aged 28), and family, are listed in the 1850 federal census of Jackson county, Mo.

April.—Aboard the Cataract (from St. Louis—left April 3) a company of Indiana families (74 persons), bound for Oregon, arrived at St. Joseph on April 9; landed their freight; set up their wagons; and “encamped for the night on the wharf.” Next day they moved a mile east of town, to remain till April 25.
Among these emigrants was P. V. Crawford (one of the few 1851 diarists); and, likely, the Baptist missionaries—see p. 218—were also of this party.

With 19(? ) wagons the Indiana company crossed the Missouri on April 25; traveled six miles westward; encamped till the 27th; then set out on the road to Oregon. The night of April 27 they stopped at Wolf river—which P. V. Crawford described as “12 feet wide and 6 inches deep.” Moving ahead slowly, it was May 7 before these emigrants reached the Big Blue river (at present Marysville). They found it “low enough to wade.” Crawford wrote: “After crossing, we got a seine from another company and went fishing. Good camping and lots of fish, good grass and plenty of wood.”

The Indianans reached Fort Kearny May 18. On June 1, near Chimney Rock, the company divided, “6 wagons taking the advance; leaving 13 in the rear.” Crawford reached the Willamette Valley on September 20.

Ref: Oregon Historical Quarterly, v. 25 (June, 1924), pp. 136-169 (for P. V. Crawford’s journal); St. Louis Daily Intelligencer, April 1, 1851 (which reported: “The steamer Baltic which arrived yesterday morning from the Ohio had on board 74 Oregon emigrants. . . . They are from the interior of Indiana [etc.] . . . .”).

On April 17 Richens L. ( “Dick”) Wootton of New Mexico arrived (alone? ) at Independence, Mo., in 15½ days from Santa Fe. He had left there, on horseback, April 2, with Bvt. Maj. William N. Grier, First dragoons, and a few others.

( It was Wootton’s later recollection that he made this trip in “a little over seven days, on a wager . . . with Colonel Greer.” Grier “got laid up on the way,” so that Wootton “reached the end of our journey nearly two weeks ahead of him.”)

About April 25 (?) the monthly U. S. mail from Santa Fe reached Independence. Apparently Lewis D. Sheets and “Montmarguet,” (who, as reported, left Santa Fe on April 1) were mail coach passengers. Bvt. Maj. William N. Grier (see above) and others (making a party of some eight or 10 in all) had traveled in company from “Sumner’s Fort” (new post on the Arkansas).

On April 27 the Isabel (down from St. Joseph) reached St. Louis. Among those aboard were Grier, Montmarguet, Sheets, and Wootton.

Ref: Missouri Republican, St. Louis, April 28, 1851 (two items); St. Louis Daily Intelligencer, April 29, 1851 (for mention of Wootton’s 15½-day journey); H. L. Conard’s “Uncle Dick” Wootton . . . (Chicago, 1890), p. 245.

April 18.—Joseph Clymer (of Westport, Mo.) signed a two-year contract (made with Lt. Col. Thomas Swords, QM) to transport army stores from Fort Leavenworth to El Paso, Tex., and Dona Ana and Don Fernando de Taos, N. M. (Rates $12.84, $12.50, and $8.83 per 100 pounds; sureties for the $50,000 bond: David Waldo, Jabez Smith, and William McCoy.)
On May 16 Clymer’s 30-wagon train (carrying 150,141 pounds of supplies) set out from Fort Leavenworth for El Paso del Norte.


April.—At “New Post on Arkansas” (Fort Atkinson-to-be) trader William Bent was engaged in collecting Indians of the Plains (for official talks relating to the Great Indian Council to be held at Fort Laramie later in the year).

Connelly’s party, passing the post in mid-April, found Bent waiting for the Comanches and Kiowas, to whom he had “sent out a dispatch” to come in and trade. “Kit” Carson, traveling down the Arkansas in April, met friendly Arapahoes and Cheyennes; and at the “New Post” talked with Bent. (A Shawnee, in Bent’s employ as a hunter, recently had been killed by a Cheyenne.)

See, also, May 4-5 annals entry.

Ref: New York Daily Tribune, May 19, 1851 (from St. Louis Union); Missouri Republican, St. Louis, May 15, 1851; St. Louis Daily Intelligencer, May 14, 1851.

April 23.—“Quite a number of Oregon and California emigrants are now here,” the St. Joseph Gazette reported. “Several wagons have crossed the ferry here and we learn that the ferries above have crossed upwards of 200 wagons.”

One California-bound party ferrying over the Missouri at St. Joseph on April 23 was the “Mohican Gold Company,” a well “fitted” party of some 40 men from Delaware and Ashland counties, Ohio, captained by Joseph Smith. It was their intention to start overland on April 24.

On April 23, and in the company of others who had crossed the Missouri at St. Joseph, the Rev. Neill Johnson family (overland from Mt. Pleasant, Ia., with three wagons) reached Wolf creek (in present Doniphan county), where they were joined by several more Oregon-bound wagons. John L. Johnson (a son of Neill), an 1851 diarist, mentioned meeting on April 24, at the Iowa, Sac & Fox Presbyterian Mission, Captain Keeney’s 12-wagon company, with a large drove of cattle, en route to Oregon.

Ref: St. Joseph (Mo.) Gazette, April 23, 1851; John L. Johnson’s “Diary,” 1851 (original in Yale University Library’s Coe Collection; used by permission).

April-May.—About one-fifth of the “Missouri” Sacs & Foxes (of northeastern “Kansas”) died of smallpox. Agent W. P. Richardson, early in May, hired Dr. O. B. Knede to vaccinate the Great Nemaha Subagency Indians. The epidemic was checked before it spread to the Iowas. (But see p. 233.)

Ref: Commr’r of Indian affairs, Report, 1851 (Richardson’s report, therein); SIA, St. Louis, “Records,” v. 9, typed copy, p. 516; 33d Cong., 1st Sess., H. Ex. Doc. No. 37 (Serial 718), pp. 387, 392 (for payments of $100, and $50, to O. B. Knede).

April-May.—Missionaries Gottlieb F. Oehler and David Z. Smith
set out from "Westfield" (Munsee Moravian Mission, present Wyandotte county—see KHQ, v. 29, p. 79), the morning of April 22, on a "journey and visit" to the Pawnee Indians. Their joint narrative of the trip, and Dr. D. Z. Smith’s "Description of the Manners and Customs of the Pawnee Indians," were published in the Moravian Church Miscellany of 1851-1852.

"Br. Paul Oehler accompanied us to Weston, in order to take the wagon back," the missionaries wrote. On the way to Fort Leavenworth ("about 24 miles from Westfield") they stopped for a few minutes at "Briggs' Vale" (Delaware Baptist Mission—see sketch in KHQ, v. 31, facing p. 161); then "soon struck the prairie," and the military road; met, on that pathway, a Fort Gibson-bound company of infantry (see next entry).

The missionaries remarked that Fort Leavenworth "is a place of considerable business, in the way of furnishing military stores for the more western forts. At the wharf a large storehouse has been built... for... depositing military stores. The premises are kept in a very neat and cleanly condition, and a large garden has been prepared near by, for the soldiers to raise vegetables for their use."

The Oehlers, and Smith, crossed the Missouri at Fort Leavenworth's ferry ("on a horse-boat, which is kept here at the expense of the Government"); and reached Weston ("a place of considerable trade, having about 1,700 inhabitants") towards evening. From Weston to Council Bluffs, their journey was by stage. They passed through St. Joseph, Mo. ("a town of about 3,000 inhabitants"), on April 23d; reached Bellevue ("Neb.") five or six days later.

On May 6, accompanied by trader Peter Sarpy, Samuel Allis (government teacher for the Pawnees), and a Loup Pawnee chief named "Gataritatkutz (Big Axe)," Missionaries Oehler and Smith set out for the Pawnee villages. On the 7th, after crossing the Platte, they arrived at the Pawnee Loup's town ("Siskatuppe, the principal chief" was their host). On May 8 they traveled about 25 miles to the upper village (where their host was "Asserurgarrigu," chief of the Grand Pawnee band, and principal chief of the whole Pawnee nation). At councils held in this town, speechmakers included "Leezikutz" (chief of the Republican band) and "Terrericawaw" (chief of the "Topages"). The journey back to Bellevue, begun on May 9, was completed on the 11th.

Aboard the El Paso, on May 15, the two missionaries started down the Missouri; debarked on the 17th at Kansas, Mo. Next day they "proceeded to Westfield, eight miles on foot..."

Dr. David Z. Smith's report on the Pawnees included information on their two villages, both south of the Platte, and both "situated on eminences." The lower village "lies about 50 miles from Bellevue, and about 10 or 15 miles above the mouth of the Elkhorn. [It] consists of about 80 lodges, with a population of nearly 2,500." The upper village "is situated about 20 or 25 miles above the lower, nearly opposite the mouth of the Loup Fork of the Platte... [In it] there are between 140 and 150 lodges, the population amounting perhaps to 3,500."

Ref: Gottlieb F. Oehler and David Z. Smith, Description of a Journey and Visit to the Pawnee Indians Who Live on the Platte River... to which is added A Description of the Manners and Customs of the Pawnee Indians by Dr. D. Z. Smith. Reprinted from the Moravian Church Miscellany of 1851-1852 (New York, 1914).
April 22.—Maj. Theophilus Holmes, and four mounted companies of Seventh U. S. infantry, set out overland from Fort Leavenworth (after spending the winter of 1850-1851 at that post) for Fort Gibson ("Okla."). The Fort Smith (Ark.) Herald of May 16 reported the four companies had reached their destination.

Ref: St. Joseph (Mo.) Gazette, April 20, 1851 (from Platte Argus); Missouri Republican, St. Louis, May 26, 1851 (from Fort Smith Herald); Lowe, op. cit., p. 44; 32d Cong., 1st Sess., Ser. Ex. Doc. No. 1 (Serial 611), p. 299 (April 21 item re furnishing 2d Lt. P. W. L. Plympton [AAQM], Seventh infantry, nine horses, 96 mules, and 16 wagons, for trip from Fort Leavenworth to Fort Gibson).

April 23.—"[J. S.] Lightner & Co's train," in charge of (Wilson?) Hamilton, left the Missouri line, en route to New Mexico. These goods-laden wagons arrived at Santa Fe on May 30. (Hamilton, starting back June 3, reached home—Lexington, Mo.—on June 22.)


Late in April, Dr. Henry Connelly, Dr. John M. Whitlock, and four Mexicans—José and Feliciano Gutierrez, Juan Perea, Vicente Otero—who had left Las Vegas, N. M., on April 6, reached Independence, Mo., in advance of their train, after "a delightful journey across the plains," in carriages. They took the Saranac to St. Louis; arrived there May 6.

Ref: New York Daily Tribune, May 19, 1851 (from St. Louis Union, May 7); St. Louis Daily Intelligencer, May 7, 8, 1851; New Mexico Historical Review, v. 16, pp. 104-106 (for Dr. John M. Whitlock).

April 30.—The St. Joseph Gazette reported: "Since our last publication many companies have crossed the River and are now on the Plains"; and noted that emigrants were arriving in town daily.

Philip McCaughren, and four companions (all from Platteville, Wis.) had set out for California on April 28. An Oregon-bound company of "families" (46 persons) from Vermillion county, Ill., had started on April 29. Emigrants (five men, two women, and eight children) from Kaskaskia, Ill., planned to start for Oregon on May 1.

Ref: St. Joseph Gazette, April 30, 1851.

April-May.—Sup't D. D. Mitchell, St. Louis, en route to the "Indian Country" on an inspection tour, arrived at Kansas, Mo., April 30, aboard the Robert Campbell, bringing with him B. Gratz Brown (as secretary), also a "carriage, driver, &c." Mitchell's travels in "Kansas" apparently ended May 11. (On May 12 he paid John Harris, Westport, Mo., innkeeper, for "boarding" his party overnight[?]; and took passage for St. Louis on a steamboat captained by W. S. Sprout.)
While in "Kansas," on May 1 Mitchell visited the Shawnee Methodist Mission and Indian manual labor school. He later reported: "... I found the school to consist of 21 Indian boys, and 4 White boys; in the female Dept, I found 25 girls, 3 of them white. ... There was a separate room occupied exclusively by white boys & girls—28 in number; these latter were the children of frontier inhabitants whose education was paid for by their parents or friends. ..." Neither the superintendent—Rev. Thomas Johnson, nor the school's principal teacher were on hand. Mitchell "regretted to learn ... that but few of the boys ever acquired much knowledge of agriculture or the mechanical arts." Mitchell considered the mission farm "one of the finest and most productive in the Western Country," but was critical of the fact that its profits ("which are very great") enriched the mission's managers instead of benefitting the Indians whose money was being expended. He understood the superintendents "never fail to make fortunes" in a four or five-year period.


On May 1 Jarvis Streeter left Independence, Mo., with the U. S. mail for Salt Lake City. He reached his destination on the 28th (in 25 days' traveling time).

A Salt Lake City correspondent wrote that Streeter's was the quickest trip yet on the route; and that he brought St. Louis newspapers "up to April 25."


On May 1.—Four steamboats at the Kansas (City), Mo., landing departed—three (the Saranak, Pocahontas, and Alton) for St. Joseph (where all arrived on May 2); and one (the Robert Campbell) for St. Louis (reached May 4 or 5).

The Robert Campbell had left St. Louis April 22, bound for Council Bluffs, having aboard (1) a number of gentlemen connected with Utah's territorial government, (2) Elder Pratt and other Mormons, (3) several persons connected with Salt Lake Valley commerce, and (4) some Santa Fe traders.

Ref: Missouri Republican, St. Louis, April 23, May 3, 1851; St. Louis Daily Intelligence, May 6, 1851; St. Joseph Gazette, May 3, 1851. The Saranah had aboard one officer and 50 enlisted men for Fort Leavenworth—see 32d Cong., 1st Sess., Sen. Ex. Doc. No. 12 (Serial 614), p. 28.

On May 1.—"Kit" Carson, who had left Rayado, N. M., on March 17, arrived at Kansas (City), Mo. He had come in by way of Bent's Fort. Carson's own (later) account of the trip east was this: "I remained in Rayado till March and then started for St. Louis, took with me twelve wagons of Mr. [Lucien] Maxwell for the purpose of bringing out goods for him. Arrived at Kansas May 1. I proceeded to St. Louis. ..."

The St. Louis Republican of May 15 reported: "Kit Carson ... informs us that he started from the Rayado with a party of 16 Mexicans, on March 17. ..." The preceding day's issue had noted that "Kit Carson, the celebrated mountaineer, reached our city yesterday, with several Mexicans
on the steamer El Paso.” According to the St. Louis *Intelligencer* of May 14, “Kit Carson . . . arrived yesterday on the Gen'l Lane, accompanied by Dr. East, a trader from Chihuahua. . . .” In the same issue was mention of the arrival of some 10 or 11 Mexicans “from the plains,” including two brothers of one-time New Mexican governor Manuel Armijo, accompanied (from Independence?) by Richard Owens (as interpreter). It was stated the Mexican party had set out from Albuquerque on April 5.

Ref: Missouri Republican, St. Louis, May 14, 15, 1851; St. Louis Daily *Intelligencer*, May 14, 1851; Blanche C. Grant, ed., *Kit Carson’s Own Story of His Life* . . . (Taos, N. M., 1928), p. 100. See KHQ, v. 29, p. 471, for previous mention of “Dr. East.” The “10 or 11 Mexicans” (including East?) doubtless traveled the Cimarron route to the States.

¶ At the beginning of May a pack party of seven Indiana and Illinois men left St. Joseph for California. A July issue of the *El Dorado News* announced the arrival at Placerville, Calif., on July 17, of these men—the first overland company of the year. They had traveled “from St. Joseph in seventy-seven days,” by way of Sublette’s Cut-off. (L. W. Keely, C. C. Crandell, W. Lemon, and John Hart were from La Porte, Ind.; H. and C. Carpenter, and N. Flax were from Joliet, Ill.)

On July 21 the year’s second party of immigrants “packed in” to Placerville, having come from Kanesville, la., by way of Salt Lake, in 79 days.

Ref: The Frontier Guardian, Kanesville, la., October 3, 1851 (from an unidentified newspaper which reported the *El Dorado News* story).

¶ May.—The *Kansas*, leaving Weston, Mo., on May 2, with a light cargo, reached St. Louis safely on the 9th. Her captain—William C. Jewett—reported he had never seen the Missouri “as difficult and hazardous of navigation as it is at present.”

At Howard’s bend the *St. Paul* and *Mary Blane* were “laid up,” and had paid off their crews. The downbound *Alton* (see May 1 entry), unable to get over the bar at Howard’s Bend, had discharged her freight, and engaged to return upriver with the *St. Paul’s* passengers, and some freight. Aboard the *St. Paul* were 120, or more, U. S. troops, who, when the *Kansas* passed by (on May 7?) were “engaged in transporting their baggage across the bar to the Alton in small flats.” (The *Alton’s* captain—W. H. Fulton—had agreed May 7 to transport these troops [one officer, and 135 men, as stated] from Howard’s Bend to Fort Leavenworth for $1,250.)

About May 15 (?), after a rise in the Missouri, the *St. Paul* “laden with Government stores” got over the bar (as reported by the downbound *St. Ange*).


¶ May-June.—On May 3, 13 Perry & Young wagons, carrying government stores under contract (see March 10 entry) left Fort Leavenworth for “Fort Mackay”—Fort Atkinson, on the Santa Fe trail. A Perry & Young 12-wagon train was sent on May 19; 14 more wagons started on June 11; and on June 13, Jones Creech (sub-contractor?), with an eight-wagon train left for the same destination.
The 47 wagons sent to Fort Atkinson in 1851 carried a total of 248,052 pounds of army stores; and their transportation cost the government $10,492.60.


May 3.—An Oregon-bound company (principally Ohioans?) which had outfitted at Weston, Mo., crossed the Missouri at Fort Leavenworth this day (according to the recollections of Denny H. McClure); and got under way on the 5th. "Our company consisted of 18 wagons, about 150 head of cattle, 8 women with their children and 40 men fit for duty," wrote Pennsylvanian Quincy A. Brooks (in a letter from Oregon ter., November 7).

(D. H. McClure—whose brother William McClure ran a Weston hotel—mentioned the names of Presley George and wife, Victor Trevitt, and Quincy A. Brooks, as members of the company. Brooks named Dr. Eggers, "Hardin" [a Weston lawyer], "Cartwright," and a Dutchman named "Shadel.")

Brooks wrote in his letter: "The first river we came to was the Big Blue; this we found so swollen that it was impossible to ford it. To work we all went cutting down trees and digging out canoes, and in two days we got safely across, taking our wagons and provisions in two canoes lashed together, and swimming our horses and cattle."

Oregon-bound Robert Robe, who crossed the Missouri on May 11, at Old Fort Kearny (Table creek), reached Fort Laramie June 14. In a diary entry of June 16 he wrote: "Resolved to pack through from this place—bought a pony in connection with Capt. Hardin of Weston" [the lawyer "Hardin" mentioned above?]; and on June 17, recorded: "Started with Hardin & Treweit [the Victor Trevitt above-mentioned?] expecting 3 others tomorrow."


May 4-5.—Above "New Post on Arkansas" on May 4, eastbound F. X. Aubry "passed 30 lodges of Cheyenne Indians on their way to Fort Mackay." Next day, at the new army post, his party saw Comanches, Cheyennes, Arapahoes, Kiowas, and Apaches of the Plains, assembled to make peace with Bvt. Col. William Hoffman (commandant).

As reported: "Both sides of the river were crowded with lodges for at least fifteen miles. The principal Chiefs of each tribe were sitting in council in Col. Hoffman's tent, and the ceremony of smoking the pipe of peace had taken place [when Aubry came on the scene]. Col. Hoffman had acted with prudence and care, and the Indians appeared to be well satisfied with him. . . ."

See annals entry of June 19 for Agent Fitzpatrick's council with these Indians.

Ref: Missouri Republican, St. Louis, May 18, 1851.
May.—Jones & Russell, government contractors (see p. 212) started three large trains of supplies from Fort Leavenworth to New Mexico this month. By official report: on May 6, 27 wagons left the post for Santa Fe; on the 17th, 27 wagons set out for Ninth military department headquarters; and on the 31st, 30 wagons got under way for Albuquerque. (The 84 wagons carried a total of 424,690 pounds.)

The Independence Occidental Messenger of June 14(?) stated: “Messrs. Russell & Co., from Lexington, and Gen. Smith’s trains [probably George R. Smith, connected with Jones & Russell—see February 17 entry] were much troubled, while loading at Fort Leavenworth on account of sickness, and we think are still delayed, not being able to get hands to take places of the sick.” A telegraphic communication of July 31 from Independence stated: “Gen. Smith’s train [the above train?] left Bull Creek, Sunday morning [July] 27th.”


May 7.—The St. Joseph Gazette noted the departure of several emigrant companies in the preceding days of May: (1) a pack company of six men from Bedford, Ind., on May 1, for Oregon; (2) a company (upwards of 20 men and women) mostly from Rhode Island, on May 3, for California; (3) N. V. Sheffer’s train (six men) from Warren county, Ia., on May 5 “passed through” St. Joseph; (4) William Macky and nine others (from Wisconsin and Illinois), on May 5, for California; Joseph Sander and wife, and 19 other Indianans, “a few days since,” for California.

Ref: St. Joseph (Mo.) Gazette, May 7, 1851, or, Missouri Republican, St. Louis, May 16, 1851.

May.—A man named Jones (perhaps Lewis Jones), headed a company of 14 men, with eight wagons, which set out for Oregon, from Kansas (City), Mo., in the early part of May (apparently). In a letter dated June 4, from Fort Kearny, Jones wrote (to his brother Joseph Jones, of Kansas, Mo.) that Pawnees (10 to their one; and well armed) had “attacked” them “three days back,” taking three cows. “They have perfectly stripped the companies behind us,” he added. “The Troops are in pursuit of them.”

Ref: St. Louis Daily Intelligencer, August 13, 1851. See KHQ, v. 31, p. 282 for earlier mention of Lewis Jones.

In the fore part of May, Capt. Stewart Van Vliet (quartermaster’s department), his wife, and military escort, arrived at Fort Leavenworth, after a journey (reportedly of 17½ days!) overland from Fort Laramie (left April 16).

En route they endured two heavy snow storms; at “O’Fallon Bluffs” encountered a war party of Cheyennes (amicable to whites) going to attack Pawnees;
on May 2, near the “crossing of Little Blue” (i.e., at the head of the Little Blue?) met the first emigrant train; and from that point to the frontier, met others “almost every day.” “The main body of the emigration was for Salt Lake[?] . . . [Van Vliet] found, in all he passed, but two companies for California.”

Ref: Missouri Republican, St. Louis, May 14, 1851; St. Louis Daily Intelligencer, May 14, 1851. The Van Vliets were aboard the El Paso which reached St. Louis on May 13. Under the circumstances it does not seem likely this overland march was accomplished in 17½ days. If they left Laramie on April 16, and were at Little Blue’s head (the Little Blue was not crossed on the Oregon-California trail) on May 2, 17 days had elapsed by that time. If the Big Blue crossing was meant, the travelers still had several days’ march ahead of them. It could be speculated that the party may have made the trip in about 25 days-reaching Fort Leavenworth perhaps May 8. The El Paso started downriver from St. Joseph, Mo., on May 9.—St. Joseph Gazette, May 14, 1851.

C May 10.—The Utah, purchased “for a ferryboat at St. Joseph,” arrived from St. Louis. For lack of business, owner John Corby, St. Joseph, decided to operate her as a packet between that town and Kanesville, Ia.

Ref: Missouri Republican, St. Louis, April 23, 1851; St. Joseph Gazette, May 7, 14, June 18, 1851; The Frontier Guardian, Kanesville, Ia., July 11, 1851.

C May 11.—“Messervy’s train” of 60 wagons (in charge of John “Simmons—[Sims, or Simms]”) at Bridge (or Switzler’s) creek, and William S. Messervy at 110-mile creek, were met by eastbound, fast-riding F. X. Aubry (see next entry). This same day he saw “Spalding of Los Vegas” on his way to New Mexico with “a drove of cows,” (Preston) Beck & (Robert) Brent’s 25-wagon train at Willow Point, and met some wagons “whose owners were not known” to him.

The rapid-traveling “May” mail party from Santa Fe, which reached Independence on the 19th, reported having met the following traders’ and freighters’ trains: Russell and Co.’s, at Arkansas Crossing; McCauley’s train (freighting Messervy’s goods) at Lost Spring; McCauley & Sons’ second train at Cottonwood; the McCauleys’ third train “this side” of Cottonwood, where also was met “Pigeon’s” train; and the McCauleys’ fourth train at Lone Elm.

Ref: Missouri Republican, St. Louis, May 18, 1851; St. Louis Daily Intelligencer, May 14, 1851. The Missouri Republican of June 29, 1851, stated that the “June” mail party arriving at Independence June 22, from Santa Fe, had met “Messervy & Simms’ train” at Cold Spring, and “Beck’s” at Upper Cimarron Spring.

C May 12.—Francis X. Aubry, returning from Santa Fe (see p. 217), arrived at Independence, Mo., in 19 days’ travel, and in advance of his wagon train. He had covered the approximately 200 miles from Cottonwood Crossing in two days and one hour.

Leaving the Santa Fe road two miles “this side” of Cold Spring (in the “Oklahoma Panhandle”), on April 29 (having left Santa Fe on the 23d), Aubry had “attempted a new route with the wagons”—hoping to find a better trail to the Arkansas. But this (apparently his first such attempt) was an unsuccessful exploration. An account in the Missouri Republican (based on Aubry’s journal) included the following: “On the 2d [May] they arrived at the [Arkansas] river, their animals having been two days without water. The last day the party had
no water to drink, and they traveled through sand and a hot sun, and had to
drink the blood of the Antelope.” Journeying downstream, it was not until
May 5 that Aubry’s party reached “Fort Mackay” (west of present Dodge City).
See p. 266 for Aubry’s second exploratory trip between Cold Spring and the
Arkansas.

Ref: Missouri Republican, St. Louis, May 18, 1851; ibid., May 25, 1851, noted Aubry’s
arrival at St. Louis on May 24; The Weekly Tribune, Liberty, Mo., May 25, 1851 (from
Independence Messenger).

May.—Of travelers whose destination was New Mexico, an Inde-
pendence, Mo., correspondent wrote, on May 12: “Maj. Weightman
and family are here [Richard H. Weightman, one of four newly
appointed Indian agents for New Mexico]; [also] Col. Cunningham
[i. e., Maj. Francis A. Cunningham, army paymaster], Mr. J[ohn]
Greiner [another of the Indian agents], Mr. Smith and lady, the
Baptist missionary to Santa Fe [the Rev. Lewis Smith and wife],
Mr. Barkley [trader Alexander Barclay, of the Barclay & Doyle post
on the Moro], and many others of some notoriety, who will start in
a few days on their journey. Col. C. [Major Cunningham] goes out
with the troops, of course. . . .”

Among the “many others” were Abraham R. Woolley and Ed. H.
Wingfield (the other Indian agents), Judge Grafton Baker (New
Mexico chief justice), William E. Love, and Jared W. Folger,
probably.

Some of the above travelers—perhaps all of them—were, for a time, with, or
near, the command of Bvt. Col. Edwin V. Sumner (see p. 234), as they jour-
neyed to New Mexico. On May 20 it was reported from Independence: “Major
Weightman and family, Mr. and Mrs. Smith (missionaries) and others, leave
here today for Santa Fe.” (In the fore part of July, the eastbound “July” mail
carrier met “Missionary L. Smith and family . . . at Cold Spring, getting
along finely—having left the troops [Sumner’s] on account of cholera.”) A letter
from Santa Fe in July stated that “Chief Justice [Grafton] Baker, Maj. [Richard]
Weightman, Mr. Postmaster Love, Maj. Cunningham, [John Greiner] and other
gentlemen, arrived at Santa Fe on July 16.” Gov. James S. Calhoun, in a July
arrived with the mail wagon on the 25th inst.”

Ref: Missouri Republican, St. Louis, April 24, May 18, 25, July 28, September 1, 1851;
New York Daily Tribune, September 9, 1851; Calhoun, op. cit., pp. 388, 392; Baptist Home

May 13.—“Dr. Long,” former St. Joseph, Mo., resident, crossed
the Missouri at that place with a drove of 1,200 sheep, destined for
market at the Mormon settlements in the Great Salt Lake valley.

Ref: Glasgow (Mo.) Weekly Times, May 29, 1851 (from St. Joseph Advenuture, May
16?).

May 15.—Thomas N. Stinson, Indian trader at Union Town,
Pottawatomie Nation, bought of Alexander and Margret Boshman
(Beauchemie), “a certain Negro Man named Moses of the age of
twenty-six years old [warranted to be sound and healthy] to be a slave for life.”

The bill of sale (original in the Society’s Stinson Collection) which the Beauchemies signed with X-marks, has the signature of Indian agent Luke Lea, as witness. Alexander Beauchemie’s father—Mackinaw Beauchemie (see KHQ, v. 29, p. 157)—was of French and Chippewa ancestry; his mother (see KHQ, v. 28, p. 350) was half Shawnee and half English. The transaction took place in present Shawnee county. Stinson’s wife was Alexander Beauchemie’s sister.

Ref: T. N. Stinson Collection (in KHQ ms. division).

In mid-May, aboard the Kansas (which had left Jefferson Barracks on, or about May 12), four officers and some 200 troops arrived at Fort Leavenworth. Most of the men likely were recruits destined for New Mexico—see p. 234.


May 17 (or 18?)—Maj. Sackfield Maclin (army paymaster) set out from Fort Leavenworth (bound for Forts Kearny and Laramie) with a large sum of money, and a small military escort (a corporal and seven men from Company B, Sixth infantry; Corp. P. G. Lowe and three privates from Troop B, First dragoons). The major’s clerk (“Mr. Reed”), a servant, and three teamsters, made the party 18 in all. They had for transportation Maclin’s “four-mule ambulance,” and two mule-drawn wagons.

At the Big Blue (present Marysville) Macklin, and escort, were halted by high water. Work was commenced on a raft. But after a time “some large freight trains came along [as Lowe later recollected], stretched a rope across the river, lashed two large wagon beds together, and in a few days ferried over fifty wagons and their contents, and our little outfit—all the animals, oxen, mules and horses being compelled to swim.” Trader John Dougherty (Fort Kearny sutler) who traveled with these trains, lost a servant at this crossing (the young Negro man fell in the river and drowned). Beyond the Blue, Maclin and party made good time.

(On the return trip, in July, Mrs. Rhett, wife of Bvt. Capt. Thomas G. Rhett, U. S. Mounted riflemen, and her two young children and a servant, traveled in company.)

Ref: Lowe, op. cit., pp. 46-73 (Lowe gives the starting month as April); 32d Cong., 1st Sess., Sen. Ex. Doc. No. 1 (Serial 611), p. 239 (wherein it is stated that on May 17, at Fort Leavenworth, Major Maclin was furnished three teamsters; 18 mules, two wagons, and one ambulance, for a trip to Forts Kearny and Laramie).

May 19.—Twelve days ahead of contract time, the “May” U. S. mail from Santa Fe arrived at Independence, Mo. “Capt.” W. T. Martin, of Martin, Russell & Co., Lexington, Mo., and three mail carriers were aboard the stagecoach.
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Neville Stewart (recently editor of the Santa Fe Gazette) reached Independence, Mo., on May 19, but perhaps not with the mail party.

Ref: Missouri Republican, St. Louis, May 25, 1851; St. Louis Daily Intelligencer, May 24, 1851, Stewart (or Stuart?), because of “feeble health,” started back to Santa Fe “instantly.”

May 20.—William H. Arnall (or Arnalls?) arrived at Independence, Mo., with the “April” U. S. mail from Salt Lake City. He (and others?) had started east on April 1.

Ref: Glasgow (Mo.) Weekly Times, June 5, 1851; Hafen and Young, op. cit., pp. 171, 172 (from the “Journal History,” Mormon church archives, March 12, 1851—which gives the carrier’s name as “Arnalls”). See, also, annals entry of December 1, 1850 (for Arnall’s December, 1850-March, 1851, journey with the “December” mail from Independence to Salt Lake City).

May 20.—At Independence, Mo., a correspondent wrote that Olivarez’ train, for Chihuahua, “under care of Domingo,” would set out on the Santa Fe trail “in a day or two” that Joseph C. Irwin’s, Mayer & Co.’s, and Ross & Wethered’s trains “are now making active preparations to get off”; and McCauley’s fifth train (see May 11 entry) “also goes in a few days.”

Ref: Missouri Republican, St. Louis, May 25, 1851.

May 21.—2d Lt. Joseph L. Tidball and a detachment of Sixth infantry recruits left Fort Leavenworth on, or about the 21st; and arrived at Fort Kearny on June 12. Chaplain James De Pui—another June 12 arrival—presumably accompanied Tidball on the march. Part of the recruits were destined for Fort Laramie.


May.—Some Mexican merchants “on a visit to the United States to purchase goods,” were aboard the Kansas, “from the Missouri river,” arriving at St. Louis on May 24. These men (who, presumably had reached the States a few days earlier were: Narciso Santiesteban, Juan Nepomusémo,” “Gutieres” (Gutierrez), Juan Maria Baca, Simon Gallegos (Gallegos?), Guijeto Baca, Jose Maria Martinez, Jose Salazar, ”Y.” Otero (probably Miguel Otero).

It was reported they had left Santa Fe “about May 1.” F. X. Aubry (who was also aboard the Kansas) had recorded in his “journal,” that on April 29 he had passed five trains of States-bound wagons belonging to Mexicans (the above company?).

Ref: Missouri Republican, St. Louis, May 18, 25, 1851. William Walker’s journal entry of June 22, 1851, states: “Mr. Miguel Otero from Mexico bro’t Harriet home in his carriage from Kansas [City].”—Walker’s “Journals” in Connelley, op. cit.

May.—The “Mississippi” Sacs & Foxes (of present Franklin and Osage counties) numbered 2,660 souls at the spring enrollment. Later in May, a visiting “Missouri” Sac Indian broke out with small-
pox (see p. 223); and the disease spread rapidly among the settlements.

By one account 110 Indians died before preventive measures could be taken. Agent J. R. Chenault hired Dr. Edwin R. Griffith; then persuaded some 1,700 Indians (nearly all the Sacs, and part of the Foxes) to accept inoculation (“with small pox virus, adulterated with new milk”). Of these, about 40 died (but all were ill before treated).

In September Chenault reported that a “large band of Foxes” (uninoculated) “are yet suffering from this disease, and have scattered in every direction.” He thought the Sacs & Foxes, from smallpox, “flux,” and other diseases, had lost about 300 souls since the latter part of May. (But a year later—October, 1852—he wrote: “I am now convinced that the mortality last year was greater than I supposed.”)

Ref: Comm’re of Indian affairs, Reports, 1851, 1852 (Agent Chenault’s reports, therein); Missouri Republican, St. Louis, September 5, 1851; 53d Cong., 1st Sess., H. Ex. Doc. No. 37 (Serial 718), pp. 318, 326. Dr. F. McKnight was paid $833.35, on May 10, 1851, for “Services as physician” to the “Mississipp” Sacs & Foxes (in 1850 and 1851); and apparently departed before the smallpox outbreak.—See 32d Cong., 1st Sess., H. Ex. Doc. No. 103 (Serial 647), p. 630.

May-June.—Bvt. Col. Edwin V. Sumner, First dragoons (who had been selected April 1 to take over the Ninth military district command), set out May 26 on the Fort Leavenworth-Council Grove road (see p. 213) for New Mexico. He headed a sizable expeditionary force.

(In April, while Sumner visited St. Louis “on short sojourn,” the Republican reported: “Col. Sumner will take out with him six or seven hundred fresh recruits to fill up the companies now in [New] Mexico. He will also take out a supply of fresh horses for the Dragoon and Artillery service; and we learn that orders have been given to take out improved stock, bulls, cows, hogs, &c., and a large amount of seeds, grains, etc.—with farming implements, and appliances for irrigating, etc. . . .”)

Officers in Sumner’s command included Bvt. Maj. James H. Carleton and Bvt. Maj. Philip R. Thompson, with their First dragoon companies. Bvt. Maj. Ebenezer S. Sibley (AQM) was in charge of the accompanying wagon train. (On May 24, at Fort Leavenworth, Sibley had been assigned two “principal” teamsters and 67 others, 87 horses, 386 mules, 60 wagons, a traveling forge, an ambulance, a brood mare, 22 stallions, and two wagon floats.) Several officers took their families along. Lt. Col. Thomas Swords (QM), on special assignment to New Mexico, also was with Sumner. En route, a number of civilians (see p. 231) joined the expedition, to travel all, or part of the way, under military escort. Following Sumner was a
“supply train” (of Jones & Russell wagons?—see February 17 entry) under Bvt. Maj. Daniel H. Rucker (AQM); and about June 13 Capt. Isaac Bowen (commissary) left Fort Leavenworth for New Mexico, having been furnished one mule, 69 oxen, and 24 wagons. (Around July 15-19, the “July” mail-carrier from Santa Fe met several government trains “in charge of Rucker and others,” between Pawnee Rock and Council Grove.)

Of this march, Sumner later reported: “The cholera had appeared in the command some days before I left [Fort Leavenworth], and remained in it till I reached the Arkansas. I lost one surgeon (Dr. [Alfred W.] Kennedy,) and about 35 men. My other surgeon (Dr. [William H.] Tingley,) was . . . unwell most of the time, and was left at the new post on the Arkansas. . . .”

Early in June news reached Missouri that cholera had “appeared when the troops were about 90 miles from Fort Leavenworth” (between the military road’s crossing of Kansas river, at present Topeka, and the Santa Fe trail junction); that the victims included Asst. Surg. Alfred W. Kennedy, and his son; and that Mrs. Kennedy had gone back to Fort Leavenworth. Trader William Bent, passing along the Santa Fe trail (to Missouri) before Sumner’s command reached the trail junction, heard that the troops were “at 110[?] . . . proceeding very slowly”; that “as many as eight or ten were dying daily, and . . . numbers were deserting.” A Mr. Wolfe, who left Council Grove on June 10—after Sumner had reached that place—reported that during the cholera panic some 60 to 70 men had deserted, and 25 to 30 had died.

On June 20 Colonel Sumner and troops arrived at “New Post” on the Arkansas; encamped a mile and a half above the fort (not far from a large Cheyenne village); and stayed most of two days. Agent Thomas Fitzpatrick was amazed at the “unrestricted intercourse” allowed officers and men with the Indians. Sumner’s report (dated October 24) took note of some restiveness on the part of the Cheyennes, but failed to mention that one of his officers grossly insulted them by whipping the son of a chief “without cause” (as a Santa Fe correspondent put it). Bvt. Lt. Col. William Hoffman sent Sumner information, the night before the troops’ departure, that “it was thought” the Cheyennes “intended some act of hostility.” “At the dawn of the day the next morning, I marched back with my whole command,” Sumner wrote. “I assembled a number of the chiefs and head men, and said to them I had come back to meet them, as friends or enemies, it was for them to say which, but they
must say it immediately. They at once disclaimed all intention of hostility, and I resumed my march."

Taking the Bent’s Fort route, the command traveled the rest of the way to New Mexico without special incident. A Santa Fe correspondent wrote (on July 30): “Col. Sumner, Maj. Sibley and other officers of the new command, arrived here on the 19th inst. all well. The troops which came from the States with Sumner did not come to Santa Fe but were stationed in surrounding country.” Sumner established a new post—Fort Union—“near the Moro River, and on the line of communication with the Missouri frontier,” and removed Ninth military district headquarters there (from Santa Fe).


May 28.—At Fort Leavenworth, Bvt. Maj. E. A. Ogden (AQM) negotiated two-year contracts for the delivery of corn (quantities not to exceed 12,000 bushels in either year) at Forts Kearny and Laramie. Jones & Russell (of Lexington, Mo.) got the Fort Kearny contract (at $2.07 per bushel); David Waldo (of Independence, Mo.) received the Fort Laramie contract at $3.94 per 56-pound bushel). Deliveries were to be made before October 1 in each year. Sureties for Jones & Russell were: C. R. Morehead, Isaac Chanslor, and James W. Renick. David Waldo’s bondsmen were Jabez Smith and William McCoy.

Two Waldo & McCoy wagons trains (one merchant, the other government, evidently) were on the Oregon-California trail in the spring and summer of 1851. About May 18(?) the first train was reported to be on the banks of “Little [i.e., Big] Blue,” unable to cross because of high water. The second (in charge of “Cummings”) was met on June 22 “at Little Blue” by the incoming mail carrier. The Independence Occidental Messenger of June 14(?) reported: “We understand that part of a train sent out by Waldo, McCoy & Co. to Fort Laramie & Salt Lake, was much delayed by sickness and the consequent dispersion of the hands; but timely aid sent out enabled them to get along without greater loss. Five of the men, who left here in the train, died [of cholera?]” (Jones & Russell trains had similar difficulties—see p. 229.)

Returning “Californians” who arrived at Independence August 13, had met a “Waldo & Co’s train” four or five days’ travel west of Fort Laramie; and their second train at the crossing of the Platte’s South Fork.

Ref: 32d Cong., 2d Sess., Sen. Ex. Doc. No. 18 (Serial 600), pp. 4, 7; The Weekly Tribune, Liberty, Mo., June 20, 1851 (from Independence newspaper); Missouri Republican, St. Louis, June 25, July 15, August 19, 1851.

May 29-30.—At Kansas, Mo., on the 29th, a guest at the Union Hotel (”a commodious and roomy house . . . very well conducted by its proprietor, Mr. [William G.] Barclay”) composed a
letter to the St. Louis Republican which stated (in part): "I write you from a point which is getting to be more and more a favorite resort with those engaged in the Santa Fe trade. . . . It has the advantage of an excellent landing, accessible at all stages of the river, and is only four or five miles from the 'Plains,' with which it is connected by a road that, already good, is constantly improving. The Traders seem well pleased with the treatment they receive here. . . ."

The May 30 issue of the town's new newspaper—the Kansas Public Ledger—stated: "Most of the following gentlemen have either started or will this week start trains of wagons from Kansas for Santa Fe and other places in New Mexico. This list does not include any of the large number of trains which left here previous to this week. . . . [It] is made up from the register of the Union Hotel, where the persons named are stopping:


"We presume not less than 300 wagons have left Kansas [Mo.] this spring for the Plains, most of which have gone to Santa Fe. The trade between this point and N. M. is rapidly increasing. Already not less than 1,500,000 lbs. of freight for that country has been landed here and shipped for its destination, and there is much yet to arrive from St. Louis."

(In a February 23, 1851, letter, Allen T. Ward—Shawnee Methodist Mission employee—had written: "The Sante Fe trade now nearly all passes thro' Kansas [City], & that trade is rapidly increasing."

Ref: Missouri Republican, St. Louis, June 3, 1851; Allen T. Ward's letter (in KHI ms. division. At Kansas, Mo., on May 3, 1851, Sup't D. D. Mitchell paid "Gillis & Barkley" for board—see 32d Cong., 1st Sess., H. Ex. Doc. No. 103 (Serial 647), p. 459. In 1858 "W. G. Barkley" was clerk of the steamboat Ben Lewis.

May 30.—Thomas Jefferson Sutherland (an eccentric and controversial man; sometime lawyer, politician, soldier under Bolivar, Canadian rebellion "hero," printer, phrenologist), who probably was—as described in 1854—"the first public advocate for, and overt actor in, the movement to organize and settle Nebraska [an area covering both Nebraska and 'Kansas']," wrote a letter headed "Independence Creek, Nebraska Territory, May 30," which is quoted, in part, below:

"I pen this . . . [near] an Indian camp. The yellow-skins have just received their annuities for the present year.

"I have just arrived here from Table Creek [Old Fort Kearny], distant about
one hundred miles[?] above. The more I have traveled in the Nebraska Territory and observed the lands, and examined its resources, the higher has risen my opinion of the country; and I emphatically pronounce it as unequaled by any other section of the United States.

"I have taken pains to gain correct information of the number of emigrants who have this Spring set out for the Plains, and upon the best information I cannot state the number at more than 6,000, including men, women and children, and of these, by far the larger portion are bound for Oregon. The greatest number of wagons were crossed at Council Bluff and proceeded up the N. side of the Nebraska River—say seventeen[?] or eighteen hundred[?] wagons, each having about three persons. The number of wagons crossed at Table Creek, below the mouth of Nebraska [Platte] . . . was two hundred twenty. Of these, one hundred fifty-five were for Oregon, thirty-five for California and thirty for the Valley of the Great Salt Lake. The others crossed the Missouri at St. Joseph and Weston, and put out from Independence and Kansas. . . ."

* On May 29 Sutherland had written a letter (to the Cincinnati Daily Nompareil) from Thule, Atchison co., Mo. (just south of the Iowa line) stating: "Since I wrote my last communication [May 3 from Table creek, Neb.] for your paper, I have perambulated much of the Territory of Nebraska. . . ." Obviously, to get from Thule to Independence creek's mouth (near present Doniphan, Kansas) in one day, Sutherland must have journeyed by steamboat.

Sutherland's May 29 letter also contained Oregon-California-Salt Lake emigration "statistics," adding the information that his source for the number of wagons crossing at Table creek [Old Fort Kearny] was Missouri river ferry operator John Boulware.

Ref: New York Daily Tribune, July 31, 1851 (from the Cincinnati Commercial), for the May 30, 1851, letter—to which no name is given, but which can have been written by no one except T. J. Sutherland; James C. Malin's The Nebraska Question, 1852-1854 (Lawrence, Kau., c1953), pp. 77-79; Nebraska History, Lincoln, v. 84 (September, 1953), pp. 181-214 (for James C. Malin's article on Sutherland); Putnam's Monthly Magazine, New York, v. 3 (May, 1854), pp. 457-460 (for editorial article "Nebraska. A Glimpse At It . . .") with comment on Sutherland, including quote in paragraph one, above; The Weekly Tribune, Liberty, Mo., October 31, 1851 (for item: "Thomas Jefferson Sutherland, the hero of Navy Island, is in [i.e., has been in] Nebraska Territory. He proposes to found a settlement there . . ."); The Frontier Guardian, Kanawville, In., June 27, 1851, devoted most of two columns to the subject of T. J. Sutherland. (In a letter dated May 22, 1851, Sutherland had written Lake Lea, Comr's of Indian affairs, from Council Bluffs, to protest the Mormons' treatment of Indians west of the Missouri, and to denounce the Frontier Guardian's editor, Orson Hyde.)

◆ May 31.—John B. Miege, S. J. (Vicar-apostolic of the Indian territory east of the Rocky mountains; and a titular bishop) arrived at St. Mary's (Pottawatonic) Mission—the place he had selected as residential headquarters. Bishop Miege and his party were greeted by Father John B. Duerinck, Father Maurice Gaillard, others of the mission, and a large crowd of Indians. (Next day—Sunday—a celebration was held.)

Accompanied by Father Paul M. Ponziglime, Brothers Sebastian Schlenger and Patrick Phelan, Bishop Miege had left St. Louis May 17, traveling by steamboat to St. Joseph, Mo. (reached May 24), where four days were spent. On the 28th the party crossed the Missouri and "started for the western plains." Bishop Miege and Father Ponzigline, on horseback, led the march; the two
brothers, and two Creoles driving wagons, followed. They were “two days on the road and at noon of the 31st of May...reached St. Mary’s Mission,” according to Ponziglione’s account.

“It is here at St. Mary’s,” Father Gaillard wrote, “that the Bishop has fixed his place of residence; our little church is filled with pride and astonishment, to see itself raised at a bound to the rank of a cathedral. A wooden house...serves as palace for the bishop of the Indians.” (Until 1855, when Bishop Miege removed to Leavenworth, the Catholic mission church of St. Mary’s was a cathedral. Today the site is marked by an outside altar and plaque.)


† June.—The U. S. mail for Salt Lake City which left Independence, Mo., on June 1, passed Fort Kearny on the 10th; and was met by the incoming mail party on June 15 at a point 110 miles “this side” (east) of Fort Laramie.


† June.—The Independence-to-Santa Fe “June” U. S. mail, in charge of “Mr. Griffith Williams,” left the Missouri border (apparently) on June 3. Stagecoach passengers included the “Associate Judges [of New Mexico territory], Messrs. [Horace] Mower of Michigan and [John S.] Watt[s] of Indiana,” also Caleb Sherman. As reported by the Santa Fe Gazette, the mail (an unusually large one) reached that place on June 26, “making the trip out in 23 days”—but in 18 traveling days, having been detained five days by high water.

Ref: New York Daily Tribune, August 8, 1851 (from Santa Fe Gazette of June 28); Calhoun, op. cit., pp. 364, 407. Sherman served as a district court clerk in New Mexico ter.

† June.—“Kit” Carson, with 12 goods-filled wagons (Lucien Maxwell’s—see May 1 entry), left Kansas, Mo., early in June, for Santa Fe. The company consisted of Carson, his daughter, Adaline, his niece, Susan (wife of Jesse Nelson), and 15 employees—Jesse Nelson, a French-Canadian, and 13 Mexicans.

Taking the “Bent’s Fort route” (“on account of water and grass being in greater abundance thereon”), Carson’s train, around the end of June, passed a Cheyenne village—at a point about 15 miles above the Arkansas Crossing. As Carson later recounted it: “They were at the time hostile...on account of one of the officers of Colonel Sumner’s command (that was about ten days March in my advance) having flogged an Indian Chief of their tribe. ... On me they intended to retaliate. [See p. 235.]

“I had travelled about twenty miles from their village. They pursued me.
I was encamped. They came to me by one, two, and threes till twenty arrived. . . ." Carson at first thought them friendly; but overheard talk which made him aware of a plot to kill him and his men. He ordered the Indians to leave; sent an express ahead for help; next day managed to bluff the Cheyennes so that they did not attack. Several days later, when Carson's train was "about twenty miles of Bent's Fort," troops (from Rayado, and from Sumner's command) arrived. Under their protection the Carson party reached Rayado safely.

Ref: Grant, op. cit., pp. 100-104; Edwin L. Sabin's Kit Carson Days . . . (New York, 1935), v. 2, p. 627; Missouri Republican, St. Louis, June 3, 1851.

[..] Up to June 6 there had passed Fort Kearny (as reported) 837 emigrant wagons, 1,156 men, 928 women, 799 children, 5,975 oxen, cows, horses, and mules. (By these statistics—837 wagons and 2,883 emigrants—the average was close to three and one-half persons per wagon.)

[Presumably, the above figures represent with fair accuracy the 1851 west-bound emigration setting out from the Missouri at points below the Platte's mouth—i.e., the various landings between Old Fort Kearny, "Neb.," and Independence, Mo. They have special value for a year in which very little information is to be found regarding the Oregon-California emigration crossing "Kansas."]

According to John Boulware (ferryman at Table creek—Old Fort Kearny), as stated by T. J. Sutherland (May 30 annals entry), the westbound emigration crossing at that point, up to late May of 1851, totaled 220 wagons. Subtracted from the Fort Kearny total of 837 wagons, the remainder—637—would represent the number of wagons crossing at all other points below. Probably between 500 and 600 emigrant wagons (and from 1,700 to 2,000 emigrants) traveled west on the routes across "Kansas" (the "Independence" Oregon-California trail, up the Kansas river valley; the Oregon-California trail, St. Joseph branch; the increasingly used Fort Leavenworth-Fort Kearny military road).

Ref: The Frontier Guardian, Kansasville, Ia., July 11, 1851; or, St. Louis Daily Intelligencer, July 28, 1851. Since the emigration, except for its "Kansas" connections, is outside the scope of these annals, the following references (from which information was gathered, but not used) are noted here for their possible value to other researchers: Missouri Republican, St. Louis, June 25, August 15, 1851; The Frontier Guardian, August 8, 22, October 3, 1851; St. Joseph Gazette, September 17, December 31, 1851; New York Daily Times, September 22, 1851, and March 5, 1852. All these references relate to the size of the 1851 emigration.

[..] June.—On the St. Ange (which left St. Louis on the 7th, under charter to the American Fur Company) cholera broke out as she steamed up the Missouri. Aboard were 80, or more, company employees. Dr. John Evans (U. S. geologist), was a passenger; so, also, were Jesuit Fathers Pierre-Jean De Smet and Christian Hoecken. (The latter, long a missionary to Indians of "Kansas,"}
had left St. Mary’s Mission, on the Kansas river, early in the year.) One account states that the “wife and family” of Joseph La Barge, the St. Ange’s captain, made this trip (“... it is said she will be the first white female that has ever ascended the Missouri as far as the Yellowstone”).

Before the steamboat reached Bellevue (“Neb.”), on June 16, a number of deaths had occurred; the final toll was 14. One of the last cholera victims was Father Hoeckem, who died on June 19 (De Smet says), or June 21 (Kurz’ diary). Father De Smet fell ill, but recovered. From Fort Union he traveled overland to Fort Laramie, and attended the Great Indian Council in September.

The St. Ange went 40 to 50 miles above the Yellowstone’s mouth; left Fort Union, on the return trip, July 15; arrived at St. Joseph’s wharf July 27; returned to St. Louis on July 30 (with a large amount of furs for P. Chouteau, Jr. & Co.), having made the trip out and back in “just 53 days, 17 longer than she performed the same voyage last season.”


June-August.—Cholera was prevalent in the Missouri river towns of Independence, Kansas, Weston, and St. Joseph; also, in the Indian country. These were some of the cholera situation reports:

—Up to June 12, according to an Independence correspondent, 16 to 18 persons had died there.—Missouri Republican, St. Louis, June 15, 1851.

—Between June 10 and 20, at Weston, 25 persons died.—The Weekly Tribune, Liberty, Mo., June 27, 1851. (Names of the victims were listed.)

—From June 13 to 20, at Independence, 19 persons died.—Ibid. (Names were listed.)

—In the week of June 21-27, at Independence, 8 persons died.—Missouri Republican, July 7, 1851.

—Between June 20 and 28, at Weston, 7 persons died; and in the same period, at St. Joseph, 4 died.—The Weekly Tribune, Liberty, Mo., July 4, 1851.

—From June 28 to July 4, at Independence, there were 10 deaths.—Ibid., July 11, 1851.

—July 1. A telegram from Lexington, Mo., stated that the Alton (down from St. Joseph yesterday') reported cholera abating at Weston; only two cases at Independence on “Saturday [28th].” —Missouri Republican, July 2, 1851.

—July 2. The Rev. John G. Pratt, wrote from Delaware Baptist Mission: 16—3301
“The cholera has made its appearance again in our neighborhood, and many of the most dissipated have died. The alarm is very general, but not so great as in the former visitation [1849].”—The (Baptist) Missionary Magazine, Boston, v. 31 (November, 1851), p. 427.

—July 4. The Kansas (Mo.) Public Ledger stated that cholera was “still raging” at Independence; Doctor Hockensmith, his wife, daughter, and four “blacks” of the household had died in a 30-hour period; another victim: E. K. Arnold.—Missouri Republican, July 9, 1851.

—July 7. News received at Lexington, via downbound steamboats, was that the health of Weston and Independence was “materially improving.”—Ibid.


—July 15. “Six more deaths [at Independence] on Saturday [the 12th].”—Wm. Walker.


—July 26. “Several cases of cholera in Kansas [City, Mo.]”—Wm. Walker.

—in the week of July 20-26, according to the Occidental Messenger, Independence, several deaths had occurred at Kansas; cholera was prevailing in parts of Jackson county, Mo.; and Jacob Johnson and daughter had died on the 25th, near Independence.—St. Louis Daily Intelligencer, August 4, 1851.

—August 6. The St. Joseph Gazette stated there had been no local cholera cases in the week past.—Gazette.

—August 9. “John Johnston [of Kansas City?] lost his entire family—his wife and two children, by Cholera.”—Wm. Walker’s diary entry.

—August 11. “The Cholera is still carrying off its victims.”—Ibid.

—August 25. Agent Thomas Moseley, Jr., in a letter, stated that the cholera deaths among the Delawares, Shawnees, Munsees, and Stockbridges, in the “last two months,” totaled about 40.—Comm’r of Indian affairs Report, 1851.

—September 1. The Rev. Johnston Lykins, in his report, referred to the prevalence of cholera “now” among the Pottawatomies.—Ibid.

Ref: As indicated above; William Walker’s diary, loc. cit.

June.—Overland from “New Post” on the Arkansas, William Bent arrived at the Missouri border in the fore part of June. He, “Mr. Campbell,” and “other gentlemen” reached St. Louis (via steamboat) on June 13.

Bent had been at the post on the Arkansas since early spring—see p. 223.

Ref: Missouri Republican, St. Louis, June 14, 1851. Presumably “Mr. Campbell” was of the St. Louis firm R[obert] & W. Campbell, but he is not further identified.
June.—The Independence Occidental Messenger of June 14 (?) reported news just received from Council Grove: "... All our [Independence] merchant trains are getting along pretty well—no sickness among them. They are detained however, by high water and bad roads. A good many of Mr. Major's [Alexander Majors'] cattle stamp[ed]ed in a hail storm beyond Council Grove, but we learn he has recovered most of them."

Majors, in his memoirs, stated: "In the year 1851 I again crossed the plains with a full outfit of twenty-five wagons and teams. This trip was a complete success; we met with no molestations, and returned home without the loss of any animals, but, owing to the cholera prevailing to some extent among the men who were on the plains, I lost two men by that disease."

Ref: The Weekly Tribune, Liberty, Mo., June 20, 1851 (from Independence Messenger); Alexander Majors' Seventy Years on the Frontier (Chicago, c1893), p. 140.

June 15.—From Fort Kearny an army man wrote: "The emigrants are getting along finely—no sickness among them...

"Within the last few days the Indians have been quite troublesome on the road from Fort Leavenworth to this place—so much so that two commands were sent out to protect the emigrant trains. A party of Rappooh [Arapaho] Indians from the Arkansas have been on the road along the little Blue River. Mr. Marshall of Ohio lost two horses by the Indians and some others lost provisions.

"Capt. [Henry W.] Wharton (C. O.) went out with one party and Lt. Foot [Rensselaer W. Foot] with another. F. has not returned. Capt. W. drove some 45 [Indians] across the [Little] Blue River and placed an escort with the trains that were along the road; scouted the river for some days—and returned yesterday to the fort."


June 17.—Indian agent Luke Lea (aged 68?; head of the "Fort Leavenworth Agency" since October, 1849—see KHIQ, v. 31, p. 334) was killed in a fall from his horse while riding from Westport, Mo., to his "residence at the old Agency [just west of the state line, in present Johnson county, Kan.]"

(As of June 30, 1851, in the Indian department reorganization, the "Fort Leavenworth Agency" was discontinued. Francis W. Lea, a son of the above Luke Lea, received appointment as agent of the newly created Pottawatomie Agency—see p. 247—which his father would have headed.)

Ref: Missouri Republican, St. Louis, July 1, 1851, or Jefferson Inquirer, Jefferson City, Mo., July 5, 1851 (both from the Kansas Ledger); SIA, St. Louis, "Records," v. 9, typed copy, p. 527 (Sup't D. D. Mitchell's letter of June 24, 1851, to Comm'n Luke Lea, announcing Agent Luke Lea's death); Kansas City chapter, Daughters of the American Revolution, comp., Vital Historical Records of Jackson County, Missouri (Kansas City, Mo., c1934), p. 416 (item on Luke Lea's headstone—giving year of birth as 1785—in the old Westport Cemetery); Zella Armstrong, comp., Notable Southern Families (Chattanooga, 1926), v. 3, pp. 71-83 (for Lea family); U. S. Biographical Directory of American Congress (has sketch of Luke Lea's career). The Indian agent Luke Lea, who died on June 17, 1851, was an uncle of the Luke Lea (b. 1810) who was commissioner of Indian affairs, from July, 1850, to April, 1853.
June 17.—The marriage, this day, of “Mr. Daniel Dofflemeyer, Indian Territory,” and Mrs. Virginia Tutt, of Platte county, Mo., by the Rev. B. F. Russell, was noted in the Glasgow (Mo.) Weekly Times of the 26th.

(In the autumn of 1851 the Rev. Daniel D. Dofflemeyer was appointed as a Methodist Episcopal Church, South, missionary to the Shawnees, Delawares, and Wyandots, assisting the Rev. Nathan Scarritt; and in 1852 was “reappointed” to the Wyandots.)

Ref: Glasgow (Mo.) Weekly Times, June 26, 1851 (place of ceremony not given); KHC, v. 9, pp. 221, 229; William Walker’s “Journal” (loc. cit.), October 2, 1852, entry. The name is variously spelled in the sources available; Dofflemeyer, Dofflemeyer, Dofflemyer, Dofflemyer.

June 19.—Agent Thomas Fitzpatrick, who had arrived from the States on June 1, held a council at “New Post on Arkansas” (Fort Atkinson), with leaders of the Plains Indian nations gathered there. (See May 4-5 entry.) Perhaps 3,000 Comanches, Kiowas, Cheyennes, Arapahoes (and Plains Apaches?) were camped in the vicinity (William Bent’s advance estimate).

Agent John Greiner (en route to New Mexico), who was at the scene, wrote: “It was a very grave assemblage, and many of their greatest warriors were present. Little Mountain Chief, of the Camanches, and Little Bear, are two of the most distinguished Indians of the Prairies, and possess more influence than any other Chiefs among them.” Greiner’s letter also noted that the Indians professed to want peace; that “a small amount of presents was distributed to them”; that Fitzpatrick was anxious to get the Indians to go 500 miles to Fort Laramie for the Great Council; but they (having heard reports of cholera and smallpox on the Oregon-California trail) feared to go.

Ref: New York Daily Tribune, July 31, 1851 (from Ohio State Journal); Missouri Republican, St. Louis, June 14, 1851 (for Bent); Comm’t of Indian affairs, Report, 1851 (Fitzpatrick’s report, therein). Fitzpatrick left on July 3 for the Fort Laramie council—see New York Daily Tribune, June 22, 1854, or Kansas Historical Collections, v. 1-2, p. 265.

The June 19-25 period was event-filled at “New Post” [Fort Atkinson] on the Arkansas:

June 19—Bvt. Maj. Robert H. Chilton and his Company B, First dragoons, reached “New Post.” (Though traveling behind Sumner’s command—as appears—for the early part of the journey from Fort Leavenworth, Chilton’s company—including Agent John Greiner, and other civilians?—preceded Sumner by one day to “New Post.”)

June 19—Agent Thomas Fitzpatrick counseled with Indians gathered at “New Post”—see above entry.

June 20—Bvt. Col. Edwin V. Sumner and his New Mexico-bound command arrived; camped beyond the fort for about two days—see separate entry.

June 22—Sumner, after a showdown with offended Cheyennes, departed with his troops—heading up the Arkansas.

June 25—Bvt. Maj. Robert H. Chilton took over command of “New Post” from Bvt. Lt. Col. William Hoffman—who probably left this day for Fort Leavenworth, where he arrived July 9. (Hoffman, commandant since November 24, 1850, had been promoted; and reassigned to the Fifth infantry.) Chilton’s tenure lasted 12 days—see below.
June 25—In Washington, D. C., General Orders No. 34, AGO, gave official name—Fort Atkinson—to “New Post.” (Unofficially, during its short span of existence, this post on the Arkansas variously was known as Fort Mackay, Fort Sumner, Fort Sod, and even Fort Sodom.)


On July 6, 2d Lt. Henry Heth assumed command of Fort Atkinson; and Bvt. Maj. Robert H. Chilton, with his First dragoons, left for Fort Leavenworth.


C June 22.—Eight days before contract time, the “June” U. S. mail from Santa Fe, in charge of William Allison, reached Independence, Mo. According to one report the mail was accompanied by four or five men, and three or four passengers—including “Mr. [Joseph] Mo[ore]head, one of the engineers for the [U. S.-Mexican] Boundary Commission, and Mr. Duncan and lady from New York.”

At “Fort Sumner” (Fort Atkinson) the Santa Fe-bound “June” mail, and Nesbit’s train had been met. East of the fort other New Mexico-bound trains encountered were: Joseph Clymer’s train (at Coon creek), a government mail train (at Pawnee Fork), Colonel Sumner’s command (at Plum Buttes), Alexander Barclay’s train (at Cow creek), Russell & Jones’ (at Cottonwood), Joseph Irvin’s, Ross’, and Kit Carson’s trains (at Lost Spring), F. Y. Ewing, C. E. Kearney & C. H. Merritt’s train (at Council Grove). From Council Grove eastward the mail party had met “almost one continual line of Wagons.” (For further mention of some of these trains see July entry, p. 248.)

Ref: Missouri Republican, St. Louis, June 29, 1851; The Weekly Tribune, Liberty, Mo., July 11, 1851 (reprinting of the Independence Messenger’s account, identifying the mail carrier as William Allison, and stating “We understand it [the mail coach] brought 6 passengers.”); John R. Bartlett’s Personal Narrative . . . (New York, 1856), p. 595 (for Joseph Moorehead).

June 26.—Bishop John B. Miege arrived (for a few weeks’ visit) at Osage (Catholic) Mission (present St. Paul, Kan.), and vicinity, accompanied by Fathers Paul M. Ponziglione (who would remain), John B. Duerinck (who had been the party’s “guide”), and a lay brother. (The four had set out from St. Mary’s Mission, on horseback, in mid-June, apparently. They carried rations for five days, and the trip was around 160 miles.)

A processional met the bishop: “On the advance were marching the school-
boys two and two with their teachers; next came the school-girls in the same order with the Sister; after all Father [John] Schoenmakers and Father John J. Bax. . . ."

On leaving Osage Mission, Bishop Miege journeyed to Fort Scott (some 40 miles northeast), accompanied by Father Bax.

Ref: *The Kansas Magazine*, v. 1 (June, 1872), p. 528 (in which the Rev. James H. Defouri gives the date of arrival as June 26); Garraghan, *op. cit.*, v. 2, pp. 510, 511 (wherein the arrival date is stated to be July 4); *KHC*, v. 9, pp. 19-32 (for an article on Father Ponziglione).

 Citadel June 27.—Jarvis Streeter, and party, with the “June” U. S. mail from Salt Lake City, arrived at Independence, Mo. The carriers had been detained four days by the illness of one man; and their journey—in 23 days’ traveling time—was a rapid one. Streeter reported the road good “until they reached Kaw [Kansas] river.”

Ref: *The Weekly Tribune*, Liberty, Mo., July 11, 1851 (from the Independence Occidental Messenger). This account stated (evidently in error, considering the time element) that Streeter had started east on May 26, but gave his traveling time as 23 days! Streeter had not reached Salt Lake City—see p. 226—till May 28 (with the mail from Independence).

 Citadel In late June(?) Francis X. Aubry started for New Mexico with his second merchandise train of the year. (See pp. 217, 230, for his earlier Santa Fe trail journeys in 1851.)

About July 19 the incoming “July” mail party met this trader east of Council Grove (at 142-mile creek); and reported (at Independence) that Aubry and hands “who were sick, are now well.” When the “August” mail reached Independence (on August 23), a telegram sent to St. Louis stated: “Aubrey and Connelly were [met by the mail party] at the crossing of the Arkansas. The cholera had just left their trains.” (The Independence correspondent of the *Missouri Republican* wrote that the mail had met Aubry’s train 10 miles above Lower Cimarron Spring.) The *Republican* reported that a letter from Aubry’s company, written on August 8, at Arkansas Crossing, “states they had suffered a good deal from cholera. There were 10 cases of it between Pawnee Fork and the Crossing, but only one died—a Shawnee hunter named Logan.”

Lt. Col. Dixon S. Miles, Third U. S. infantry (“on his way to New Mexico where he will be second in command”), apparently was traveling with the Aubry or Connelly company when the “August” mail met the traders. He may have joined at Fort Atkinson (or earlier). Eastbound travelers reaching Missouri in the fore part of August mentioned having met “Maj. Miles at Turkey Creek.”

See p. 265 for Aubry’s return to Missouri; and see p. 269 for his third merchant train (of 1851).

Ref: *Missouri Republican*, St. Louis, July 25, 28, August 17, 28, 1851; *Missouri Statesman*, Columbia, Mo., August 29, 1851 (from *St. Louis Union*, August 19).

 Citadel Effective July 1 (in accordance with an act of February 27 pro-
viding for Indian department reorganization), the Superintendency of Indian affairs, St. Louis, was superseded by the Central Superintendency—headquarters continuing at St. Louis, and David D. Mitchell remaining as superintendent. Created within the Central Superintendency were these agencies governing Indians of "Kansas":

Pottawatomie Agency  Pottawatomies; Kansas  Luke Lea (d. June 17) would have headed this agency. A son, Francis W. Lea, got the job.

Sac & Fox Agency  Sacs & Foxes of the Mississippi; Ottawa; Chippewas  John R. Chenault, agent

Osage River Agency  Miamis; Weas; Piankeshaws; Peorias & Kaskaskias  Asbury M. Coffey, agent

Kansas Agency  Shawnees; Delawares; Wyandottes; Munsees; Stockbridges; and Christian Indians  Thomas Moseley, Jr., agent

Great Nemaha Agency  Kickapoos; Iowas; Sacs & Foxes of the Missouri  William P. Richardson, agent

Neosho Agency  (based in northeast "Oklahoma")  Shawnees & Senecas; Osages; Quapaws; Senecas  William J. J. Morrow, agent

[Up to July 1 there had been the Fort Leavenworth Agency (for Kickapoos, Delawares, Shawnees, Pottawatomies, Stockbridges, Munsees, etc.), headed by Luke Lea; Osage River Agency (for Sacs & Foxes of the Mississippi, Kansa, Ottawa, Chippewas, Miamis, Weas, Piankeshaws, Peorias & Kaskaskias), headed by John R. Chenault; Wyandot Subagency (for Wyandots), headed by Thomas Moseley, Jr.; Great Nemaha Subagency (for Iowas, Sacs & Foxes of the Missouri), headed by William P. Richardson; and Osage Subagency (for Osages), headed by Henry Harvey.]

Ref: U. S. Statutes at Large; 33d Cong., 1st Sess., H. Ex. Doc. No. 103 (Serial 647); 33d Cong., 1st Sess., H. Ex. Doc. No. 37 (Serial 718). The Rev. Paul M. Ponziiglone, of Osage Mission, in 1876 stated that the "Osage agency [Subagency] was moved ... to Quapaw Nation, some four miles from the southeast corner of this state [Kansas] on a small brook called Lost Creek."—Neosho County Journal, Osage Mission, Kansas, July 5, 1876.

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

<table>
<thead>
<tr>
<th>Traders</th>
<th>Indians</th>
<th>Issued by</th>
<th>Rec'd at St. Louis</th>
</tr>
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<tbody>
<tr>
<td>C(yprian) &amp; F(rederick) Chouteau</td>
<td>Kansa</td>
<td>J. R. Chenault</td>
<td>July</td>
</tr>
<tr>
<td>(A. G.) Boone &amp; (W. R.) Bernard</td>
<td>Sacs &amp; Foxes</td>
<td>J. R. Chenault</td>
<td>July(?)</td>
</tr>
<tr>
<td>John D. Lasley</td>
<td>Pottawatomies</td>
<td>J. R. Chenault</td>
<td>August</td>
</tr>
<tr>
<td>James R. Whitehead</td>
<td>Iowas, and Sacs &amp; Foxes</td>
<td>W. P. Richardson</td>
<td>August</td>
</tr>
<tr>
<td>William F. Dyer</td>
<td>Kickapoos</td>
<td>W. P. Richardson</td>
<td>August</td>
</tr>
</tbody>
</table>
Traders
Boone & Bernard
Thos. D. S. Macdonell
Moses H. Scott
Allen B. H. McGee
Cyprian Chouteau & Co.
Harrison McDowell
David Gillespie
Hiram M. Northrup
Oliver Polke & Robert Robitaille
James Findlay

Indians
Pottawatomies
Pottawatomies
Pottawatomies
Sacs & Foxes (of the Mississippi)
Sacs & Foxes (of the Mississippi)
Pottawatomies
Pottawatomies
Sacs & Foxes (of the Mississippi)
Pottawatomies
Ottawas

Issued by
J. R. Chenault
J. R. Chenault
J. R. Chenault
J. R. Chenault
J. R. Chenault
J. R. Chenault
J. R. Chenault
J. R. Chenault
J. R. Chenault
J. R. Chenault

Rec'd at
St. Louis
August
August
September
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September
September
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September
December
December

Ref: SIA, St. Louis, "Records," v. 9, typed copy, pp. 529, 532, 541, 543, 544, 547, 552, 554, 560, 561, 585, 586; and ibid., pp. 545, 560, 572 for (1) Henry Neberton as clerk for Josiah Smart (a Sac & Fox trader, licensed in 1880), (2) John B. Fornan as clerk for A. B. H. McGee, (3) Francis M. Knight as clerk for Josiah Smart, and (4) W. H. Haskell as clerk for P. M. Chouteau (a licensed-in-1849 trader with the Miami, Weas, etc.).

Joseph S. Chick, early day merchant of Kansas City, Mo. (reminiscing in 1908), stated: "Our clerk in charge at Uniontown was Harrison McDowell, our principal man. There were others who helped him. . . . We had a log store building. . . . ." (J. S. Chick’s recollections in KHI ms. division.)

July.—Between the 1st and 22d the Santa Fe-to-Independence mail party (see July 22 entry) met much traffic on the Santa Fe trail. Listed below are the trains reported; also some notes from other sources.

Approximate date
[July 2]
[July 3]
[July 4]
[July 4]
[July 5]
[July 6]
[July 7]

Trains met; and place of meeting
Biggs’ train, at Old Pecos
Jones & Russell, at Mora
McCaulay & Sims’ train, at Mora
One of McCaulay’s trains, returning, was overtaken at Wolf creek
Clymer’s train, at Point of Rocks
Beck & Brent, Majors’

Notes
Probably preparing to return to Missouri.
Probably preparing to return to Missouri.
Joseph Clymer’s government train had set out May 16—see April 18 annals entry.
Preston Beck; Robert Brent; Dr. Philippe Masure(?);
Alexander Barclay, of Barclay’s Fort;
Alexander Majors.
Finis Y. Ewing, presumably.
Approximate date | Trains met; and place of meeting | Notes
---|---|---
[July 7] | Ross & Meyers, at Upper Cimarron Springs | Both "E." and "L. N." Ross were in the Santa Fe trade. "Meyers" presumably was "H. Mayer & Co." (See under Ref: below.)
[July 8] | Irwin's, at Lower Cimarron Crossing | Joseph C. Irwin.
[July 8] | Spencer & Lipscomb's, at Lower Cimarron Crossing | Charles L. Spencer. (See under Ref: below.)
[July 9] | McCary's, on the Jornada | One of these was Otero's.
[July 9-10] | Several Mexican trains, on the Jornada | Jones Creech—bound for Fort Atkinson; (Santiago L.?) Hubbell.
[July 15-19] | Several government trains, "in charge of Rucker and others," between Pawnee Rock and Council Grove | Francis X. Aubry—see p. 246—taking his second train (1851) to Santa Fe.
[July 19] | Barnes, at Council Grove | |
[July 19] | Aubrey, at 142-mile creek | |
[July 20] | Jose Chaves, at Willow Spring | |
[July 21] | McCaul(ey)'s, at Lone Elm | |
[July 22] | McCoy's and Waldo, at Missouri boundary line | |

Between August 1-20 the "August" mail met the following trains which had left Missouri in June or July. (Some can be identified on the "July" list above.)

Lipscomb & Barnes' trains, at Bernal Springs, N. M.; at San Miguel, the mail overtook Ewing's and Majors' trains returning; two Mexican trains, at Ocate, N. M.; L. D. Sheets' train, at Red (Canadian) river; Jones & Russell's train, at Cold Spring; Aubry's train, 10 miles above Lower Cimarron Spring; three Mexican trains, at Sand creek (on the Jornada); Jones & Russell's second train, 10 miles below Arkansas Crossing; at "Fort Mackay" (Fort Atkinson), the mail overtook a returning Jones & Russell train; McCauley & Kirby's train, 8 miles west of Walnut creek; at Big Bend of Arkansas, McCaul(e)y & Lewis' train, returning, was overtaken; S(idney?) Bartleson's train, at Cottonwood; David Waldo & Co's train, at Lost Spring; "Hutton's" train ("Huston's—or Houston's?), at Council Grove.

Ref: Missouri Republican, St. Louis, July 25, 28, August 17, 28, 1851. The August 17 issue says that H. Barthel (who reached St. Louis August 16, from Santa Fe) had met: Russell & Jones' train at the Moro; Hubbell's at the Cimarron, also Spencer's there; Otero's at Rio Jornada; "Maj. Ruggles" (i.e., Rucker's) at Fort Mackay; Aubry's train at Big Cow creek. The Missouri Statesman, Columbia, Mo., August 29, 1851 (from St. Louis Union, August 19), printed a list of trains met by "Mr. Waldron" (also arriving at St.
Louis on August 16, from Santa Fe). It is nearly the same as Barthel's list. Isaac Rippe-
toe, another arrive (see the Republican, August 22 issue) reported that Indians had raided (and upset) Mayer's provision wagon at Upper Cimarron Springs; and that Lipscomb's train (met at "the Walnut Spring"—in N. M.? ) had lost "the greater portion" of their cattle and were hunting for them. John M. Huston (Houston?) who returned from Santa Fe in August (see St. Louis Daily Intelligencer, August 13 issue) reported his train was the third to reach Santa Fe; and that on his return he met 47 trains "all in good health." Did he take a second train out in July?

C July-August.—The Robert Campbell, under partial charter to Harvey, Primeau & Co., left St. Louis July 2 (with some 130 mountain men and about 200 tons of freight aboard) for the Upper Missouri.

At the end of July she reached the Yellowstone's mouth. The return trip was begun August 2. On the 17th the Robert Campbell (with buffalo robes and furs consigned to Messrs. R. & W. Campbell) returned to St. Louis, having made the round trip within a "few hours" of 48 days.

Ref: St. Louis Daily Intelligencer, June 30, July 2, 12, August 18, 1851; Missouri Republican, St. Louis, August 18, 1851; Kurz "Journal," loc. cit., pp. 86, 89.

C July.—Eleven Missourians (from Platte, Cooper, and Howard counties) and one Virginian, who had left Hangtown, Calif., on May 15, and "packed through" with 34 mules, reached Missouri in mid-July (as reported by the Glasgow Times of July 24).

These men were among the early arrivals of a sizable "emigration from California homeward bound" by way of the plains in 1851. They reported that another party—chiefly from Clay county, Mo.—would be in "in a few days"; and that "Col." Congreve Jackson (see KHQ, v. 31, pp. 301, 302) was to start home with a company on July 1. (John, James, and Thomas Jackson—all of Howard county—were in the above party of 12.) See, also, p. 262.

Ref: Glasgow (Mo.) Weekly Times, July 24, 1851.

C July 22.—The "July" U. S. mail from Santa Fe, in charge of "Mr. [Griffith H.] Williams," arrived at Independence, Mo. (nine days ahead of contact time).

At the "Narrows" in New Mexico, there had been a skirmish with Indians which caused the mail party to fall back to "Beck's train of wagons," after killing one of the attackers.

While the mail carriers were at Fort Atkinson (in the July 12-14 period?), two soldiers (cholera victims) had been buried. But the health of "Fort Sumner" (with the exception of three [fatal] cases of cholera) was reported to be "remarkably good."

Ref: Missouri Republican, St. Louis, July 25, 28, 1851. The July 23 (telegraphic) account from Independence (published in the July 25 issue) gave the above "cheerful" report concerning Fort Atkinson; the "July 22" letter by the Republican's correspondent (in the July 28 issue) gave the erroneous information that "from one to three of the soldiers are dying daily [from cholera, at Fort Atkinson]." The Republican of August 17, 1851, stated that there had been a few cholera cases at "Fort Mackay" (Fort Atkinson), "only three of which were fatal."

C July 24.—"Mr. Wyrock," and party, with the "July" U. S. mail
from Salt Lake City, arrived at Independence, Mo. They had started east on July 1; laid by two days en route; and traveled 22 days. The Occidental Messenger believed this to be "the quickest trip that has been made."

On the 13th, at Ash Hollow, the outbound July mail had been met.

Ref: Missouri Republican, St. Louis, July 26, 1851 (by telegraph—and with errors—from Independence, July 25); The Weekly Tribune, Liberty, Mo., August 1, 1851; or, St. Louis Daily Intelligencer, August 4, 1851 (both from Occidental Messenger, Independence, Mo., of July 26).

Jul 25.—A telegraph office (the St. Louis and Missouri River [Morse line] Telegraph Company; Tal P. Shaffner and Isaac M. Veitch, managers) was opened at Kansas City, Mo. What was, apparently, the first telegraphic communication from that town read: "Kansas, July 25: Weather warm and pleasant. River is falling fast. The steamers Isabel and Saranak passed down yesterday." (The Missouri Republican, and Daily Intelligencer, were two St. Louis papers which printed this item, on the 26th.)

The Republican of the 27th, commenting on the opening of the Kansas, Mo., office, stated (in part): "... dispatches may be sent from this time forward. The office at Independence is also at work and so are the intermediate offices. ... Mr. Veitch is at St. Joseph, making arrangements for the extension of the line to that town." (See, also, pp. 266 and 271.)

Ref: Missouri Republican, St. Louis, July 26, 27, 1851; St. Louis Daily Intelligencer, July 26, 1851. The Glasgow (Mo.) Weekly Times of May 29, 1851, noted that the telegraph line had been completed to Lexington, Mo., and that the Express editors had sent the first dispatch to St. Louis on May 23. (The Republican of February 24, 1851, published a February 22 telegraphic dispatch from Boonville, Mo.) The St. Joseph (Mo.) Gazette of July 23, 1851, stated: "Mr. Veitch, one of the builders of the St. Louis and Missouri River Telegraph Line, called on us to-day... [in regard to extending the line to that town]." For earlier, and later, history of this line see "The Early Telegraph in Rural Missouri, 1847-1859," in Missouri Historical Review, Columbia, v. 51 (October, 1956), pp. 42-53; and see KHQ, v. 25, pp. 32, 83.

Jul 31.—A telegram sent from Independence, Mo. (to St. Louis), read: "The emigrants for the Mormon settlement on the Rio Colorado [in "Arizona"], from Keokuk Iowa and neighborhood, via Santa Fe, who passed through here a few days since, left their encampment on Bull Creek [present Johnson county, Kan.] yesterday morning. Two more wagons, to join them, left this place today—in all 22 wagons, about 65-75 persons men, women and children, and about 90 yoke of oxen. A few cholera cases among them, but no deaths."

(For account of the first—1850—"Brewsterite movement" company of Mormon "dissenters" see KHQ, Spring, 1966, issue, p. 88.)

From a camp in "Indian Territory, two miles west of the [Missouri] Line," John Clemerson (of Harrisonville, Mo.), had written, on July 22, a letter reporting his (and his family's) arrival "here" on July 11. He had joined three
families (with six wagons), some of whom had "been here" two months. (These were the Andrew Patchin[?], John W. Crandal, and Francis Wallis [or, Wallace?] families.) A few days later others had arrived: the Nathaniel Frampton and F. A. Trump (or, Trup?) families, with three wagons, on July 18; and on the 19th seven wagons of the "Rushville Branch" (the John Good- sel, and Lorenzo Cram families; and John Sigler’s four-wagon party). At a meeting on Sunday, July 20, the company had organized "into a Branch," electing John Sigler as presiding elder. Clemenson stated the party had no plan to go "where Bro. Brewster is" (i.e., Socorro, N. M.), but were bound for the "Colorado."

Ref: New York Daily Tribune, August 8, 1951 (from Missouri Republican, St. Louis, August 1); The Olive Branch, Springfield, Ill., v. 3, no. 7, v. 4, no. 2 (February and September, 1851).

Died: Hard Fish (a Sac chief), in July(?), or early August(?), on the Sac & Fox reserve. He was buried near the Sac & Fox Agency, in present Franklin county.

The month of his death is not known. On August 8, 1851, Thomas Owens was paid $30 for "Hauling corpse of Hard fish." The marble slab which marked his grave, subsequently, bore this inscription: "Sacred to the memory of Hard Fish a Sac Chief Born at Shock-o-ton in 1800. Died in 1851."

Ref: Edward McCoose’s August 24, 1875, letter (typed copy), written from Ottawa, Franklin co., to J. H. Pickering (in KHI ms. division); 33d Cong., 1st Sess., H. Ex. Doc. No. 37 (Serial 718), p. 312. For earlier data on Hard Fish, see KHO, v. 30, pp. 242, 348, 349, 402, 572. It could be that he died as early as May or June during the smallpox outbreak.

August 1-12.—Under the heading “Indian Politics,” the New York Weekly Tribune of August 23, published the following:

“In the Kanzas (Mo.) Public Ledger, of the 1st inst. we find the ticket of nominations recently made in opposition to the present Board of Chiefs of the Wyandot Nations:

**Nominees**  
John Kayrohoo [28]  
John Manoncuo * [37]  
John Arms [45]  
J. S. Bearskin [67]

**Present Incumbents**  
Jas. Washington [62]  
Jas. Rankin [58]  
M[at.]Mudeater [52]  
J. W. Grayeyes [38]

“Some of them (says The Ledger correspondent) ‘have done the State some service,’ but while doing so, were never suspected of possessing preeminent abilities.

“There will be no election of principal Chief, as that officer is elected every two years, and the term of the incumbent, G. J. Clark [i.e., George I. Clark], will not expire till next August a year. . . .”

(William Walker, of the Wyandot Nation, in his August 12, 1851, diary entry, wrote: “Went to town [Wyandotte—now within Kansas City, Kan.] to attend the National Election. . . .” The votes he recorded are shown above. Instead of the name “John Manoncuo,” * he listed “Towarch.”)

Ref: New York Weekly Tribune, August 23, 1851; William Walker’s diary, loc. cit.

August-September.—Sup’r David D. Mitchell (head of the Indian superintendent at St. Louis), en route to the Great Indian
Council at Fort Laramie (where he, and Agent Thomas Fitzpatrick would serve as United States commissioners), arrived at Kansas (City), Mo., July 29, aboard the Cataract. Mitchell and his party—which included A. B. Chambers (the Missouri Republican's senior editor) and B. Gratz Brown, of St. Louis, Henry C. King, of Georgia, and J. H. Dillon, of England—spent a few days in the vicinity; then (without Dillon, and King?) began the overland journey, proceeding first to Fort Leavenworth.

Two letters (one dated “Uniontown, Pottawotomie Nation, August 6th, 1851”; the other “Snake Creek, in the Pawnee Country, July [i.e., August] 11, 1851”) written by A. B. Chambers, are quoted extensively here.

[Letter No. 1] “The trip from Westport to Fort Leavenworth [August 3] was one of great interest to me. A few miles from Westport we crossed the State line, and from whence the country is as beautiful, and as inviting for agricultural purposes, as any in the West. Capt. Parke’s [Joseph Parks, Shawnee chief] farm on the State line, and the Methodist Mission farm adjoining, are, in extent and fertility, equal to any to be found in the State. During the ride through the country of the Shawnees, up to the Kansas river, we passed many large and well cultivated farms belonging to Indians. We stopped at the house of a Shawnee, Blue Jacket, and found his family as comfortably situated, and his children as intelligent, as are to be found among the frontier settlements of the whites.

“We crossed the Kansas (this river, up here, is universally called the Caw) river at the trading post called Delaware, the principal trading post of the Delawares. It is situated immediately on the bank of the river. There is a Post-Office here. . . . Here I saw Kitchum [Ketchum], or Tawhelaum, the principal chief of the Delawares. He is a large, intellectual looking man, seventy-seven years of age; now complaining of ill health. He was Tecumseh’s second in command at the battle of the Thames, and an active and efficient warrior in the last war with England. He is said to be quite wealthy, and is a very exemplary man. I also saw a chief called Sarcocie, the same after whom the town of that name in Missouri is called. . . . Mr. Tableau [Henry Tiblow], the Interpreter is an intelligent and educated Indian. At this place we had the pleasure of partaking of the hospitality of Mr. Finley, the P. M. [James Findlay, postmaster], and his lady.

“We arrived at Fort Leavenworth before sundown, and were at once taken care of by Mr. Rich [Hiram Rich, sutler] and his family.
We called upon the commander of the post, Col. [Thomas T.] Fauntleroy, and spent the next day most agreeably in intercourse with the officers stationed here. . . .

“We left the Fort, between nine and ten A.M. [August 4] for . . . [Union Town]; Mr. [William F.] Dyer, who has a trading house among the Kickapoos, traveling with us from his post. That day we reached the . . . Grasshopper [now Delaware], a beautiful tributary of the Kansas, about forty miles from the Fort. Here we encamped . . . and next day reached . . . [Union Town], a further distance of thirty-five miles. The country between the Fort and Unioontown is equal, in beauty and fertility, to any that we have passed over. The prairies are high and rolling, with good strong soil. . . . Between the Fort and this place there are the Stranger, Grasshopper, and Soldier, creeks of considerable magnitude. [Mitchell's party traveled the military road described on p. 213.]

“Unioontown is situated on a high prairie—a bleak, cold spot [surely not in August!], and about a mile and a half from wood and water. It is difficult to conceive what induced the selection of such a location [see KHQ, v. 31, p. 145]. . . . It is situated on the east [south] side; near the crossing of the Kansas river, and about the same distance from St. Joseph [Mo.]. There are six trading houses here, each having a large stock of goods. [Mitchell stayed at trader T. D. S. Macdonell's place, it was reported.] . . .”

[Letter No. 2] “Here we are, eighteen miles beyond the [Big] Blue [on August 11]. . . . We left Unioontown on Thursday evening [August 7] after sundown, crossed the Kansas, and joined our train at Cross Creek that night. . . .

“We reached the Big Blue yesterday evening, crossed it [Alcove Spring area], and encamped upon its banks. This morning, after a ride of about 18 miles, we came up to the encampment of [Bvt.] Major [Robert H.] Chilton, in command of the escort of Troop B, First Dragoons [from Fort Leavenworth]. They arrived here Saturday last [August 9], and have been waiting for us. We move forward tomorrow. The wagon trains [carrying the supplies and presents for the Indians at Fort Laramie] are all behind, and it is now certain that they cannot arrive at Laramie by the time expected. This will be a great disappointment to Col. Mitchell and a heavy loss to the contractors [Robert Campbell—R. & W. Campbell—St. Louis].” . . . [By report, the 27 wagons carrying pro-
visions and presents, crossed the Kansas river—place not indicated
—on August 17. They did not reach the treaty grounds till Sep-
tember 20.]

"We have not yet been joined by the English and other gentle-
men who were to have made a part of our company. [See pp. 256, 257.]

Mitchell and party reached Fort Laramie at the end of August.
On September 8 (after the council site had been moved to Horse
creek—50 miles distant) official talks were commenced. Comm'r
D. D. Mitchell and Thomas Fitzpatrick (the latter having come up
from Fort Atkinson, on the Arkansas) "presented the features of the
Treaty [peace, and mutual accommodations] to a Council com-
posed of representatives of Sioux, Cheyennes, Arapahoes, Crows,
Mongeurs, Shoshones or Snakes, Gros Ventres, Assineboines, Arick-
rees and smaller delegations from other tribes. . . . [There
were] several thousand [Indian] men, women and children on the
ground, with horses and dogs to match. . . ." The military
force consisted of "a fragment of a company of [First] Dragoons,
two companies of Mounted Riflemen, with a six-pound howitzer,
all under command of [Bvt.] Major [R. H.] Chilton."

The Treaty of Fort Laramie was signed on September 17. Dis-
tribution of the provisions and presents (which arrived on the 20th)
was completed on the 23d. On the 24th Bvt. Maj. R. H. Chilton
(accompanied by Bvt. Col. Samuel Cooper, of the Adjutant general's
dpt.) and the First dragoons, in advance, started back to Fort
Leavenworth; and, in the evening, Mitchell's party, in which were
A. B. Chambers, B. Gratz Brown, Agent Thomas Fitzpatrick, Father
Pierre-Jean De Smet, a delegation of Indians—16? in number—
who were to visit Washington, Robert Campbell (apparently), Ed-
mund F. ("Guesso") Chouteau, John Simpson Smith, Joseph Tesson
Honore (and others?), also began the journey back to the States.

Ref: Missouri Republican, St. Louis, July 25, August 8, 13, 26, September 5, 25, 26,
October 5, 17, 19, 24, 27, 29, November 2, 9, 23, 1851; St. Louis Daily Intelligencer,
July 26, August 13, 14, 1851; New York Daily Tribune, July 26, August 2, 8, October 4,
10, 18, November 1, 1851; The Weekly Tribune, Liberty, Mo., October 10, 1851; Jefferson
Inquirer, Jefferson City, Mo., October 11, 25, 1851; St. Joseph (Mo.) Gazette, August 13,
1851; P. G. Lowe, op. cit., pp. 76, 77; Chittenden and Richardson, op. cit., v. 1, pp. 61-65,
v. 2, pp. 684-691; Pierre-Jean De Smet, op. cit., pp. 55, 59, 99-120; SIA, St. Louis,
"Records," v. 9, typed copy, pp. 498, 510, 511, 514, 522-524, 530, 538, 548, 558, 559,
570, 574-577; C. J. Kappler's Indian Affairs. Laws and Treaties (1904), v. 2, pp. 594-596;
New Mexico Historical Review, v. 17, pp. 204-210; Kurz "Journal," loc. cit., pp. 220, 221;
G. J. Garraghan, op. cit., v. 2, pp. 478, 479.

I August.—The U. S. mail party for Salt Lake City (i.e., for Fort
Laramie) which left Independence, Mo., on the 1st, was met by
eastbound travelers on August 6, 40 miles west of the Big Blue. The carriers had been obliged to abandon the rear section of their broken wagon, but were getting along “finely” with the fore wheels.

According to Whitney’s History of Utah, in the summer of 1851 Samuel H. Woodson, of Independence (mail contractor on the Independence-Salt Lake City route), subcontracted with Feramorz Little (a Mormon) to carry the mail between Salt Lake and Fort Laramie for the balance (two years and 11 months) of Woodson’s contract. Little’s partners were his brothers-in-law—Charles F. Decker and Ephraim K. Hanks. The carriers from Independence, and Salt Lake, were to meet at Fort Laramie on the 15th of each month. “Messrs. Little and Hanks” made their initial eastern trip, under this agreement, in August, 1851.

Ref: Missouri Republican, St. Louis, August 17, 1851; St. Louis Daily Intelligencer, August 18, 1851; Orson F. Whitney’s History of Utah . . . (Salt Lake City, 1892), v. 1, p. 498. Woodson’s contract ran to June 30, 1854.

ї August.—The U.S. mail for Santa Fe which left Independence, Mo., at the beginning of the month, reached New Mexico’s capital on August 29. Griffith H. Williams was the mail carrier-in-charge, apparently.

Ref: Calhoun, op. cit., p. 414. Williams carried the “July” mail to Independence; and he brought the “September” mail from Santa Fe.

ї August 6.—Twenty-four Missourians (23 men and one woman), returning overland from Sacramento, Calif. (left June 2), reached St. Joseph (Buchanan co.), Mo. They had made the journey in 66 days.

In the party were three Harrison county men, five from Ray county, and these persons from Buchanan county: Thomas Waller, John and Charles Daily, Green Taylor, Thomas and Dudley Arrington, Henry and Washington Long, Henry and Zebidiah Baker, Wood Ray, William Plank and wife, Pryor Plank, William Coker, Matthew L. Davis.

Ref: St. Joseph Gazette, August 6, 1851.

ї August 7.—Detailed to escort Sup’t D. D. Mitchell’s party to Fort Laramie (see p. 252), Bvt. Maj. Robert H. Chilton, and Company B, First dragoons, set out on the Fort Leavenworth-Fort Kearny military road. Accompanying Chilton was Bvt. Lt. Col. Samuel Cooper (Adjutant general’s dept.).

By the night of August 9 they had reached, and encamped some miles west of Big Blue Crossing (present Marysville). Superintendent Mitchell’s party, traveling the Oregon-California trail from Kansas river, joined Chilton’s command August 11.

Ref: Missouri Republican, St. Louis, August 13, 14, 1851; St. Louis Daily Intelligencer, August 13, 1851.

ї August 8.—The Kansas (Mo.) Public Ledger reported the arrival (August 6 or 7), aboard the Saranak, of Robert Campbell, St. Louis, George Wilkins Kendall, of the New Orleans Picayune,
The Rt. Rev. John B. Miege, S. J., first Catholic bishop of "Kansas" (see p. 238); and a representation (drawn in 1924) of the early-day St. Mary's Mission, present St. Marys. At lower left is the building which served as a cathedral from 1851 to 1855. (See photograph of the church in KHQ, v. 20, facing p. 512.) Sketch used courtesy of Father Augustin C. Wand, S. J., St. Mary's College.
Four famed men of the West who were on the Santa Fe trail in 1851: (upper left) Indian agent Thomas Fitzpatrick (1799-1854); (upper right) Santa Fe trader Christopher ("Kit") Carson (1809-1868); (lower left) Indian trader William Bent (1809-1869); (lower right) Santa Fe trader and trail explorer Francis X. Aubry (1824-1854).
For first mention in the Annals, see KHQ, v. 27, p. 524 (Fitzpatrick to the Rockies in 1823); v. 28, p. 29 (Carson on the Santa Fe trail in 1826); v. 28, p. 53 (William Bent to Santa Fe in 1829); v. 30, p. 350 (Aubry's initial Santa Fe trading venture, 1846). Fitzpatrick's portrait is from Hafen & Ghent's *Broken Hand*. 
Charles Bluejacket (1816?-1897), a mixed-blood Shawnee (son of Captain Bluejacket), came to "Kansas" in 1832, aged 16; remained nearly 40 years; removed to "Oklahoma" in 1871. Mission-educated, he was an influential, much-respected man; and in 1859 was licensed to preach by the Methodist Church, South. The substantial log house he built (in 1851?)—see p. 253 for reference to what may have been the building—is shown here (after being weather-boarded) as sketched in Heisler's Johnson county Atlas, 1874. (The location was in Shawnee township, Sec. 2, T. 12, R. 24 E.)
“Lord Fitz William of England,” and his suite. (Kendall’s party, according to the Saranak’s officers, numbered 11 persons. The English “Lord” was Mr. Charles William Wentworth Fitzwilliam, son of Earl Fitzwilliam.) All were bound for Fort Laramie; and though some days behind Sup’t D. D. Mitchell’s company (see pp. 252, 253) they hoped to catch up with him.

Robert Campbell (successful bidder—over Pierre Chouteau, Jr. & Co.—to supply the Fort Laramie Indian Council’s provisions and presents) may have joined Mitchell on the Oregon-California trail. He was at Fort Laramie when Father De Smet arrived—about September 10.

From Fort Kearny, on August 30 (when Mitchell’s party was nearing Fort Laramie), George W. Kendall wrote: “We have finally reached this military post . . . at least ten days behind our time. For a week after leaving the Pottawattamie trading post [Union Town] on the Kansas, we were daily visited by drenching showers, swelling the small streams, cutting up the roads, and rendering our progress almost impossible. . . . The long train of wagons containing Indian presents is still behind, and can hardly reach Laramie before the 20th of September [the exact date of their arrival] . . .” Kendall’s letter also (1) described a meeting with 14 Kansa Indians at the “crossing of the Vermillion” (the Kansa had been on an unsuccessful war expedition against the Pawnees; had also failed at hunting, and were very hungry); (2) reported that Mr. Dillon’s fine gelding had been “spirited away by a Pawnee”; (3) commented on the many travelers met on the route (“Far more than we expected. They have been mostly . . . returning Californians . . .”).

“Mr. Polk,” an express rider, who journeyed from Fort Laramie to Fort Leavenworth in 12 days—September 8 to 20, saw Kendall “and others of his party” at Fort Kearny (about the 15th?). “They had met with so many accidents and delays as to disgust them with the trip and Mr. Kendall, Mr. Yeatman, Mr. Dillon and others were on their return home. Lord Fitzwilliam and one or two others were determined to persevere in the journey.”

Kendall (and companions) traveled eastward by way of the Pawnee villages; reached the Missouri at Council Bluffs; soon thereafter wrote a letter dated: “On Board Steamboat Pocahontas, Independence, Mo., September 26, 1851.” He reached St. Louis on the 30th.

Fitzwilliam did persevere; and was at Fort Laramie early in October. Paul Wilhelm, Duke of Wuerttemberg, in his later-written narrative, mentioned meeting “Lord Fitz-Williams, a daring traveller and globe-trotter,” at a trading post near the fort. (In 1852 the New York Times’ St. Louis correspondent wrote that “Mr. Fitzwilliam . . . is a modest, unassuming young man of fair intelligence and attainments. . . .”) Ref: St. Louis Daily Intelligencer, August 13, October 2, 1851; Missouri Republican, St. Louis, August 13, September 25, October 1, 1851; New York Daily Times, October 15, 23, 1851, June 10, 1852; De Smet, op. cit., pp. 99, 100; New Mexico Historical Review, v. 17, p. 210.

C August 8.—The “new and splendid steamer” Clara (Joshua Cheever, captain), having made her first voyage up the Missouri,
left Kansas (City), Mo., on the 8th, for St. Louis. William Walker
(Wyandot), in his diary entry of August 8 wrote: "... our
folks took the Steamer 'Clara' for St. Charles."

Advance notice had reported the Pittsburgh-built Clara would have a
183-foot deck, a beam of 31 feet, three 40-inch boilers, 26 feet long; and that
her cabin would be "furnished in a style of comfort and elegance that will far
excel that of any boat now plying above... [St. Louis]."

After this boat arrived at St. Joseph, Mo. (August 15), on her second run
up the Missouri, the Gazette stated that the Clara, and the Isabel, would run
as regular St. Joseph-St. Louis packets.

Other steamboats on the "middle" Missouri in the late summer,
and autumn, included the Buena Vista, Cataract, Duroc, Hermann,
Sacramento, Saranak, St. Ange ("refurbished," and now under
Capt. Thomas Scott), Elvira, Ben West, Pocahontas, Kansas, El
Paso, Timour No. 2 (new in August), Banner State, Highland Mary,
and Robert Campbell.

Ref: William Walker's diary, loc. cit.; St. Joseph Gazette, June 25, July 50, August 20,
1851; St. Louis Daily Intelligencer, July 25, August 18, 23, September 11, 13, 15,
October 1, 2, also, November issues, 1851; Missouri Republican, St. Louis, August 18, 24,
25, 28, September 6, October 2, 1851; KHC, v. 9, p. 300 (where it is stated the above
Clara was sunk by ice, at St. Louis, in 1856).

< August 11.—E. Denniston, Kalamazoo county, Mich., Lucius A.
Booth, Terre Haute, Ind., and others, arrived at Fort Leavenworth,
overland from Sacramento, Calif. (left June 1). They had made
the journey in 70 traveling days (stopping three days at Salt Lake
City).

Eleven persons (four, or five, of Jackson county, Mo.) from this party

Ref: Missouri Republican, St. Louis, August 17, 19, 1851; St. Louis Daily Intelligencer,
August 18, 1851.

< On August 11, at a camp 18 miles west of the Big Blue, "a train
of 15 returning Californians" (mostly from Missouri), who had left
the "mines on Weaver river on June 11," were met by Sup't D. D.
Mitchell's Fort Laramie-bound company.

"They looked to be weary, and expressed themselves sick of the gold
region," wrote A. B. Chambers (of Mitchell's party); and he also reported:
"They had to divide their provisions with about 600 Pawnees who are en-
camped on the Little Blue about 50 miles in advance of us." The "Californi-
ans" presumably reach Missouri within a week.

Ref: Missouri Republican, St. Louis, August 26, 1851. Chambers misdated his letter
written from the above camp, heading it "Snake Creek, in the Pawnee Country, July 1st,
August] 11th, 1851."

< In mid-August (before the 16th) Isaac Rippetoe, who had been
at "Barclay & Doyle's Fort on the Moro" (and had left there July
14 or 15, alone, on horseback), arrived at Westport, Mo., alone and afoot.

He had made his way to Fort Atkinson safely; and remained at the post five days to rest his pony. Setting out again, "in two days and two nights" of traveling Rippetoe reached the flooded Little Arkansas. In attempting to cross, he "lost his horse, provisions, gun and ammunition"; and walked the rest of the way to the States.

Ref: St. Joseph (Mo.) Gazette, August 27, 1851 (from Independence Messenger [of August 16]); Missouri Republican, St. Louis, August 22, 1851.

In mid-August, Paul Wilhelm, Duke of Wuerttemberg, accompanied by artist-adventurer Heinrich B. Möllhausen, and "Mr. Ziellinski," journeyed up the Missouri from St. Louis to Kansas (City), Mo. After further preparations, in late August the three men set out on the Oregon-California trail, with two light, horse-drawn wagons, and a saddle horse for Möllhausen (a former Prussian cavalry officer, "who was to do scouting duty during the expedition").

(For the Duke's earlier connections with "Kansas" history [1823; 1830], see KHC, v. 27, pp. 625-627 [also his "photograph" between pp. 520, 521], and v. 28, p. 167.)

Duke Paul's narrative gives a few details of the journey westward across "Kansas" in 1851. He wrote: "I followed along . . . the regular California route. In passing along the first ninety miles I had to ford many deep creeks and small wooded rivers. At the end of this leg of the journey I reached a settlement . . . called Union-Town. Not far from this place I had my outfit ferried across the Kansas which at this point has a very strong current. . . .

"Ten miles farther on is the last settlement, a Catholic Mission [St. Mary's], about 130 miles distant from Kansastown. Here we met a number of people mounted on mules and horses who came from California. These had made the journey in 57 days.

"Here resides a titular bishop [Bishop John B. Miege]. Indian children of both sexes are cared for and instructed at this mission in both religious and secular subjects. This institution is in a fairly prosperous condition and is spreading a good influence that is felt far and wide.

"From the Catholic Mission to the La Platte river it is about 240 miles, all of it a country undulating and crossed by deep brooks and small rivers. . . ."

It took the Duke and Möllhausen 19 days (from Missouri's border) to reach Fort Kearny. One of the wagons got wrecked on the way (and Ziellinski apparently was left with it).
(The travels of Duke Paul and Möllhausen from Fort Kearny to Fort Laramie are not included here. On that journey, in late September, they met the military and civilian parties returning from the Great Indian Council; and the Duke was overjoyed at meeting his old friend Father De Smet. They reached Fort Laramie on October 5; and in mid-month started back to the States. For the return trip see p. 272.)

Ref: New Mexico Historical Review, v. 17, pp. 181-214; KHQ, v. 16, pp. 226-228; Chittenden and Richardson, op. cit., v. 2, p. 685 (De Smet places the meeting with Duke Paul at, or near the South Platte crossing; whereas the Duke indicates they visited at trading post "Fort John"); South Dakota Historical Collections, Pierre, v. 19, pp. 463, 464.

 Urdu: August.—In mid-month (?), Bvt. Col. John Munroe (recently Ninth military dept. head), Capt. Langdon C. Easton, and Capt. Lafayette Mc Laws, who had left Santa Fe on July 29, reached the Missouri border.

Ref: New York Daily Tribune, September 9, 1851 (for a July 30, 1851, letter from Santa Fe, noting arrival of Bvt. Col. E. V. Sumner—new Ninth military dept. head—on July 19; and departure "yesterday" of the above trio).

 Urdu: August 23.—The "August" mail from Santa Fe, eight days ahead of contract time, arrived at Independence, Mo. Six passengers were aboard the stage: "Messrs. [S. P.] Sanford, [Henry C.] Cranston, [Thomas] Dunn and [John S.] Stewart [Stuart]," of the U. S. and Mexican Boundary commission, also "Mr. Wolfe, and Mrs. Forsythe." (Some of the men reached St. Louis August 27, aboard the Clara.)

Ref: Missouri Republican, St. Louis, August 24, 28, 1851; Bartlett, op. cit., pp. 595, 596 (for supplied names).

 Urdu: August 24.—"Judge [Robert] Irwin" (who had gone to Oregon in 1850) returned to St. Joseph, Mo., overland from Oregon City (left in June). He (and others?) had made the trip in 60 days.

Ref: St. Joseph Gazette, August 27, 1851; The History of Buchanan County, Missouri (1851), pp. 134, 135 (for note on Irwin).

 Urdu: August 29.—In 29 days from Salt Lake City, the "August" U. S. mail arrived at Independence, Mo. The carriers had met, en route, a large number of Indians on their way to the Fort Laramie treaty-council; and Sup't D. D. Mitchell's party, 70 miles west of Fort Kearny, in mid-August.

Ref: The Frontier Guardian, Kanseville, Ia., September 19, 1851 (letter by "H. L. S.", from Independence, August 30, 1851, to "Br. Mackintosh").

 Urdu: August.—Some part-year statistics on the Santa Fe trade in 1851 were made available by the report William S. McKnight brought to Missouri. (He arrived at St. Louis on September 6; he had left Santa Fe on July 29.)

By his statement 120 traders' wagons had entered Santa Fe up to July 29. En route to Missouri, McKnight met the following New Mexico-bound trains:
Jose Chaves and Juan Perea’s trains left Westport for Santa Fe on August 22. (See last entry on McKnight’s list.) The wagons above total 402. Added to the 120 earlier ones, the count would be 522. McKnight’s count was 527—a minor discrepancy, perhaps a printing error. Note that no government trains are included (with the possible exception of “Jones”—Jones & Russell?). For a “full” 1851 count, a number of later trains would have to be included—see September and October entries—which, conservatively estimated at 50 more, would swell the year’s total to around 575 Santa Fe-bound traders’ wagons.

Ref: Missouri Republican, September 7, 1851; and ibid., August 28 issue (for Chaves and Perea).

<table>
<thead>
<tr>
<th>Name(s)</th>
<th>No. of wagons</th>
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<tr>
<td>“Ross and Ewings”</td>
<td>55</td>
<td>“Perea”</td>
<td>20</td>
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<tr>
<td>“Barn[e]s and Co.”</td>
<td>7</td>
<td>“Baca”</td>
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<td>“Jos. Armijo”</td>
<td>7</td>
<td>“Dr Connelly”</td>
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<tr>
<td>“N. Armijo”</td>
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<td>“Armijo”</td>
<td>23</td>
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<tr>
<td>“Sarracina” [Sarracina?]</td>
<td>17</td>
<td>“Otery” [Otero]</td>
<td>35</td>
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<tr>
<td>“McCarty”</td>
<td>24</td>
<td>“Barn[e]k”</td>
<td>21</td>
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<tr>
<td>“Guiteres” [Gutierrez]</td>
<td>8</td>
<td>“Moetaxa and Chaves”</td>
<td>19</td>
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<tr>
<td>“Gonzales”</td>
<td>9</td>
<td>“White”</td>
<td>20</td>
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<td>“Hubbell” [Hubbell]</td>
<td>10</td>
<td>“Waldo &amp; Co.”</td>
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<td>“Sheets”</td>
<td>7</td>
<td>“Houston”</td>
<td>12</td>
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<tr>
<td>“Jones”</td>
<td>7</td>
<td>“Torres, Chavis and Perea”</td>
<td>40</td>
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Pope (with escort?) set out from Fort Union on this reconnoiter after August 12; and by September 18 he was in St. Louis. Little is known of his journey, except that Pope lost his horses and mules (stampeded by Arapahoes) while on the Smoky Hill river (evidently early in September). In an October 24 report from Fort Union, N. M., Bvt. Col. E. V. Sumner stated: “Captain Pope . . . was sent to find a better and more direct route to Missouri, avoiding if possible the large arid plains. He found an excellent route to the Arkansas, intersecting that river at the ‘Big Timbers,’ Beyond that on the head waters of the Kansas, he was not so successful. He is however, to return by another line to the ‘Big Timbers,’ and I still hope he will find a good route up the valley of the Kansas river.” (For mention of Pope westbound on the Santa Fe route, late in 1851, see December 13 annals entry.)

Lt. G. K. Warren, Top’l eng’rs, in his “Memoir” (1859), described Pope’s path eastward in 1851: “Capt. Pope travelled on the Cimarron route [from Fort Union] as far as Cedar creek, where he turned north and struck the Arkansas at the Big Timbers, Crossing this river he took a northeast course to the Smoky Hill Fork, and came upon it near where Captain Fremont struck
it in 1844 [see KHQ, v. 30, p. 80]. From this point he travelled down the stream. The map constructed by Capt. Pope would make it appear that what had been considered the source of Smokey Hill Fork . . . was probably that of the Big Sandy or some other tributary of the Arkansas."

Pope's map erroneously located "Fort Mackey" (Fort Atkinson) east of the 100th meridian. The post was west of present Dodge City (through which the 100th meridian runs).

[A year prior to Pope's trip there had been a military reconnaissance of a route between the Big Timbers and the Cimarron. The St. Louis Republican's Independence correspondent, in an August 28, 1850, letter, stated that Bvt. Col. E. V. Sumner had arrived at the Arkansas Crossing on August 16; and had moved troops up to the "big timbers"; and further reported: "A new route from that place has been surveyed across to old Santa Fe road, through the Cimarron country, shortening the distance and avoiding the 'jornada.' . . ."

In 1851 Francis X. Aubry's explorations (see pp. 230 and 266) were also directed to finding a route bypassing the Jornada.]


◆ September 7.—Overland from Sacramento, Calif. (left July 1), a company of some 42 persons (principally Missourians; Robert McCullock, Cooper county, acting captain) arrived at Weston, Mo.

Ref: Missouri Statesman, Columbia, September 19, 1851 (in which 42 names—supplied by company member Richard S. Willhite, Boone county—are listed).

◆ September.—Lt. Ambrose E. Burnside (bearer of dispatches from the U. S. and Mexican Boundary Commission, to Washington) arrived in St. Louis on September 11 after a journey overland from New Mexico to Fort Leavenworth (and thence by steamboat, presumably).

An account stated: "He was only 21 days from the Copper Mines—some 1,200 miles to Fort Leavenworth. With only 3 attendants he crossed the country of the Apaches to Socor[r]o, and thence to the U. S." But the 21-day journey evidently was from Santa Fe, for Burnside brought news from that place up to August 22.

Ref: New York Daily Tribune, September 23, 1851 (from Missouri Republican, St. Louis, September 13).

◆ September 11.—Five men, overland from Sacramento, Calif., in 62 days, arrived at St. Joseph, Mo. They were: Congreve Jackson (see p. 250), B. F. Howard, John Cunningham, George Vance and son.

Three others (two from Illinois, one from Iowa) "who came from California by way of Oregon City," had joined the above five, on the road. (Probably
they parted company at Fort Kearny and took the Old Fort Kearny trail to the
Missouri.

Ref: St. Joseph Gazette, September 17, 1851.

C September.—Overland from eastern Wisconsin (by way of Iowa and
Missouri) some 640 Indians arrived in “Kansas”; and joined
related tribesmen on the Pottawatomie (Kansas river) reserve.

A Milwaukee newspaper (of early August?) referred to the emigrants as the
“Indians constituting the united tribes of Chippewas, Ottawas, and Pottawatomi-
ies, who had left their homes in Sheboygan and Manitowoc Counties, Wis.”;
stated that the “whole number (640) including men, women and children
passed through Beaver Dam on Thursday”; and remarked “a more motley-
looking crew were never gathered.”

The Madison (Wis.) Statesman subsequently reported: “On Saturday last
[August 9?] a band of between 600 and 700 Indians passed around the Fourth
Lake, and encamped over Sunday near the head of the Lake. . . .” They
were, this newspaper stated, remnants of Pottawatomies, Menominees, and
Winnebagoes; and “in charge of Mr. Coquillard [Alexis Coquillard],” govern-
ment agent for their removal.

On August 22 the Fairfield (Ia.) Ledger reported that the emigrants (“rem-
nants of the tribes Pottawattamies, Menominees and Winnebagoes, who have
been scattered over Mich., Wis, and Ill.”) “passed through our place on Wed.
[August 20].” “There were some sixty or seventy wagons employed in their
removal, besides a goodly number [hundreds the Statesman had said] of ponies
belonging to the Indians.”

Agent Thomas Moseley, Jr. (given special charge of the immi-
gants), journeyed, in September, to “Kansas” to receive the 639
Indians “under Alexis Coquillard and others” (Paul Junore, con-
ductor; Francis Ross, temporary issuing agent). He found them “a
few miles West of Fort Leavenworth”; but before they could reach
the Pottawatomie reserve (some 45 miles distant) cholera broke
out and “some 12 died.” The Indians “scattered to the 4 Winds in
despite of all and every persuasion brought to bear.” William D.
Harris, on September 13, got the contract for “temporary subsis-
tence” of the newcomers. Moseley (who returned to his agency
on September 17) employed Edward Carter as issuing agent (but
in the spring of 1852 Carter was removed for irregularities in the
“survey out of these rations”; and replaced by Joseph N. Bourassa).

Ref: New York Daily Tribune, August 9, 22, 1851; Missouri Republican, St. Louis,
August 26, 1851; SIA, St. Louis, “Records,” v. 9, typed copy, pp. 544, 553, 557, 558, 562,
cit. p. 21; OA, Letters Received from Kansas Agency (National Archives Microcopy 234,
Roll No. 364).

C September 20.—At Fort Atkinson, 2d Lt. Alden Sargent, Com-
pany B, Sixth infantry, assumed command. (He, and Asst. Surg.
Aquila T. Ridgely, had arrived at the post on the 19th.) Departing
September 20 were 2d Lt. Henry Heth (on detached service), and Asst. Surg. Elisha P. Langworthy (transferred).

See, also, November 6 entry.

Ref: Fort Atkinson post returns (National Archives microfilm).

September 21.—Lt. Col. Thomas Swords (who had accompanied Sumner’s command to New Mexico; and spent the July-August period “inspecting the affairs of the Quartermaster’s Dept. in New Mexico”), returned to Fort Leavenworth. He had left (new) Fort Union, N. M., on September 1, and traveled the Santa Fe trail with a “small party of citizens ‘en route’ for Independence.”

Swords continued eastward from Fort Leavenworth; and was at New York in October.


September.—Traders’ and freighters’ trains setting out from Missouri on the Santa Fe trail after mid-month were these:

“McCauslin’s” (i.e., McCauley’s?)—which eastbound F. X. Aubry met at the Little Arkansas on October 6. Apparently this was “Simms’ train” which the McCabe party met in mid-October at Middle Cimarron Spring. The “November” mail, from Santa Fe, met “McCausley’s train” early in November at the Moro, “getting along pretty well.”

“Chiles’s”—which Aubry met at Turkey creek on October 6. (The “September” mail from Santa Fe had met Chiles’ train at the Missouri line—just starting out—on September 24.) McCabe and party met “Childs and Phelp’s train” at Cold Spring in mid-October. The “November” eastbound mail reported having met Chiles’ mule train at Cimarron Springs “out of corn and nearly out of provisions for the men.”

“Mason and Dyer’s”—which Aubry met on October 6 at Turkey creek. Samuel G. Mason and William F. Dyer’s wagons were bound for Fort Atkinson, where Mason was sutler.

“Jones & Russell’s”—which Aubry met at Cottonwood, on October 6(?) (This Jones & Russell train, in charge of Wilson Hamilton, Lexington, Mo., had left Westport, Mo., on September 24; and it reached Santa Fe on November 10. Since it did not start from Fort Leavenworth, it probably was not a government train.) McCabe’s party met “Russell, Jones & Co’s.” train at Lower Cimarron Spring in mid-October.

In addition to trains noted above, the McCabe party (see November 6 entry), on the trail eastbound in October, reported passing a (returning?) government train at Arkansas crossing; and encountering “Gotaris” (Gutierrez?) train there, also. Aubry’s train (see p. 269) had been met west of Cottonwood Fork; and at Brush creek they had passed Perry and Young’s (government) trains, returning (from Fort Atkinson).

Ref: Missouri Republican, St. Louis, October 13, November 18, December 12, 1851; The Weekly Tribune, Liberty, Mo., October 8, 1851; Missouri Statesman, Columbia, Mo., January 2, 1852 (for Hamilton).
September.—Both the Kansas (Mo.) Public Ledger, and the St. Joseph (Mo.) Gazette, published the article quoted (in part) here:

“As the season is advancing when the representatives of the people will again assemble at our national metropolis ... , we deem it not amiss to direct their attention, as well as the attention of the people themselves, to the importance of trying early measures for bringing into market much, if not all, of the beautiful and fertile lands lying within the Territory of Nebraska [i.e., present Nebraska and Kansas] ... Congress should, at an early day at the next session, authorize a treaty to be held with the various Indian tribes inhabiting this territory, with a view to the extinguishment of Indian titles, &c. ...”

See, also, October 25 annals entry.

Ref: St. Joseph (Mo.) Gazette, September 24, 1851; The Weekly Tribune, Liberty, Mo., October 3, 1851 (from the Kansas Ledger); Malin, op. cit., p. 79.

September 25.—In charge of Griffith H. Williams, the “September” U. S. mail from Santa Fe (left on the 3d) arrived at Independence, Mo. Five stage passengers were men connected with the U. S. and Mexican Boundary Commission, who had come from the Copper Mines in New Mexico: Charles Radziminski ("principal assistant surveyor"), Alexander A. Camp, Theodore F. Moss, Fred D. Keller, and Robert Murphy.

These travelers reached St. Louis on September 30. Radziminski was reported to be “the bearer of dispatches from [the U. S. commissioner] Mr. [John R.] Bartlett to the Government at Washington.”

Ref: The Weekly Tribune, Liberty, Mo., October 3, 1851 (from Independence Messenger); New York Daily Tribune, September 27, October 1, 1851 (telegraphic items from Independence); Missouri Republican, St. Louis, October 1, 1851; Bartlett, op. cit., pp. 594-596; New York Daily Times, October 18, 23, 1851.

September 28.—“Mr. Smith” with the “September” U. S. mail from Salt Lake City arrived at Independence, Mo. The mail party had left Fort Laramie September 16. En route, “Mr. Wyrock” (carrier-in-charge) had received an accidental gun wound, and could not complete the journey (but was expected to recover).

The Independence newspaper stated: “This mail now arrives and departs with great regularity, and the contractors [S. H. Woodson & Co.] deserve great credit. ... On nearly every trip out and in they carry one or more passengers. ...” (For explanation of the improved service, see p. 256.)

Ref: The Weekly Tribune, Liberty, Mo., October 10, 1851 (from the Occidental Messenger, Independence, Mo.).

October.—Francis X. Aubry, who (in advance of his train—62 men; 30 wagons; 300 mules) had come from Cottonwood Crossing to Westport, Mo., in a “little over two days” (at the rate of “a little
over 100 miles per day”), on his “favorite mare ‘Dolly’,” arrived at Independence, Mo., on October 11 (as did some others of his party).

Setting out from Las Vegas, N. M., on September 19, Aubry (and train) had left the Santa Fe trail (about September 25?) at Cold Spring (in the Oklahoma Panhandle of today), and traveled “from 10 to 40 degrees east of North” to the Arkansas, finding (as reported) “an excellent wagon road, well supplied with water and grass, and avoiding the Jornada and Cimarrone [Cimarron] trail altogether.” (See p. 230 for Aubry’s earlier attempt to locate a route which avoided the Jornada.)


Ref: Missouri Republican, St. Louis, October 13, 30, 1851; The Weekly Tribune, Liberty, Mo., October 17, 1851; or St. Joseph (Mo.) Gazette, October 22, 1851 (for Independence Occidental Messenger account); Bartlett, op. cit., pp. 595, 596 (for Yerby, Simms, and Hoban). Aubry’s date of arrival at Westport is not mentioned, but must have been early in October. On Aubry’s April-May, 1851, exploratory trip, he was said to have left the “main road” two miles “this side” of Cold Spring, and to have traveled “from 20 to 30 deg. East of North.”—Missouri Republican, May 18, 1851.

October 4.—A telegraph office (St. Louis and Missouri River Telegraph Company) was opened at Weston, Mo.

(From Kansas, Mo.—see July 25 entry—the company’s line had been extended across the Missouri, and thence up the river’s left bank.)

Ref: Missouri Republican, St. Louis, October 5, 1851; Missouri Historical Review, v. 51 (October, 1890), p. 51.

October.—Fort Leavenworth’s extensive farming operation (1,332 acres in cultivation; around 30 hired men employed) was expected to result in a profit of $7,000 for the year (as against $6,300 in 1850), according to Bvt. Maj. E. A. Ogden’s report of October 4.

The anticipated yield: some 18,000 bushels of corn (from 425 acres), 8,000 bushels of oats (from 356 acres), 528 tons of hay (from 373 acres in timothy), 500 bushels of buckwheat, 600 bushels of barley, 1,200 bushels of potatoes, “besides straw, corn-fodder, &c., pumpkins, turnips, and . . . wheat.”

Ogden stated: “The implements used on the farm consist of ploughs of every variety, of St. Louis, Peoria, and Worcester (Mass.) manufacture, horse-power reaping and mowing machines, cultivators of different kinds, harrows, horse-rakes, and one-horse and one six-horse power threshing machines, fanning mills, corn shellers, seed drills, &c.”


October.—Sup’t David D. Mitchell’s “good and numerous company” (De Smet) en route to the States from the Fort Laramie Indian Council (see p. 255) escorted by two companies of U. S.
Mounted riflemen, arrived at Fort Kearny on October 2. After a brief stop at this post (during which time Mitchell counseled with a "deputation of some twenty Pawnee chiefs and braves") there was a division of forces.

Mitchell, accompanied by Robert Campbell, A. B. Chambers, B. Gratz Brown, and others (?), together with (all?) the military escort, took the Old Fort Kearny road eastward to the Missouri. (A telegram dated Weston, Mo., October 18, stated: "Col. D. D. Mitchell and party passed down last night on the Clara, all in fine health.

Agent Thomas Fitzpatrick, with the Washington-bound Indian delegation (of 16?), also Edmund F. ("Guesso") Chouteau, interpreters John Simpson Smith and Joseph Tesson Honore, and accompanied by Father Pierre-Jean De Smet, took the "southern route"—the Oregon-California trail—to the Kansas river valley.

According to Father De Smet, the Indian deputies were: Cheyennes—White Antelope, Red Skin, and Rides on the Clouds; Arapahoes—Eagle’s Head, Tempest, and Friday; Sioux—One Horn, Little Chief, Shell-man, Watchful Elk, and Goose ("a Blackfoot Sioux"); Otoes—Black Elk (and his wife), Black Bear (and his wife).

Father De Smet’s account states: "We reached St. Mary’s, among the Potawatomies, on the 11th of October. Bishop [John B.] Miege and the other Fathers of the Mission received us with great cordiality and kindness. To give the Indian deputies a relish for labor by the tasting of the various products of farming, a quantity of vegetables and fruits were set before them. Potatoes, carrots, turnips, squashes, parsnips, melons, with apples and peaches, graced the board. . . . The day after was Sunday, and all attended high mass. The church was well filled. The choir, composed of half-bloods and Indians, sang admirably. . . . The Rev. Father [Maurice] Gailland delivered a sermon in Potawatomi, which lasted three-quarters of an hour. . . . We spent two days visiting the mission. . . ." (The visiting Indians “painted their faces in various colours” and entertained with “war” and “hair” dances—their favorites.

The rest of the journey—to Westport, and Kansas, Mo.—took three days. On October 18, William Walker (Wyandot) visited Kansas, Mo., and recorded in his diary: "A deputation of Sioux, Cheyennes, Arapahoes, Crows and Snake Indians headed by Major Fitz Patrick were at the 'Union Hotel' waiting for a Boat. They are on a visit by special invitation to Washington. . . . The Clara came down and they took passage on her.”

The St. Louis Republican’s list of the Indian delegation was as follows: Cheyennes—The White Antelope, Little Chief, and Rides on the Clouds; Arapahoes—Eagle’s Head, The Storm, and Friday; Sioux—One Horn, Red Skin, Shell Person, and Elk on His Guard; Assiniboines—Goose; Otoes—Black Elk (and his wife), Black Bear (and his wife). The disappearance, at Brunswick, Mo., of the Crow "brave" was noted.

Ref: Chittenden and Richardson, op. cit., v. 1, p. 65, v. 2, pp. 684-691; De Smet, op. cit., pp. 112-120; Missouri Republican, St. Louis, October 19, 27, 1851; St. Louis Daily
Intelligencer, October 22, 1851 (reported the arrival of the Clara, "last night"); William Walker's "Journals," loc. cit., p. 336; Garraghan, op. cit., v. 2, p. 634.

For earlier mention of Friday (the Arapaho) in "Kansas," see KHO, v. 30, p. 77; and for John Simpson Smith's previous connection with "Kansas" history (as commander—briefly)—of Man's Fort on the Arkansas, see ibid., p. 517. Edmund F. Chouteau (son of Francis G. Chouteau, who died in 1838) was a witness to the treaty of Fort Laramie; and his presence on the Oregon-California trail, homeward-bound with Fitzpatrick after the treaty, was noted by Paul Wilhelm, Duke of Wuertemberg (see New Mexico Historical Review, v. 17, p. 205). He called him "Mr. G. Chouteau." "Guesto" was the name by which Edmund F. Chouteau was commonly known—see Kate L. Gregg and J. F. McDermott, editors, Prairie and Mountain Sketches . . . (Norman, Okla., c1957), p. xlv. For his travels across "Kansas" in 1843 (with Sir William D. Stewart) see KHO, v. 29, pp. 460, 482.

Oct. October.—Bvt. Maj. Robert H. Chilton and his Troop B, First dragoons, accompanied by Bvt. Lt. Col. Samuel Cooper, returning from Fort Laramie (which they had left September 24—see p. 255), reached Fort Leavenworth by, or before, October 15. On October 17 Cooper and Chilton arrived at St. Louis, "bringing letters from the treaty ground."

Ref: Missouri Republican, St. Louis, October 17, 1851; P. G. Lowe, op. cit., pp. 78-92; New York Daily Times, October 18, 1851.

Oct. October.—On the 17th (?) Capt. Thomas Duncan, Lt. Washington L. Elliott, and their companies C and E, U. S. Mounted riflemen, overland from Fort Laramie (to Old Fort Kearny?) reached Fort Leavenworth. (They had escorted Sup't D. D. Mitchell's party—see p. 255.)

While at the "Kansas" post, 29 men from Captain Duncan's company deserted; crossed the Missouri to Weston; represented that they had been forced to do more duty "than is required of a soldier"; and persuaded a justice of the peace (who "fancied himself authorized to act in the premises") to discharge them. Subsequently, the "usual reward" was offered for these deserters. One of them was arrested November 11 (at St. Louis?).

Arrangements were made at Fort Leavenworth on October 26 (by Bvt. Maj. E. A. Ogden, AQM) for the St. Ange (Thomas W. Scott, captain) to transport the Mounted riflemen (three officers, and 140 enlisted men), together with 100 horses, six laundresses, with baggage, &c., down the Missouri (for $900). The St. Ange reached Jefferson Barracks, Mo., on October 30.

Ref: 32d Cong., 1st Sess., Sen. Ex. Doc. No. 12 (Serial 614), p. 31; Glasgow (Mo.) Weekly Times, October 30, 1851; Missouri Republican, St. Louis, November 1, 1851; St. Louis Daily Intelligencer, November 12, 1851.

Oct. October.—2d Lt. Cuvier Grover, Fourth artillery, and a detail of 20 Troop B, First dragoons, left Fort Leavenworth in midmonth for Union Town (some 70 miles distant), to serve as guard during the Pottawatomie annuity payments.

Trooper P. G. Lowe later recollected: "We crossed [the Kansas river] at a
rocky ford near Silver Lake. . . . We were . . . [at Union Town] ten days in glorious Indian summer."

Ref: P. G. Lowe, op. cit., pp. 92, 93.

October 22-23.—From Santa Fe, the “October” mail, in charge of “Mr. [William] Allison, accompanied by Crawford M’Kenzie and two others,” arrived at Independence, Mo., on the 22d. Stage passengers were: Judge Grafton Baker, Indian agent E. H. Wingfield, "Messrs. [Thomas A.?] Hereford, Smoker, and Mrs. Branton."

On October 23 “Esquire [James L.] Collins and Rev. H[iram] W. Read and family,” overland from Santa Fe, reached Independence. From the Moro, to (near?) the Missouri border, they had traveled in company with the mail party. Read (a Baptist missionary, and army chaplain), while at Council Grove, on October 19, wrote a letter telling of having met on October 14 (near “Fort McKay on the Arkansas”), New Mexico-bound Baptist missionaries Rev. James M. Shaw and wife, traveling “in company with an ox-train.”

Ref: Missouri Republican, St. Louis, October 24, 28, 1851; New York Daily Tribune, November 12, 1851 (letter by “Mack,” from Independence, October 24); New Mexico Historical Review, v. 17, pp. 113-147 (article on Read—whose name was Haram, not Henry); Baptist Home Missions in North America . . . 1832-1882 (New York, 1883), pp. 339, 599 (for items on Read, and Shaw). Heitman's army register lists the Rev. "Henry" W. Read as army chaplain from July 16, 1849, to March 15, 1852. The Missouri Republican editor (November 2 issue) noted greetings the “Rev. Mr. Reed, of the American Baptist Mission, direct from Santa Fe”; referred to him as “Formerly Army chaplain”; and stated: “Mr. R. returns in the spring to Santa Fe.”

October 22.—“Aubrey’s [30-wagon?] train will start from Westport tomorrow or next day,” an Independence, Mo., correspondent reported. Francis X. Aubry was bound for Santa Fe with his third merchant train of the year.

A party from Santa Fe arriving at Independence November 6, had met Aubry’s train 10 miles west of Cottonwood Fork, about the end of October. The “November” mail did not meet Aubry on the Santa Fe trail for he had "left the old for his new route, up the Arkansas." (That is, he was retraceing the "excellent wagon road" he had discovered on his September-October trip east—see p. 266.) However, while he was still traveling up the Arkansas, travelers coming downriver from Bent’s Fort, met Aubry four miles above Chouteau’s Island. (His new route apparently stuck off southwestward from the river a little west of the Kearny-Hamilton county line of today.)

Early in December, the Missouri-bound mail party met Aubry at Barclay’s Fort (on the Moro), “getting on well.” A Santa Fe correspondent (writing on December 31) mentioned that Aubry "came through with heavy teams and without loss of an animal"; and further remarked: “He has now made 3 trips across the Plains in one year, with loaded wagons.”

Ref: Missouri Republican, St. Louis, October 25, November 18, December 12, 14, 26, 27, 1851; New York Daily Tribune, February 16, 1852 (from Missouri Republican). An 1852 map of Hamilton county (then unorganized) shows a town “Aubrey,” located on Sec. 25, T. 24, R. 39 W. (less than half a mile from the Kearny county line). In 1866,
from January 24 to October 3, there was a Hamilton county post office "Fort Aubrey." Aubrey had brought 30 wagons to the states in October; and took some (or all?) on the departing again for Santa Fe.

October 25.—The annual report of David D. Mitchell (head of the Indian superintendency, St. Louis) included the following recommendation: "... [the] border tribes... are gradually advancing in civilization, and a large majority of the families are now as intelligent, comfortable and well informed as their white neighbors. They have become very intermixed and amalgamated with the whites... I beg leave to suggest, for the consideration of the Department, the following measures, viz,

the laying off of the Nebraska Territory, with the following boundaries: Commencing on the Missouri, at the mouth of the Kansas river, and running up the Missouri to the mouth of the L’eau qui court, or Running Water river; following up the Running Water river to its source, about 35 miles above Fort Laramie, where this stream issues from the base of the southern range of mountains, known as the Black-hill; from thence due south to the Arkansas river; thence along our established boundaries to the western line of the State of Missouri, to the place of beginning. This will give to the United States all of the agricultural lands south of the Missouri river that are considered exclusively Indian territory."

Mitchell also stated: "The force of circumstances will soon compel the Government to adopt some plan by which the fine agricultural lands (that form a large portion of Nebraska) will be thrown open to that class of American citizens that have always been found on our extreme western frontiers, forming, as they do, a kind of connecting link between civilized and savage life. The State south of the Missouri river is densely populated all along the western border, there being a continuous range of farms immediately on the line."

Ref: Comm’r of Indian affairs, Report, 1851 (Mitchell’s report, therein).

Around the end of October "Major" Richard H. Weightman, "delegate elect to Congress from New Mexico," and his family, arrived at Independence, Mo., overland from Santa Fe (and en route to Washington).

Weightman (also E. H. Wingfield—see p. 269; and "Capt. Smith," U. S. army) were aboard the steamboat Ben West which reached St. Louis on November 5.

Ref: Missouri Republican, St. Louis, October 24, 28, 1851; St. Louis Daily Intelligencer, November 6, 1851. The army officer probably was Capt. Andrew J. Smith, First dragoons.

October 30.—The "October" U. S. mail from Salt Lake City arrived at Independence, Mo. Stage passengers were Richard S. Phelps (of Chiles & Phelps, traders), W. D. Boyer, both of Independence, and Mr. Foster (or Forster?), of England.
Phelps had made the journey from Salt Lake City; Boyer and “Foster” joined at Fort Laramie (reached October 16 by the mail party). “Messrs. Gillam [Gillam?], Young, and Cogswell”—all of Independence—who had left the stage at the fort, would “be in, in a few days,” it was reported.

News brought by the incoming party was that all the “U. S. officers” in Utah territory, except Gov. Brigham Young, had resigned, and “left for home”; and that “most of them” had reached Fort Laramie on October 16. [These officials—Chief Justice Lemuel G. Brandebury, Associate Justice Perry E. Brocchus, Secretary B. D. Harris, and Indian Agent Henry R. Day—did not cross “Kansas.” They reached the Missouri at some point (Old Fort Kearny?) in “Nebraska”; and on November 9 “passed thro’” Savannah, Mo., and arrived at St. Joseph. On November 12 (en route to Washington) they boarded the El Paso for St. Louis.]

Ref: Missouri Republican, St. Louis, November 2, 6, 25, 1851; Savannah (Mo.) Sentinel, November 16, 1851; Adventure, St. Joseph, Mo., November 15, 1851; St. Joseph Gazette, November 12, 19, 1851; The Weekly Tribune, Liberty, Mo., November 14, 1851.

November 1.—A telegraphic dispatch from St. Joseph, Mo., stated: “The office of Morse’s line of telegraph westward [from St. Louis] has been opened at this point for a few days. . . . Weather has been fine for a few days past, and business has become quite brisk, owing to the large Indian trade since the payment of the annuities. River falling slowly. Clara arrived yesterday from below.”

The Savannah (Mo.) Sentinel, v. 1, no. 1, issued on November 1, reported: “The Telegraph wires are extended to St. Joseph, and we learn from yesterday’s Adventure that the office is now in operation at that place. . . .”

Ref: Missouri Republican, St. Louis, November 2, 1851; Savannah (Mo.) Sentinel, November 1, 1851.

A November (?) issue of the Occidental Messenger, Independence, Mo., reported the prevalence of a “disease called Texas fever” among the cattle in Missouri’s southern Jackson and northern Cass counties (bordering on “Kansas”); and stated that “great numbers” had been destroyed.

Ref: Savannah (Mo.) Sentinel, November 22, 1851 (from Independence Messenger).

November 6.—Bvt. Capt. Simon B. Buckner, Sixth infantry (transferred from Fort Snelling; and newly arrived) took command at Fort Atkinson on the Arkansas.

Other officers at the post over the winter: 2d Lt. Henry Heth (who returned on November 3), and Asst. Surg. Aquila T. Ridgesly.

Ref: Fort Atkinson post returns (National Archives microfilm).

November 6.—Overland from Santa Fe in 18 days, these travelers arrived at Independence, Mo.: Dr. J. Keller McCabe, F. H. Glass-
cock, Edward Owensby, and Mr. McGomery. They reported the weather pleasant; had found the grass burned off “this side” of the Little Arkansas.

Ref: the Occidental Messenger, Independence, Mo., November 8, 1851, account—as reprinted in The Weekly Tribune, Liberty, Mo., November 14, 1851; the Missouri Republican, St. Louis, November 18, 1851; and the Missouri Statesman, Columbia, Mo., November 21, 1851.

C November 11.—At Fort Atkinson (on the Arkansas; west of present Dodge City) a post office was established, with Samuel G. Mason as postmaster. (See Mason & Dyer’s wagon train mention, p. 264.)

Ref: Baughman, op. cit., pp. 45, 46, 156, 182. Presumably Mason was also Fort Atkinson’s suter. For earlier mention of Samuel G. Mason, see KHO, v. 32, p. 84.

C Mid-November.—Eastbound on the Oregon-California trail, while traveling down the Little Blue (with a wagon, horses, and a mule), Paul Wilhelm, Duke of Wuerttemberg, and his companion, H. B. Möllhausen, were overtaken by a blizzard on the night of November 14(?). They were, by the Duke’s reckoning, “still 30 miles [but it must have been more] from the Big Blue and 120 miles from the Catholic Mission [St. Mary’s].”

[Duke Paul and Möllhausen—see p. 259 for their journey west—had left Fort Laramie for the States in October; and, from the outset, had experienced a series of misfortunes (including harrowing encounters with Indians), and hardships, which are not recounted here.]

By morning the storm was worse (and the temperature “down to about 30° below zero, Fahrenheit”). The chestnut mare had frozen to death; and only “the mule and the scrawny Indian pony” were left. Both men, but the Duke particularly, suffered with eye troubles (due to smoke, and to snow glare) in the three days spent at this camp. On the fourth day, the Duke’s narrative says, “we dragged ourselves fifteen miles farther onward until it grew dark, setting up our miserable tent [now full of little holes from sleet] on the bank of an almost dry and treeless creek.”

Next morning—November 17—they hitched the two remaining “miserable beasts” to the wagon, but in spite of the “cruellest efforts” were able “to make an advance of only seven miles.” On the 18th they managed to reach “Sandy Hill Creek” (“where it falls into the Big [i.e., Little] Blue,” Möllhausen’s account said); only to be overtaken by another blizzard. For “eight unending days and nights” they were immobilized. (Their horse died, but the mule remained alive.)
On November 25, when the situation seemed hopeless, the "mail-stage from Fort Laramie came along [see p. 278]. The driver and the passengers found us [says the Duke's account]. But there was scarcely enough room for one more person." In addition to a promised large payment, Duke Paul "had to give the mule and a saddle to the passenger who was to be incomed." A coin was tossed by the Duke and Möllhausen; the former won and was taken along in the mail wagon. (Duke Paul was 54; Möllhausen was 26.)

It was Möllhausen's fate to remain at the "Sandy Hill Creek" camp, alone, from late November till early January, 1852, when some friendly Otoes came along. (The account of his ordeal—an extraordinary tale of survival—is omitted here.) With the Otoes he traveled eastward; and reached the Missouri at a new settlement called "Bethlehem," in February.

Of his journey from "Sandy Hill Creek" to Independence, Mo., Duke Paul says: "The succeeding ten days . . . were as hard as any through which I had passed before the mailcoach found me. The nights were terrible, exposed as we were to the deadly blasts of the gale. . . ."

Briefly, before the party reached "the Catholic Mission of the Putowatomies [St. Mary's]," the weather turned warmer. But the "reception by the Jesuit Brothers" was "cold and inhospitable"; and they showed no interest in sending help to Möllhausen. However, a "Canadian half-breed" volunteered to go (whereupon the "Anglo-Americans" present made up a purse of $200 for the man). "I learned later," the Duke's account says, "that he never found Möellhausen, and he himself was not seen again. . . ." Despite the "ill-concealed hostility" of their hosts, the travelers spent a night at St. Mary's Mission.

Next day they resumed the journey; came to, and crossed, the Kansas river. (There were "huge ice-floes . . . rushing down in the rising torrent that threatened a score of times to crush the sides of our frail, flatbottomed ferry-boat." ) Presumably this was the regular crossing near (above) Union Town. The Duke's account says: "On the opposite side a Swede [named Gustaf Larson] was living on a lonely homestead[1]. This kindly fellow insisted that we stay with him until we had recovered our strength and spirits. . . . For the first time since my brief stay in Scott's Bluffs I had the blissful luck of sleeping in a comfortable bed." ("Gustaf Larson" is nowhere else found in "Kansas" historical rec-
ords. But the Duke’s narrative is reliable on proper names, in most cases.)

“The rest of the distance to Independence was again over slippery ice and through mountain-high snowdrifts.” (The arrival date was December 4.) Duke Paul was in “critical” condition when he reached Missouri, but was well cared for at “lovable, hospitable Independence.” Subsequently he journeyed in a post-wagon to Boonville where he recuperated for a time; then went on to St. Louis, and from there to New Orleans.


November 13.—“Four Caw and Kansas Indians[?] were arrested for fighting at a house of bad repute” in St. Louis.

“In the affray one of them received a pistol shot wound from the hands of one of the others, who is not known. They promise, if released, to return immediately home,” the Intelligencer reported. But on November 18 (as noted in a later issue) a “Caw and Kansas Indian were fined $10 each by the [City] Recorder . . . .” and sent to the work house, because “They have been loafing about the streets for some days, rendering the lives of citizens insecure by an imprudent use of fire-arms and other dangerous weapons.”

Ref: St. Louis Daily Intelligencer, November 14, 19, 1851.

November.—News received at Independence, Mo., on the 26th “confirmed” that “275 mules” belonging to an eastbound government train had been lost (i.e., had died) during a “sleet and rain” storm at a point “60 miles” west of Council Grove; and that a Kentuckian (one of three men who had left the train “to come in in advance to Council Grove”) had frozen to death within a few miles of that place.

The Kansas, Mo., Ledger’s account (November 29 issue?) also gave the number of mules killed as 275; located the disaster scene as about 40 or 50 miles beyond Council Grove; noted that “The stock were some that Col. [E. V.] Summer was sending to the States to be wintered in order to economize”; and stated that 25 of the “wagons and fixtures” had been left at Council Grove.

(Colonel Summer, in his October 24 report, from Fort Union, N. M., ter., had written: “I have sent in to Fort Leavenworth, 71 wagons and 475 mules. The expense of wintering these animals, will be much less there. . . .”)

Ref: Missouri Republican, St. Louis, November 29, December 8, 1851; Missouri Staterman, Columbia, Mo., January 2, 1852 (gives statement of Wilson Hamilton that 170 mules of the government train froze to death at “Cottonwood Grove”); Calhoun, op. cit., p. 418 (for Summer’s report).

November.—At the three army posts in “Kansas” (as stated in
the secretary of war’s report, dated November 29) these were the commanding officers, and troops:

<table>
<thead>
<tr>
<th>Post</th>
<th>Commandant</th>
<th>Garrison</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fort Leavenworth (on the Missouri)</td>
<td>Col. Thomas T. Fauntleroy</td>
<td>1 co., First dragoons; 1 co., Fourth artillery; 2 cos., Sixth infantry. Aggregate: 11 officers; 186 men.</td>
</tr>
</tbody>
</table>


December (?)—Published in Ohio, late in the year (by internal evidence) was a work compiled by Stephen L. Massey entitled: *James’s Traveler’s Companion. Being a Complete Guide Through the Western States.* . . .

The author’s preface (dated “Cincinnati, May, 1851”) stated: “The following work was commenced about a year ago. . . . The materials . . . have been collected and arranged for publication, mostly during leisure hours. We have designed to have the work take a much wider range than any similar one yet presented to the public. . . .” The reference in Massey’s book to St. Joseph, Mo.’s telegraph line (see following) seems to place the publication date as no earlier than November or December, 1851. Pages 175-187 of *James’s Traveler’s Companion* were devoted to “Route of the Missouri River,” from which some excerpts are as follows:

“COUNCIL BLUFFS, on the west bank of the Missouri, in the Indian territory, is a high bluff bank, on which a celebrated Indian council was held [in 1825—see KHQ, v. 28, pp. 534, 535]. It is a place of considerable notoriety, on account of its being about as far as steamboats ever ascend the river.”

“COUNCIL POINT, situated opposite, in Iowa, is sometimes miscalled Council Bluff. It is the landing point for a Mormon town named KANESVILLE [“population of about 2,000”], situated about four miles in the interior. . . .” (The site of Council Bluffs, Iowa.)

“TRADE’RS POINT, four miles below Council Point, in the same county, is a small French settlement. . . . It contains about 100 inhabitants.”

“BELLEVUE, twenty-one miles below Traders’ Point, on the west bank of
the river, in the Indian territory, is an Indian missionary station. It is also the
residence of the [Indian] agent. . . . It has a good landing for boats, and
may some time become an important place."

"PLATTE RIVER . . . empties into the Missouri fifteen miles below
Bellevue. . . ."

"IOWA POINT, one hundred thirty-five miles below the mouth of Platte river,
in Holt county, Missouri, is the landing point for the town of Oregon ["population
of about 500"] . . . situated ten miles in the interior. . . ."

"NODEWAY CITY, thirty miles below Iowa Point, in Andrew county, Missouri,
is a small village . . . about 200 inhabitants. It is the landing point for
Savannah, a town of 1,000 inhabitants, situated a few miles off the river.
. . ."

"ST. JOSEPH, twenty-five miles below Nodeway City, in Buchanan county,
Missouri, is a thriving and important town. It was settled only about seven
years since [in 1843—see KIQ, v. 29, p. 481]. . . . St. Joseph is now
growing with amazing rapidity. . . . There has been a telegraph line
established between this town and St. Louis [see November 1, 1851, annals
entry], and there is in contemplation a railway to Hannibal, on the Mississippi.
. . . St. Joseph . . . [has] a population of about 4,000. There are
many emigrants constantly passing through this place . . . [for the West].
The principal routes to California and Oregon however, commence at Fort
Leavenworth, Independence, and the mouth of Kansas river. . . ."

"WESTON, about 55 miles below St. Joseph, in Platte county, Missouri, is a
fine flourishing place, and is rapidly improving. Many of the emigrants make
this a stopping place, for laying in supplies, previous to starting out on the
plains. It . . . [has] a population of 2,000."

"LITTLE PLATTE RIVER LANDING, three miles below Weston, is the landing
point for Platte City, situated a short distance up the Little Platte river.
. . ."

"FORT LEAVENWORTH, four miles below Platte River Landing, is situated
on a high bluff of the Missouri, in the Indian territory. The situation is
remarkably fine, the bluff being about 150 feet in height, and composed principally
of white limestone. There is an excellent landing for boats, and many
other superior advantages, which warrant the belief that there will, some day,
be at this place a large and flourishing town. There is usually[1] a small garrison
stationed here, and it is the rendezvous for all United States' troops destined
for Santa Fe, Oregon, and the frontier stations. One of the principal routes
to California commences at this place." (The "Route from Fort Leavenworth
to Sutter's Fort, California," which Massey gave, begins "To [Little] Blue river,
249 miles; to Big [Grand] Island, 35 miles . . . [etc.]")

"LITTLE PLATTE RIVER . . . empties into the Missouri twenty miles
below Fort Leavenworth. . . ."

"PARKVILLE, situated one mile below the mouth of Platte river, in Platte
county, is a fine flourishing little village. . . . It [has] a population of
260."

"KANSAS RIVER.—This is one of the largest tributaries of the Missouri.
. . . Its entire length is about twelve hundred miles, for nine hundred of
which it might be navigated. . . ."

"KANSAS RIVER LANDING, is a landing point for WYANDOTTE CITY, situated
a short distance in the interior. It is also one of the principal starting points for emigrants going to Oregon.” ["Wyandotte City"—now part of Kansas City, Kan.—was on the Wyandot Indians’ reserve, at the mouth of Kansas river. Part-Wyandot William Walker, in a journal entry of June 9, 1847, had written: “My excursions upon the Captain of the steamboat ‘Manona’ for landing my lumber on the point opposite Wyandott City, instead of our usual landing place.” The size of this village in 1851 is nowhere given.]

(The “Route from Kansas River landing to Oregon City,” in Massey’s work, begins: “To Kansas river crossing, 75 miles; to Platte river, 220 miles . . . [etc.] . . . This route is generally considered as commencing at Independence, but the traveler does not actually take leave of civilization . . . until he arrives at this point [Kansas River Landing]. Hence we have given the route from this place.”)

“KANSAS, situated near the mouth of Kansas river, in Jackson county, Missouri, is a pleasantly situated town, standing on a high bank of the river, and commanding a view of the surrounding country for many miles. It has been settled about four years. . . . The business of the place is very extensive, there being an almost constant stream of travel passing through this region, on their way to . . . [California]. Kansas contains 1 Methodist, 1 Baptist, and 1 Presbyterian church, a large number of stores, and about 800 inhabitants.” [Paul Wilhelm, Duke of Wuerttemberg, who saw Kansas, Mo., in August, 1851, described it (in a narrative for his countrymen): “Kansastown is quite picturesquely situated on some hills along the Kansas river near it junction with the much bigger Missouri. The main street is about thirty feet above the water level. The houses are of both baked brick and boards, the latter called ‘frame’ houses. It is a lively little place. Here most travellers bound for the West purchase what they require for their long overland journey. Moreover, the neighboring hordes of semi-civilized Indians buy their supplies here. . . .”]

“INDEPENDENCE, county seat of Jackson county, Missouri, is situated about four miles back of Wayne City; is a place of great importance, and is growing with amazing rapidity. . . . The business done here is immense. . . . [It has] a population of 2,500. . . . There is a large trade carried on between this place and Santa Fe. The goods are transported . . . in wagons, which are built very large and strong, and are usually drawn by oxen, from sixteen to twenty of which are attached to each wagon. . . . Independence derives its importance from being the point where most of the emigrants going the overland route to California and Oregon, get their last supplies, and, also, as being the point where the principal routes to these places commence. . . . Stages leave . . . once a month for Santa Fe.” (Massey failed to mention that these were U. S. mail-carrying stages; and that a monthly U. S. mail also departed for Salt Lake City.)

(The “Route from Independence to Santa Fe,” in Massey’s work was derived from Gregg’s table of 1844, and is not quoted here.)

Ref: Stephen L. Massey, James’s Traveler’s Companion . . . (Cincinnati, Published by J. A. & U. P. James, 1851); New Mexico Historical Review, v. 17, p. 196 (for Duke Paul’s Kansas, Mo., description).

December 1(?)—From Santa Fe, in charge of “Mr. Wallace,” the “November” U. S. mail arrived at Independence, Mo. Stage passengers were “Mr. Porter and his wife.”
It had been a difficult trip, due to “great depth of snow on the plains.” A storm that “commenced upon the party at Cold Springs,” lasted four days and nights; but the party had progressed slowly—until November 12, when “they lost all their animals except one, with which they were enabled to get a new supply from [80 to 100-mile distant] Fort Atkinson.” Despite the delay they were en route again in time to “make the trip through to this point by Monday last”—according to the Missouri Republican’s correspondent at Independence (writing on Tuesday, December 2). The New York Times published a telegram dated “St. Louis, Friday Dec. 5,” which stated: “The Santa Fe mail arrived at Independence yesterday[1]. . . . [Snow storm at Cedar Springs caused the loss of 14 mules.] The snow was 2 feet deep on the Plains to Fort Atkinson.”

Ref: Missouri Republican, St. Louis, December 12, 1851; New York Daily Times, December 6, 1851.

December 1.—On schedule, the mail for Salt Lake City left Independence, Mo. But it did not reach its destination until January 29, 1852—nearly a month late. See, also, January 24, 1852, annals entry.

The Salt Lake Deseret News reported that the man who carried the mail from Fort Laramie westward “had to wait at Laramie 16 days for said mail, which was hindered by the Pawnee Indians.”


December 4.—The “November” U. S. mail from Salt Lake City arrived at Independence, Mo., “having been much impeded in its progress by the snow,” which was “in some places 15 inches deep.” Stage passengers were John S. Tutt, trader (from Fort Laramie), and “Paul William, Prince of Wurttemberg,” who had been “taken up” about 235 miles from the States. (See, also, p. 273.)

News from the Plains: Indians in the Fort Kearny area were troublesome; had “robbed the Farmer, Fox Booth”; and troops had been sent to his aid. The Cheyennes and Pawnees were at war. “Ward and Geary’s [traders Seth E. Ward and William Guerrier] wagons were met by the mail party at Chimney Rock.”

Ref: The Frontier Guardian, Kanesville, Ia., January 9, 1852; St. Joseph (Mo.) Gazette, December 31, 1851.

December.—The Kansas, apparently the last steamboat operating on the “middle” Missouri in 1851, arrived at St. Louis December 10, from Weston.

The Intelligencer reported: “Several Salt Lake merchants were passengers. . . . Col. [Robert M.] Stewart [president of the Hannibal & St. Joseph Railroad] also came down, on his way to Washington.”

Ref: St. Louis Daily Intelligencer, December 11, 12, 1851. The Kansas had been at Weston, previously, on December 2; and passed Arrow Rock, on the return trip, December 4.—St. Joseph Gazette, December 3, 17, 1851. Stewart was a resident of St. Joseph.

December 10.—Maria Meeker, aged 17, born in “Kansas” in 1834
(see KHQ, v. 28, p. 366), was married to Nathan L. Simpson, of Westport, Mo.

(Their first child, and the first grandchild of Baptist missionaries Jotham and Eleanor Meeker [residents of present Franklin county], was born September 22, 1852.)

Ref: Miscellaneous Genealogical Records From Kansas Society D. A. R. [v. 3], p. 9 (family records from Maria Meeker Simpson’s Bible), in KHi library. Mrs. Simpson died at Nebraska City, Neb., January 15, 1885.

December 13.—A telegram from “Kansas” (City, Mo.) to St. Louis read: “Weather cold. River clear of ice. Capt. [Alexander W.] Reynolds, Judge [Joab] Houghton, [Richard] Owens and [James] H. Quinn, arrived this morning [from Santa Fe]. Met Aubrey 4 miles above Chouteau’s Island; Capt. Polk [i.e., Bvt. Capt. John Pope, Topographical engineers] at Pawnee Fork; Maj. Greer [Bvt. Maj. William N. Grier] and Capt. [Langdon C.] Easton at Bluff creek, with the [December] mail [party].” Also with the mail were Charles Radziminski (see p. 265) and “Mr. Scott.”

From Independence, a telegram of December 15, to St. Louis, stated (in part): “A. W. Reynolds and Company [evidently having come by way of Bent’s Fort, since they had met F. X. Aubry at Chouteau’s Island] arrived here at 7 . . . p.m . . . Reynolds’ party encountered no less than 20 snow storms on their way, which were very fatal to their animals.” (Reynolds was en route to Washington where he would contest Richard Weightman’s claim to the seat as delegate to congress from New Mexico.)

It had been reported that Reynolds was to leave Santa Fe for the States on October 20. The “November” eastbound mail overtook his party at Fort Atkinson in mid-November. It then was said to be composed of 10 to 16 persons, including Judge Houghton, Richard Owens, “Mr. Pilans, wife and two children.”

The “January” (1852) mail met “Capt. Easton, Radiminsky, Maj. Grier, and party, on the 5th [January], at Wagon Mound [N. M.] getting along very well, and expecting to reach Santa Fe in 4 or 5 days. Their course . . . [had] been much retarded by the deep snows of the last month.” But the “December” mail had arrived at Santa Fe before year’s end.

Ref: Missouri Republican, St. Louis, November 4, 18, December 12, 14, 15, 1851; New York Daily Tribune, November 8, 1851, February 10, 1852; The Weekly Tribune, Liberty, Mo., December 26, 1851.

December 13-19.—The Independence Occidental Messenger of December 20 reported: “During the past week we have had quite a number of arrivals from Santa Fe.” Listed were: Reynolds, Houghton, Owens and Quinn (see preceding entry); also, William McGrory, “T. S. J.” Johnson, Mr. Kennett, Lt. (John A.?) Brown, and John S. Jones (freighter).
Jones had left Santa Fe on November 27; in his company were a number of Jones & Russell employees. One of them—Wilson Hamilton—reached Lexington, Mo., on December 18. He told of their overtaking “Chiles’ train” (mules worn out; 58 head lost) near Council Grove. Despite a severe snow storm, near Fort Atkinson, and cold weather on the plains, the Jones & Russell party’s trip had been an “entirely successful” one (all hands well; but one mule lost). At “Crow [Cow?] Creek” they had met the Santa Fe-bound “December” mail—“passengers and all in fine spirits.” (See preceding entry.)

Ref: The Weekly Tribune, Liberty, Mo., December 26, 1851 (from Independence Messenger, December 20 issue); Missouri Statesman, Columbia, Mo., January 2, 1852 (from Lexington Express of December 23, 1851). In Calhoun, op. cit., p. 375, Johnson’s initials are given as “J. S. T.”

C Mid-December.—Smallpox broke out “in the village of St. Mary” (the Pottawatome settlement around St. Mary’s [Catholic] Mission). “For two months it raged with the greatest virulence,” Father Maurice Gailland wrote. “Scarcely a day passed without a funeral, often three or four. . . . Death . . . carried off the elite of the village.”

Earlier in the year (when smallpox was a threat) the missionaries twice had sent for “vaccine matter from the U. S., but the vaccination had no effect.”

Ref: Garraghan, op. cit., v. 2, p. 634.

C December 15.—R. D. Blackston(e) and Alexander Warfield began trading with the Osage Indians.


Blackston(e) apparently quit before the end of 1852. In 1853 there is mention of Warfield & Boone; and another ledger has the title: “Boon & Warfield’s Acct Book Big Hill Town Verdigris River, Osage Nation 1854.” Still another has “J. R. Edwards’” at the front; but in the middle of the volume is a page headed “Warfield & Edwards Account Book or J. R. Edwards & Co. Aug. 1855” (and the accounts here run on into 1859).

Ref: Ledgers of Indian traders with the Osages (as noted above), in the Kansas Collection of the University of Kansas library, Lawrence. The name “Bazziel,” is to be found as “Brazil,” or “Brazilie” in other sources.

C December 24.—In charge of “Mr. [William] Allison,” the “December” mail from Santa Fe (which had left that place on the 2d), arrived at Independence, Mo.

The party had found snow 12 to 14 inches deep on the Cimarron; had made
their way through three storms—one at McNees' creek, another at Fort Atkinson (where the Santa Fe-bound “December” mail was met), and a third at Lost Spring. Lt. James N. Ward (passenger in the stage) had been left at Fort Atkinson, too ill to proceed.

Ref: Missouri Republican, St. Louis, December 27, 1851.

Employed in “Kansa” by the Indian Department during all, or part of the year were the following persons (other than Indian agents—who are listed on p. 247). For the:

**Kansa**—John Brazil, interpreter; Morris Baker, blacksmith; Emanuel Mosier and James Tingler, assistants smiths.


*Miami*—Baptiste Peoria, interpreter (he served for the Weas, Piankeshaws, etc., also); Robert Simerwell, blacksmith; Luther Paschal, assistant smith; Amos H. Goodwin (or Gooden?), farmer; James B. Chenault, miller.

**Wyandots**—William Walker, interpreter; Samuel Drummond and William McCown, blacksmiths; Guilford D. Hurt, Samuel Drummond, Isaac Baker, and H. C. Long (for one month), assistant smiths.

**Shawnees**—Joseph Parks, interpreter; Calvin Perkins, blacksmith; Lindsey T. Cook and Joseph A. W. Meador, assistant smiths.

**Delawares**—Henry Tiblow, interpreter; Isaac Munday, blacksmith; Joshua Myers (to June 23; died), Julius Fairfield, William R. Ketchum, and J. G. Evans, assistant smiths.

“Missouri” Sacs & Foxes—John B. Rubite, and Paschal Pensineau, Interpreters; H. J. McClintock, Mansfield Carter, and James F. Forman, farmers; John Mccluskey (or McClaskey) and John W. Forman, blacksmiths; Francis Dupree (“resigned”), Antoine Gravaille (or Granville?), and Isaac McCluskey (or McClaskey), assistant smiths.

**Kickapoos**—Peter Cadue, interpreter.

**Iowas**—John B. Roy, interpreter.

**Osages**—Elijah Pennington (“resigned”), George Tinker, Akin Brant, Thomas J. Kennedy, and David M. Austin, blacksmiths; Francis Mitchell, Joseph Captain, and William Biet (or Beyett), assistant smiths; Egbert K. Howland and Robert Wan, millers; Dodridge Barnaby and Peter Chouteau, assistant millers.

587, 589, 599; OIA, Letters Received from Great Nemaha Agency (National Archives Micro-
copy 234, Roll 308). The last reference contains a certification, dated September 30, 1851,
by Agent W. P. Richardson that he was born in Franklin county, Ky.; that James F. Forman
was born in Bourbon county, Ky.; John Mccluskey in Nelson county, Ky.; John B. Roy in
St. Louis; and Peter Cadue in "Canada East."

(Parf Twenty-one Will Appear in the Winter, 1966, Issue.)