Kansas Before 1854: A Revised Annals
Compiled by Louise Barry

PART TWENTY-THREE, 1854

C January-May.—Licenses new and renewal 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>
</thead>
<tbody>
<tr>
<td>W. G. Ewing, Jr.</td>
<td>Delawares &amp; Sac &amp; Foxes</td>
<td>B. F. Robinson</td>
<td>January</td>
</tr>
<tr>
<td>Josiah Smart</td>
<td>Sac &amp; Foxes</td>
<td>B. A. James</td>
<td>January</td>
</tr>
<tr>
<td>(R. A.) Kinzie &amp; (J. H.)</td>
<td>Kansas</td>
<td>J. W. Whitfield</td>
<td>January</td>
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<tr>
<td>Whistler</td>
<td>Miamis</td>
<td>Ely Moore</td>
<td>February</td>
</tr>
<tr>
<td>Walker, Northrup &amp; Chick</td>
<td>Miamis</td>
<td>Ely Moore</td>
<td>February</td>
</tr>
<tr>
<td>W. H. Haskell</td>
<td>Miamis</td>
<td>Ely Moore</td>
<td>February</td>
</tr>
<tr>
<td>M. D. Richardville</td>
<td>Pottawatomies</td>
<td>J. W. Whitfield</td>
<td>February</td>
</tr>
<tr>
<td>McHeeny &amp; Feely</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Gilham &amp; McDaniel</td>
<td></td>
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</tr>
<tr>
<td>Chouteau</td>
<td>Sac &amp; Foxes</td>
<td>B. A. James</td>
<td>March</td>
</tr>
<tr>
<td>J. B. Scott</td>
<td>Shawnees</td>
<td>B. F. Robinson</td>
<td>April</td>
</tr>
<tr>
<td>Baker &amp; Street</td>
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<td></td>
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<tr>
<td>Ebenezer Blackstone</td>
<td>Kickapoo</td>
<td>Daniel Vanderslice</td>
<td>April</td>
</tr>
<tr>
<td>(Blackistone?)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S. P. &amp; W. H. Keller</td>
<td>Kansas</td>
<td>J. W. Whitfield</td>
<td>April</td>
</tr>
<tr>
<td>W. F. Dyer</td>
<td>Kickapoo</td>
<td>Daniel Vanderslice</td>
<td>May</td>
</tr>
</tbody>
</table>

Ref: Superintendency of Indian Affairs (SIA), St. Louis, “Records,” v. 9, typed copy, pp. 820, 822, 823, 825, 826, 831, 845, 854, 857, 862, 869. In a January 21, 1854, letter Agent J. W. Whitfield stated he was sending the license granted to Walker, Northrup & Chick (the “successors and former partners of E. Mosier of Council Grove”); and that he had not included Mosier at clerk, as requested—Office of Indians Affairs (OIA), Letters Received from Pottawatomie Agency (National Archives Microcopy 234, Roll 644).

C January 1.—At Union Town (Pottawatomie trading post), John L. Ogee signed a contract (with Agent J. W. Whitfield) “to keep and attend two Ferrys for the use and benefit of the Pottawatomie Indians . . . on the Kanzas river”—one to be located “at or near Smiths Ferry near the Baptist Mission”; the other, “at or near L. R. Darling place—near Union Town. . . .”

The ferries were to be operated daily from sunrise to sunset, Sunday not excepted. Ogee was to be paid $580 per year. John W. Brown and Anthony A. Ward witnessed the contract signing.

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Pottawatomie Agency, wrote that he had discharged Ogee; and that a successor would not be appointed till the spring rise of the Kansas river in 1855.)

Ref: OIA, Letters Received from Pottawatomie Agency (National Archives Microcopy 234, Roll 679). See Kansas Historical Quarterly (KHQ), v. 32, p. 87, for L. R. Darling as operator of the first national Pottawatomie ferry.

ificaciones.

January 9-10.—At St. Joseph, Mo., several hundred persons (principally from northwestern Missouri and western Iowa) attended a Nebraska delegate convention. Resolutions were passed, and a memorial to congress was adopted, calling for immediate organization of the Nebraska territory, extinguishment of Indian land titles therein, and "liberal encouragement" to settlement.

Daniel Vanderslice (head of the Great Nemaha Agency) had an active role in the convention; Bvt. Maj. Edmund A. Ogden (Fort Leavenworth’s quartermaster) was elected a vice-president. The latter’s participation, subsequently, was criticized by R. S. Kelley (editor of the Liberty [Mo.] Democratic Platform).

Ref: St. Joseph Gazette, January 11, 18, February 15, 1854; James C. Malin’s The Nebraska Question, 1852-1854 (Lawrence, cit 1853), pp. 207-257 (for a comprehensive study of this Nebraska convention); and see Doctor Malin’s “Aspects of the Nebraska Question, 1852-1854,” in KHQ, v. 20, pp. 385-391.

January 18.—The St. Joseph (Mo.) Gazette reported that congress was considering the organization of the large Nebraska territory into three territories, to be named “Cherokee,” “Kansas,” and “Nebraska.”

In the extant newspaper files of this area the above is the earliest mention of a proposed Kansas territory.

Ref: St. Joseph Gazette, January 18, 1854; or, KHQ, v. 20, p. 450.

January 18.—Wright Williamson & Co., in an advertisement for their “St. Joseph Steam Ferry Boat” (the General Gaines—brought upriver in late autumn, 1853), announced: “A splendid road is opened 100 feet wide from the [Missouri] River to the Bluff on the Nebraska [i.e., “Kansas”] side, making it dry at all seasons.” (Upwards of $6,000 had been spent on the steamboat, and in “fixing pastures for cattle, etc.,” the owners claimed.)

“The Boat . . . can cross the River in five minutes,” their “ad” stated, “and carry each time two hundred head of cattle, and at least 12 waggons. . . . [The proprietors] have a large Hotel and commodious State Rooms on the Boat, sufficient to accommodate 125 persons comfortably with Boarding and lodging, which will be reserved for the emigrants.”

Ref: St. Joseph Gazette, December 14, 1853, January 18, 1854; Missouri Republican, St. Louis, November 1, 1853 (the F. X. Aubrey, leaving St. Joseph October 27, met the upbound General Gaines at Spar Island, below Fort Leavenworth). The Gazette of September 6, 1854, mentioned the steam ferryboat (General Gaines) as still operating at St. Joseph.

January 20.—The Santa Fe mail (in charge of [John?] Jones) arrived at Independence, Mo. John Greiner was a stage passenger.
Also with the mail party was "Mr. [N. D.?] Van Epps," agent for "Abrahams & Rosenthal," who had left his wagon and hands at Council Grove.

Ref: Liberty (Mo.) Weekly Tribune, January 27, 1854 (from Occidental Messenger, Independence, Mo.; Missouri Republican, St. Louis, January 21, 1854.

January (?).—The death of To-pe-ne-bee—a "Life Annuity Chief" of the Pottawatomies—was mentioned by Agent J. W. Whitfield in a January 21 letter. But he did not indicate when the event occurred. (On November 13, 1853, To-pe-ne-bee had been paid a $100 annuity for 1853.)

When To-pe-ne-bee came to "Kansas" in 1837 (see KHQ, v. 29, p. 78) Isaac McCoy referred to him as the "principal chief of the Pottawotamie nation."


January 23.—Sen. Stephen A. Douglas, of Illinois, from the committee on territories, reported a revised Nebraska bill (substituted for one reported on January 4) which called for the creation of two territories—Nebraska and Kansas; repealed the Missouri Compromise (changes in the bill on February 6, 7, and 15 made it explicit), and introduced the principle of popular, or "squatter" sovereignty.

This bill, subsequently, passed both houses of congress, and became law when President Pierce signed the measure on May 30, 1854.

Ref: Malin's The Nebraska Question, pp. 288-351; also, his "Aspects of the Nebraska Question . . . .", loc. cit.; Roy F. Nichols' "The Kansas-Nebraska Act . . . ." in Mississippi Valley Historical Review, Lincoln, Neb., v. 48 (September, 1956), pp. 187-212.

In a late January issue, the Savannah (Mo.) Sentinel commented: "The Cattle Trade, in this section, has been very active during the past few weeks. Drovers and speculators have made very extensive purchases for the plains. At least 5,000 head of cattle have changed hands since the new year."

"Prices have been high. Good work cattle, have commanded $100. Four and five year old steers, from $25 to $35. Cows from $18 to $25. Heifers $13 to $16; Yearlings $10 to $12. Good horses or mules, sixteen hands high are worth from $100 to $150."


January 31.—A telegram from Independence, Mo. (to St. Louis), announced the arrival (at 4 P.M.) of "Mr. K. W. [William] Allison" (from Fort Laramie) with the "December mail" from Salt Lake. (The January mail from Utah had not reached Laramie when he left there—on the 19th?)

As reported, Allison's party encountered snowstorms for six days; the animals
all "broke down"; and Cheyennes took all the mail company's bedding and provisions (but Sioux Indians "gave them provisions and were more friendly").

Ref: Missouri Republican, St. Louis, February 1, 1854.

C January 31.—"River frozen hard here—foot passengers crossing on the ice all day."—dispatch from St. Joseph, Mo.

Ref: Missouri Republican, St. Louis, February 1, 1854.

C February 7.—Charles A. Perry, Weston, Mo., signed a contract (made at Fort Leavenworth with Bvt. Maj. E. A. Ogden, AQM) to "transport, per steamers, to Fort Riley," 7,000 bushels of corn in sacks (at $1.15 per bushel), and such "public stores" as might be turned over to him at Fort Leavenworth (at $1.25 per 100 pounds).

For Perry's successful Kansas river steamboat venture, and the first steamboat navigation of the Kaw for any distance, see April entry, p. 184.


C February.—"Earl Fitzwilliam, a member of the English Parliament" (who had spent part of the winter at Taos, and Bent's Fort; and was now homeward-bound), crossed "Kansas" this month and arrived at Westport, Mo., by, or before February 23.

The "escorting party" (mentioned in the item about Fitzwilliam) may have been the company of Ceran St. Vrain, John L. Hatcher and Lucien Maxwell. "Kiowah," from Taos, N. M., on January 25, had written: "St. Vrain, Hatcher and Maxwell form a party for the States early in . . . [February]. They expect to return by June or July, with a large train of merchandise, &c. St. Vrain & Pley have purchased here a train of wagons, about 40 in number which they will send in about the time they start; the wagons in good repair, averaged them about $45 a piece."

Ref: St. Joseph (Mo.) Gazette, March 8, 1854; Liberty (Mo.) Weekly Tribune, March 10, 1854; Missouri Republican, St. Louis, February 24, March 2, 1854. For earlier mention of Fitzwilliam see KHQ, v. 32, pp. 257, 472.

C February 23.—Delayed en route two days by a snowstorm in the Council Grove area, the Santa Fe mail (Francis Booth, conductor) arrived at Independence, Mo. Aboard the stage were James L. Collins (Santa Fe Gazette proprietor), Murray F. Tuley (an Albuquerque lawyer), and G. Rodman (a Philadelphian).

Ref: Liberty (Mo.) Weekly Tribune, March 3, 1854; St. Joseph (Mo.) Gazette, March 8, 1854; New Mexico Historical Review, Santa Fe, v. 39, p. 205 (for an item on Tuley). See KHQ, v. 33, p. 61, for Rodman's trip to Santa Fe.

C February.—On his way to Rome, the Rt. Rev. John B. Lamy (vicar apostolic of New Mexico) traveled the Santa Fe trail this month; and reached the Missouri border near the end of February.

Those of Bishop Lamy's party also going abroad, as reported: the Rev. Jose E. Ortiz, Jesus Marie Ortiz (son of Don Francisco Ortiz y Delgado), a son of Don Santiago Gonzales of Corrales, and an Indian boy from Santa Clara.
March 1.—The Polar Star (T. H. Brierly, captain) reached St. Joseph, Mo.—the first steamboat arrival of the year. (She had left St. Louis February 21.)

The Liberty Tribune of March 3 noted that the Polar Star, and Banner State "passed up the river the other day, and are the first boats that have ascended this high the present season."

On March 7 the Honduras (which left St. Louis February 27) tied up at St. Joseph's landing—the second steamboat arrival of 1854.

March 3.—William Allison with the "Salt Lake" mail (bringing news from Salt Lake up to January 1), arrived at Independence, Mo. He had left Fort Laramie on February 18.

In early (?) February some U. S. mail from Salt Lake had been brought to Austin, Fremont county, Iowa, by J. H. Jones, of St. Joseph, Mo. Jones (with two traveling companions) had left Salt Lake City December 24, 1853, and reached Sydney, Iowa, after a journey of 35 traveling days.

March.—"Mules, Nebraska and cattle, and cattle, Nebraska and mules are the topics of the day . . . .," said the Missouri Statesman, Columbia, of March 3.

March 4.—At Fort Leavenworth, Charles A. Perry, of Perry & Young, Weston, Mo., was awarded the contract to provide 225 horses (sound animals; 15 to 16 hands high; from 5 to 7 years old) for dragoon service, and to deliver them at San Francisco. Perry's bid was $270 per head. (Other bids ranged from $288 to $480 per animal.)

Ref: Liberty (Mo.) Weekly Tribune, February 3 (for Ogden's "ad" of January 27), March 24 (for award, and list of bidders), 1854. See, also, Ogden "ad" in St. Joseph (Mo.) Gazette, February 8, 1854 (this one for "about sixty very superior saddle Horses fit for Dragoon service on the plains"—needed before May 10). A biographical sketch of Charles A. Perry (in the 1881 Buchanan county, Mo., History—op. cit., p. 553) states that he went through to Salt Lake as sutler to the command of "Colonel Stephens [i.e., Steptoe]," in 1854 (see June 1 annals entry for Steptoe), but George S. Park places Perry on the Excel, voyaging the Kansas river in mid-June, 1854 (see June 16-22 annals entry).

Mid-March.—"We learn from the St. Louis papers, that there is quite a rush of travelers up the Missouri river, all the boats going
up crowded to their utmost capacity. They are most of them emigrants for California, Oregon or Nebraska."

Ref: The Daily Alton (Ill.) Telegraph, March 16, 1854.

C March 21.—Passengers arriving at Independence, Mo., in the mail stage from Santa Fe were "Messrs. Wethered, Mitchell, and Mercure."

Ref: Weekly Missouri Statesman, Columbia, March 31, 1854 (from the Western Dispatch, Independence); Liberty (Mo.) Weekly Tribune, March 31, 1854 (from Occidental Messenger, Independence—which said four "gentlemen" were passengers); Missouri Republican, St. Louis, March 23, 1854 (by dispatch from Independence).

C March 21.—At St. Louis, Capt. Ralph W. Kirkham, quartermaster for the Sixth U. S. infantry, arranged (by contract with E. F. Dix) for the Timour No. 2 to transport one officer, 101 men, and two horses from Jefferson Barracks, Mo., to Fort Leavenworth.


C March 24.—An Office of Indian Affairs "Statement of number of Indians in Kanzas & Nebraska," gave these statistics for eastern Kansas tribes:

<table>
<thead>
<tr>
<th>Tribal Group</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Delawares</td>
<td>1,182</td>
</tr>
<tr>
<td>Iowa</td>
<td>437</td>
</tr>
<tr>
<td>Kansa</td>
<td>1,375</td>
</tr>
<tr>
<td>Kickapooos</td>
<td>475</td>
</tr>
<tr>
<td>Miami</td>
<td>250</td>
</tr>
<tr>
<td>Osages</td>
<td>4,941</td>
</tr>
<tr>
<td>Ottawa</td>
<td>247</td>
</tr>
<tr>
<td>*Peorias &amp; Kaskaskias</td>
<td>255</td>
</tr>
<tr>
<td>Pottawatomies</td>
<td>4,300</td>
</tr>
<tr>
<td></td>
<td>[Grand total 17,550]</td>
</tr>
</tbody>
</table>

* The "united" tribes of Weas & Plankeshaws, Peorias & Kaskaskias, numbered 259 according to the "Schedule of persons or families" appended to their May 30, 1854, treaty. The separate listings above constitute a duplication.

The Stockbridges, and the Munsee (or Christian) Indians—residing on the Delaware reserve—who totaled 278 souls in 1845, are not listed in the tabulation. Their number (diminished) would offset the duplication above (unless they were included with the Delawares?). A very few "New York" Indians also were in "Kanzas" in March, 1854.

Ref: The "Statement" is to be found in Office of Indian Affairs, "Letters Received from Kansas Agency," 1854 (microfilm from National Archives in KHI). A notation says it is recorded in "Miscellaneous Records No. 8, p. 255"; and another (penciled) note reads: "Transmitted with letter to Hon Mr. Phillips 24 March 54." See C. J. Kappler's Indian Affairs, Laws and Treaties (1904), v. 2, pp. 640, 641, for the Wea (etc.) "Schedule."

C March.—The Rt. Rev. John B. Miege (who had gone to Rome in April, 1853) returned to St. Mary's (Pottawatomie) Mission. (See KHQ, v. 32, p. 238, and facing p. 256.)

The gifts Bishop Miege brought back for his log cathedral included an organ (a source of amazement for the Indians), and a painting of the Immaculate
Conception (said to be the work of Italian painter Benito), which is still at the parish church in St. Marys.


March 30.—The Salt Lake mail arrived at Independence, Mo., from Fort Laramie, bringing, as the latest news from Utah, the Deseret News of February 2. On the last six days of the trip the mail party had endured “an unusual quantity of disagreeable weather.”

Ref: Liberty (Mo.) Weekly Tribune, April 7, 1854.

April 7.—“Capt. [Andrew] Wineland’s magnificent floating palace Jas. H. Lucas, an entirely new boat, came to our wharf on Friday last,” the St. Joseph (Mo.) Gazette of April 12 reported.

“She is the largest and most commodious boat in the [Missouri river] trade, and elegantly furnished, with a bridal chamber, and a Parlor in the Texas, suitable for tete-a-tete, and courting. Mr. Taylors Brass & Cotillion Band from St. Louis, came up on the Boat.”

Ref: St. Joseph Gazette, April 12, 1854; Missouri Republican, St. Louis, April 14, 1854. The Jas. H. Lucas operated on the Missouri till midsummer. In the St. Joseph Gazette of August 18, Charles K. Baker advertised his boat, the Admiral, as a St. Louis-St. Joseph packet replacing the Jas. H. Lucas.

An April issue of the Fort Smith (Ark.) Herald stated: “Droves of cattle may be seen every day, in our city, for California. . . . The road to California will be filled with cattle from Arkansas for many miles. We have no doubt but 100,000[!] head will go from our State.”

Maj. O. F. Winship (who, in the summer of 1854 traveled out to Fort Atkinson, and from there, by way of the upper Arkansas and the route along the base of the Rockies, to Fort Laramie), reported, after his return, that “during the past season” large droves of cattle “with attendant wagons &c.,” had been taken “by emigrants and traders from Texas and Arkansas” over the route he had pursued—from Bent’s Fort to Fort St. Vrain—whence they had “struck due west through Bridger’s or Stansbury’s Pass direct to the Salt Lake”; and that the number of cattle taken “over that road the past summer” was about 25,000.


April 11.—Two Indian delegations—Delawares and Shawnees—accompanied by Agent Benjamin F. Robinson, and the Rev. Thomas Johnson, left Kansas (City), Mo., aboard the Polar Star, en route to Washington, D. C. They were empowered to make land cession treaties.

A letter (by Agent B. F. Robinson?) dated “Delaware, N. T. [i. e., ‘Kansas’], April 5, 1854,” stated that the writer had been “constantly engaged in attending a Council of the Indian Tribes,” from late March till April 4; that the Shawnees had decided on March 31 to send a delegation of eight or ten; and the Delawares, on April 3, had determined to send nine delegates.
See, also, May 6 and 10 entries.

Ref: William Walker’s diary, in W. E. Connelley’s The Provisional Government of Nebraska Territory . . . . (1890), pp. 401, and 408 (for May 22, 1854, entry: “The Delaware and Shawnee Chiefs returned”); Weekly Missouri Stateman, Columbia, March 31 (for Robinson? letter), April 28, 1854. The Kansas Agency papers in the John G. Pratt Collection (in KHi ms. division) include a May 11, 1854, letter from George W. Manypenny stating that John Ketchem and James Conner, Delawares, and Henry Tiblow, the Delawares’ interpreter, would “visit their friends in Indiana on their return home from Washington.”

April 12.—At Fort Riley, Thomas Simpson and Mary Joanne Riordon were married by the Rev. J. B. Duerinck, S. J., of St. Mary’s (Pottawatomie) Mission.

(If not the first marriage at Fort Riley, it was the first of which there is record.)

Ref: St. Mary’s Mission records, at St. Mary’s College, St. Marys, Kan. Witnesses to the ceremony were Edward Davis, and Anna McCarroll (the Fort Riley hospital matron).

April 12.—“Lewis’ Nebraska Ferry”—a “good Horse Boat” ferry—on the Missouri “at Hart’s Point, about 15 miles above Weston,” was advertised in the St. Joseph Gazette. The notice also stated that a good road leading from Columbus, Mo. (later renamed “Rushville”) to the ferry “is now open.”

Presumably the operator was Calvin Lewis, who, in 1855, obtained a charter for his ferry, from the Kansas territorial legislature.

Ref: St. Joseph Gazette, April 12, 1854. In KHO, v. 2, p. 27, it is stated that (Calvin) “Lewis’ Point” was about three miles above Kickapoo City, and just above Oak Mills, Atchison county. But that does not fit the “about 15 miles above Weston” description; nor does it relate to Columbus (or, Rushville), Mo.—which is above Atchison. See Sheffield Ingalls’ History of Atchison County, Kansas (1916), pp. 127, 128 (for the Oak Mills location); and The History of Buchanan County, Missouri (1881), p. 372 (for Columbus—Rushville). Note, in June 17, 1854, annals entry that “Million’s Ferry” is described as “about fifteen miles above Weston.” Million’s location was at “Atchison.”

April.—Reports of cholera (or, a disease resembling it) on the Missouri, reached St. Louis in mid-month.

The News of April 15 said that according to “arrivals last evening” a number of cholera (or cholera-like) deaths had occurred on the upbound Australia—which carried “a crowd of Mormons and other emigrants.” (At Keokuk, Iowa, from 10 to 15 of the emigrants “with whom that town is flooded,” had succumbed to cholera, or a similar complaint.)

Ref: Weekly Missouri Stateman, Columbia, April 28, 1854.

April 15.—At Ottawa Baptist Mission (east of present Ottawa), Missionary Jotham Meeker noted in his diary: “The first California Emigrants arrived last evening—to-day several Companies pass with about 850 Cattle, besides work oxen.”

On April 24 (after returning from a trip to Westport, Mo.) Meeker wrote: “Learn that during all of last week great numbers of Cattle have been passing every day. On yesterday morning about 1000 left here—they continued passing all day, on last night between 2200 & 2300 loose Cattle encamped within a mile of our house. Large drovees still move onward through the day. About
1500 more encamp this evening within a mile of us. We have heard of over 2100 having passed and arrived to-day. Don’t know how many more there have been.” Meeker recorded in his diary on April 25: “Rode out to-day in the Road, half mile from our house, remained about a half hour—some 1600 Cattle passed me while there—others passed afterwards, and other droves arrive this evening.”

See, also, May 27 annals entry.

Ref: Jotham Meeker’s “Diary,” in KHi ms. division.

April.—These were the steamboats making one, or more, April trips to points on the Missouri above the Kaw’s mouth: Aleonia (a Nashville and St. Louis boat; she made only one? run up the Missouri), Australia, Banner State, Clara, F. X. Aubrey, Genoa, Herald, Honduras, Isabel, Jas. H. Lucas, Ne Plus Ultra, Polar Star, Sam Cloon, Sonora, Timour No. 2, and Tropic.

Ref: Issues of the St. Joseph (Mo.) Gazette and Missouri Republican, St. Louis, and H. Miles Moore’s “Journal” (loc. cit.), for April, and May, 1854.

April 19.—Arrival of these Santa Fe trail travelers was reported at Independence, Mo.: Dr. Henry Connelly, New Mexico’s Gov. David Meriwether, his son Raymond, Mrs. Louis Smith (wife of a Santa Fe Baptist missionary), William Cunningham, “Perea” (Francisco Perea), and “any number of Mexican traders.” It was said they had been 23 days on the road. In a brush with Indians at Pawnee Fork, “a man named Montague” had been wounded in the neck by an arrow.

Governor Meriwether (en route to Kentucky on a visit; and to report in Washington) later recollected of this trip that he, his son, and Mrs. Louis Smith traveled in the train of Connelly and “Chaves”; that in the caravan there were three carriages, about 100 wagons, some 100 extra mules; and that (at his suggestion) Connelly’s train crossed to the Arkansas by Aubrey’s route (which Meriwether had traveled in 1853—see KHQ, v. 33, p. 39). At Council Grove, both the governor and Mrs. Louis Smith had expected to stay overnight at the Kansa Methodist Mission, but were turned away (says Meriwether) because of Mrs. Smith’s Baptists affiliation.

Ref: Missouri Republican, St. Louis, April 21, 1854; Weekly Missouri Statesman, Columbia, April 28, 1854; Liberty (Mo.) Weekly Tribune, April 29, 1854; New York Daily Tribune, May 4, 1854 (from Santa Fe Gazette of March 23); David Meriwether, My Life in the Mountains and on the Plains, ed. by B. A. Griffen (Norman, c1965), pp. 174-186; Old Santa Fe, Santa Fe, N. M., v. 1 (October, 1913), p. 216 (for Perea).

April 19-24.—“Quite a number of trains are here fitting out for California and Oregon.”—report, April 19, from Independence, Mo. On the 24th it was stated: “California emigrants are leaving daily, all in good health.”

(The first “Californians” passed St. Mary’s Mission [at present St. Marys] on April 22.)

April.—From Weston, Mo., Franklin B. Gilbert, John M. Guthrie, and B. F. Bishop set out for Salt Lake City with a load of goods. On their return home, August 26, it was reported that they “were the first in the valley, reaching there the 3d day of July.”

Ref: Missouri Republican, St. Louis, September 9, 1854 (from Weston Reporter).

April 20.—In the charge of “Mr. [J. H.?] Jones,” merchants McLaughlin, Barrow & Jones, St. Joseph, Mo., started a “Goods and Groceries” train of 12 mule-drawn wagons (each with a 3,000-pound load), and eight ox-drawn wagons (carrying 3,800-pound loads) for Salt Lake City.

In mid-May eastbound travelers met “Jones’ merchant train” near Fort Laramie.

Ref: St. Joseph Gazette, April 26, July 19, 1854. See March 9, 1854, entry for J. H. Jones.

April 21.—Alexander Majors signed a government contract to transport army stores overland, during the summer, from Fort Leavenworth to Fort Laramie, at the rate of $7.90 per 100 pounds; and to furnish and deliver at Fort Laramie, by July 15, 1,000 bushels of corn (at $4.89 per bushel). J. M. Hunter and S. L. McKinney were sureties for his $15,000 bond.

See, also, April 28 entry.


April 21.—(M. G.?) Shrewsbury, (A. G.?) Woodward & Co. signed a government contract to transport army stores (received by June 15) overland from Fort Leavenworth to Fort Kearny, for $3.80 per 100 pounds; to furnish and deliver at Fort Kearny, by October 1, 2,000 bushels of corn (at $2.40 per bushel); and to furnish and deliver at Fort Laramie, by July 15, 1,000 bushels of corn (at $4.47 per bushel). Sureties for the $8,000 bond were C(harles) A. Perry and E(lijah) Cody.


April-May.—“It is supposed that 3,000 head of cattle were passed by the [Salt Lake] mail between Laramie and this place.”—report from Independence, Mo., May 5. (The mail reached Missouri May 3; presumably had left Fort Laramie about April 15.)

The Liberty (Mo.) Weekly Tribune of April 21 stated: “The number of cattle that will be driven over the plains this season will be considerable. We hear of droves from various quarters of . . . [Missouri] on the march.”

In a mid-April issue, the Huntsville (Mo.) Recorder said: “. . . It is an every day affair, that from one to half dozen or more droves of cattle pass
through our streets from counties east of this en route for the land of gold. Thomas L. Gorham, Dr. W. T. Lowery, Roberts & Terrill, H. C. Collins & Bro., B. Furnish and Jas. M. Turner, have each started from this [Randolph] county within the last few days, with large droves of cattle for the California market. Very many families are passing daily, with view of making their homes in the far West.” (When Gorham crossed the Missouri at Glasgow on the 24th[?] it was reported he had “about 500 [large, fine] cattle.”)

According to the Lexington (Mo.) Chronicle of April 22, these droves had passed Lone Jack in Jackson county (and were herded just above that place, while waiting for the grass to grow): a drove from Franklin county of 490 head, and 20 men; James Hackley, from the Dover vicinity, with 190 head, and seven men; Mr. Henning, also from the Dover area, with 90 head, and five men. The Lexington paper further stated that William (H.) Russell’s stock was at Lone Jack (and ready to start about April 25). His two droves of 450 cattle each were in the charge of R. W. Durham and Benjamin Shackelford. From Major Baird’s, in Lafayette county, the train of Messrs. Upton B. Winsor and Charles L. Ewing, with nearly 600 head of cattle, horses, and mules, and 18 men, planned to start on April 25. In the week of April 16-22, on different days, in lots of 300 and more, a drove of upwards of 1,000 cattle from Osage county crossed the Missouri at Lexington. (The owners were three brothers—Germans—making their fifth trip across the plains. They were headed for St. Joseph, Mo.)

“Mr. Maupin of Boone co., Mo.” set out in April(?) with a drove of 600 cattle. As later reported from California, he lost about 290 head en route, and all but three of 80 yoke of work steers in his train. Prior to April 14, Messrs. John S. and William F. Wilhite and Willis March of Boone county started for California with 400 head of cattle.

In mid-April Messrs. Cooper of Howard county, Mo., bound for California, passed through Glasgow with 2,000 head of sheep. (They expected to cross the Missouri at Council Bluffs.) Also in mid-April, Messrs. McKinney & Anderson, of the Glasgow area left for California with their train—10 men, one woman, five wagons, and 400 head of cattle.

On May 12, at St. Mary’s (Pottawatomie) Mission, Father Duerinck wrote in his diary: “The Californians are driving a great deal of stock. We have bought of them forty-five head of cattle.”

Mr. Lunt, who left Salt Lake City on July 7 and reached Independence, Mo., August 22, said that 100,000 and “probably” 150,000 head of cattle had been driven to California “this season.” He had met only about 20,000—most of which would go by way of Salt Lake; but “far the greater number went by the cut-off and Fort Hall.” “Great numbers of fine horses and mules, and numerous large flocks of sheep” were also on the route.

Ref: Weekly Missouri Statesman, Columbia, April 14, 28, May 5, 19, 1854; Liberty Weekly Tribune, April 21, 1854; Missouri Republican, St. Louis, April 29, August 31, November 2, 1854; Garraghan, op. cit., v. 2, p. 657 (for Duerinck).

April.—John W. Whitfield was appointed Indian agent for the Upper Platte Agency (in place of Thomas Fitzpatrick, deceased). Richard C. S. Brown, Van Buren, Ark., was appointed to the post
Whitfield vacated—head of the Pottawatomie Agency (for the Pottawatomies and Kansa).

Brown arrived at Westport, Mo. (which he made his headquarters), about May 25(?). On June 22 he died of cholera. His replacement was George W. Clarke, also of Van Buren, Ark., who accepted the post on August 14. On November 25 Clarke wrote that he had established his agency at “Douglass” (Douglas), on the Kansas river about 50 miles west of Westport. (His home was a 14-foot square cabin; but he was erecting another cabin for an office.)

Proslaveryman Whitfield, on November 29, was elected delegate to congress from Kansas territory.

Ref: St. Joseph (Mo.) Gazette, April 26, 1854; OIA, Letters Received from Pottawatomie Agency (National Archives Microcopy 234, Roll 679), for Brown and Whitfield items.

April 21.—Bound for Washington to make land cession treaties, the Iowa, Sac & Fox (of the Missouri), and Kickapoo Indian delegations, accompanied by Agent Daniel Vanderslice, were aboard the Honduras as she started downriver from St. Joseph, Mo. (They arrived in Washington on May 1. See, also, May 17 and 18 annals entries.)

“As soon as Vanderslice left, many [persons] flocked over [from Missouri] and made their claims by laying a foundation for a cabin and writing their names on a tree near by, and now [May 27] there is not a grease spot left unclaimed within my knowledge; and still claim hunters are passing daily. After thus locating their claims most of them go back and are now awaiting the results of the treaty. . . .”—“H. B.” in a letter dated May 27, from his “Spring Hill Farm [in] Nebraska, alias Kansas.”

Ref: Howard Vanderslice and H. N. Monnett, Van der Slicc and Allied Families (Los Angeles, c.1931), p. 167 (from Daniel Vanderslice’s diary, 1854); New York Daily Tribune, August 14, 1854 (reprinted from Reading [Pa.] Gazette of August 12) for “H. B’s” May 27 letter. The identity of “H. B.”—a man obviously already well established in “Kansas” (who says in his letter: “I think I have one of the best claims . . . .”)—cannot be determined with certainty. Was he Indian trader Benjamin Harding (i.e., “B. H.” rather than “H. B.”) who, since 1832 (see KHC, v. 10, p. 206) had been located at the site of present Wathena, Doniphan county? (Reversal of initials was a fairly common editorial device.)

April 21-26.—In present Doniphan county (and across the Missouri from St. Joseph) three meetings relating to “Kansas” squatters’ land claims were held.

At the April 21 “assemblage” (place not indicated, but probably Henry Thompson’s residence) “it was determined that all persons who had previous to that time designated particular spots or localities [in ‘Kansas’] should hold them independent of all others who might come hereafter.”

An opposition group, meeting April 24, near “the venerable Wathena’s wig-wam” (at Benjamin Harding’s trading post?) adopted rules and regulations for the mutual protection of squatters. Essentially, this gathering declared the decisions of April 21 null and void.

At Henry Thompson’s, on April 26, a meeting was held to reaffirm the stand taken on April 21; and to counteract the “high handed” measures adopted by the April 24 assemblage, which, it was said, had resulted in many claims
being jumped, or disputed. Lucian J. Eastin (St. Joseph Gazette editor) presided; Sidney Tennent was secretary; Messrs. Sykes, Mansfield, and Northcutt were resolutions committee members.

(On May 5 the adjourned meeting at Henry Thompson’s [with T. Wildbahn as chairman; and Alfred Larzelere as secretary] passed more resolutions—one endorsement of Douglas’ Nebraska bill; adopted new rules for registration of claims; and appointed D. M. Johnston, St. Joseph, as register.)

Ref: St. Joseph Gazette, May 3, 10, 1854; Missouri Republican, St. Louis, May 8, 1854; Malin’s Nebraska Question . . . , pp. 361, 362. “Wah-the-nah” was one of the Kickapoo’s “leading men,” according to Agent Daniel Vanderslice—see his “Diary” (loc. cit.), April 7, 1854, entry. He lived where the town of Wathena subsequently was established.

April 22.—The “neat little stern-wheel steamer” Excel (owned by C. A. Perry, and Messrs. Tutt & Baker, all of Weston, Mo.) started up the Kansas river. She carried government-contract supplies (principally, this trip, 1,100 barrels of flour, it is said); and reached her destination—Fort Riley—in two days (according to the recollection of passenger Hayden D. McMeekin).

The Excel was the first steamboat to enter the Kansas river since the flood year, 1844 (see KHQ, v. 30, p. 76), so far as known; and the first steamboat ever to go up the Kaw for any distance. She was the only steamboat on the Kansas in 1854; she made perhaps six trips to Fort Riley between April 22 and June 22; and was never on the Kansas again. These items provide some information on the Excel in 1854:

April 8.—“The little steamer Excel was sold on Saturday [April 8] for $7,500 to Capt. Baker, for the Kansas river trade.”—Mo. Rep., St. Louis, April 11.

April 19.—In the morning, the Sonora left Weston, and met the upbound Excel below Kansas (City), Mo. The Herald, later in the day, met the Excel at “Barker’s landing” (somewhere above the Kaw’s mouth).—Ibid., April 23. The arrival of the Excel at Weston, on the evening of the 19th, was noted by resident H. Miles Moore.

April 21.—The Weston Reporter of April 20 announced that the Excel, owned by townsmen C. A. Perry, and Tutt & Baker, and commanded by Capt. Charles Baker, would “ply as a regular packet” between Weston and Fort Riley; and would leave on her first trip “to-morrow morning.”—Liberty Weekly Tribune, April 28.

April 22.—The Liberty Democratic Platform of May 4 (Thursday) reported the Excel “started up the Kansas River last Saturday week [April 22], laden with Government freight from Fort Leavenworth, bound for Fort Riley.”

April 29.—The Independence Occidental Messenger commented: “The Excel, commanded by Capt. Johnson[1], left the port of Kansas a few days since, but we are informed that she did not get up the Kaw, beyond six or eight miles, before she landed upon a sand bar . . . [apparently this was misinformation]. This effort of Captain Johnson[1] is worthy to be recorded among the progressive events of the age, it is the commencement of steam navigation in the beautiful Nebraska Territory. . . .”—Mo. Rep., May 5.
May 23.—From Kansas river, the Excel tied up at Weston in the afternoon.—H. Miles Moore.

June 3.—The New Lucy (downbound) left Weston; passed the Excel at Fort Leavenworth.—Mo. Rep., June 7. (The Excel had left Weston on June 2.—Moore.)

June 8.—The Excel returned to Weston in the evening.—Moore.

June 9.—The Excel started down from Weston in the morning.—Moore.

June 13.—The Excel arrived at Weston in the morning.—Moore. The Parkville Industrial Luminaries of June 20 stated: “Last week [i.e., June 13?] the fine little steamer ‘Excel’ brought to the landing here a large lot of skins from Delaware Town [at the Delaware, or Grinter Crossing of Kansas river] in Kansas Territory, being the first exports after the passage of the Territorial Bill. . . .” —“Webb Scrapbooks,” v. 1, p. 44. The remains of a clipping which quoted the Weston Reporter of (June) 15th, read: “The fine little Weston and Fort Riley packet [Excel] came in [Tuesday morning], as usual . . . on a pleasure . . . [trip up?] the smoky Hill. . . .” (Evidently the steamboat had made a run up the Smokey Hill tributary of the Kansas—as she did, again, about June 20—see June 16-22 entry.—Ibid., p. 45.)

June 14.—H. Miles Moore, at Weston, indicated the Excel was to leave the levee on the 15th for Fort Riley. See June 15-22 entry for the Excel’s last trip on the Kansas river.

Ref: Missouri newspapers as noted; KHC, v. 9, p. 322; “Webb Scrapbooks,” KHi library, v. 1; New York Daily Times, August 30, 1854 (for reported six trips made by the Excel); H. Miles Moore’s “Journal,” loc. cit.

April 23.—The mail from Santa Fe, in charge of Francis Booth, reached Independence, Mo. Stage passengers were “Messrs. [Preston] Beck and [John?] Flournoy, of Santa Fe, and John Cece, of Las Vegas.”

James Milligan (“one of the Fremont party”) who reached Westport, Mo., on April 23 (as reported by dispatch from Independence) probably had been aboard the mail coach, also.

Ref: Liberty (Mo.) Weekly Tribune, May 5, 1854; Weekly Missouri Statesman, Columbia, May 5, 1854; Missouri Republican, St. Louis, April 26, 1854.

Died: The Rev. Joel Grover, aged 64, on April 24, at the Kickapoo Methodist Mission (present Leavenworth county), where he had been the Methodist Church, South, missionary from 1851 to 1853.

Ref: Kansas Historical Collections (KHC), v. 9, p. 229 (for Grover’s mission appointments). The item on Grover’s death is from “Rensburg Clippings,” v. 1, pp. 181, 182 (in KHi library). Rensburg stated that the missionary is buried in the National Cemetery at Fort Leavenworth; that Joel Grover, born in Conway, Mass., January 8, 1790, died April 24, 1854, aged 64; and noted that two sons (D. A. N. and Charles H.) afterwards were lawyers in Leavenworth. An article (written when?) published in the New York Daily Tribune of June 22, 1854, included reference to Kickapoo Village, and this statement: “There is but one trading-house in the village; and the mission now occupied by the Rev. Mr. Grover has no school. . . .”

Between late April and mid-June, 19 officers and 481 troops arrived at Fort Leavenworth aboard steamboats (according to
army quartermaster department contracts made with steamboat captains):

<table>
<thead>
<tr>
<th>Contract with</th>
<th>Date</th>
<th>Steamboat</th>
<th>Troops</th>
<th>Taken aboard at</th>
</tr>
</thead>
<tbody>
<tr>
<td>(andrew) Wineland</td>
<td>April 24</td>
<td>James H.</td>
<td>4 officers; 100 men</td>
<td>Jefferson Barracks</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Lucas</td>
<td></td>
<td></td>
</tr>
<tr>
<td>T. H. Brierly</td>
<td>May 1</td>
<td>Polar Star</td>
<td>1 officer; 32 men</td>
<td>St. Louis</td>
</tr>
<tr>
<td>Joseph La Barge</td>
<td>May 4</td>
<td>Sonora</td>
<td>1 officer; 100 men</td>
<td>Jefferson Barracks</td>
</tr>
<tr>
<td>P. M. Chouteau</td>
<td>May 8</td>
<td>Isabel</td>
<td>8 officers; 117 men</td>
<td>Alton, Ill.</td>
</tr>
<tr>
<td>G. W. Bowman</td>
<td>May 12</td>
<td>Edinburg</td>
<td>1 officer; 49 men</td>
<td>St. Louis</td>
</tr>
<tr>
<td>W. W. Baker</td>
<td>May 26</td>
<td>Delaware</td>
<td>3 officers; 48 men</td>
<td>Jefferson Barracks</td>
</tr>
<tr>
<td>J(oshua) Cheever</td>
<td>June 13</td>
<td>Clara</td>
<td>1 officer; 35 men</td>
<td>St. Louis</td>
</tr>
</tbody>
</table>

Ref: 33d Cong., 2d Sess., Sen. Ex. Doc. No. 40 (Serial 752), pp. 9, 10, 12, 13; Missouri Republican, St. Louis, May 6, 1854 (which reported that the Sonora would start "this afternoon" for Jefferson Barracks, to take on board over 100 troops, a number of officers, and 50 wagons, bound for Fort Leavenworth). P. G. Lowe, in his Five Years a Dragoon (1906), p. 157, stated "Toward the last of May [1854], 'D' Troop [First dragoons], Capt. John Adams, came [to Fort Leavenworth] from Fort Snelling by steamboat [the Delaware]."

April.—At St. Joseph, Mo., the Gazette of April 26 stated: "Our streets for the last week have been crowded with emigrants. Our Hotels are full, and still they come. The Steam Ferry Boat [see January 18 entry] is kept busy. An immense qua[n]tity of stock, will cross here."

On March 29 the Gazette had reported: "Emigrants for the plains are beginning to arrive. Every boat brings new arrivals. There is a prospect of a large emigration." And the April 10 issue had this comment: "Our city is now pretty well filled with emigrants for California and every Boat adds to the number. We hear of several thousand head of stock now on their way to this place. There are a greater number of emigrants here destined for Oregon. Several families from this place are preparing to go [including Baptist minister W. F. Boyakis]."

Ref: St. Joseph (Mo.) Gazette, issues as noted.

April 26.—The Massachusetts Emigrant Aid Company was incorporated by act of the Massachusetts general assembly. Organization under this charter was never completed.

On July 24 Eli Thayer and other "interested parties" of Boston, and vicinity, organized an Emigrant Aid Company (unincorporated) to promote Free-State emigration to Kansas territory; and commenced fund-raising and colonization efforts. Thayer, Amos A. Lawrence, and J. M. S. Williams were the company trustees; Dr. Thomas H. Webb was secretary.

Between July 29 and the end of November, 1854, six Emigrant Aid Company parties (totaling fewer than 700? persons) reached
Kansas territory. See rosters of these parties in *KHQ*, v. 12, pp. 115-155.

(On March 4, 1855, the “non-corporate joint stock company” was superseded by the New England Emigrant Aid Company [incorporated]. Under its auspices, about 900? persons came to Kansas in 1855.)


April 27.—Wells & Washburn’s long-awaited “new, safe and commodious steam ferryboat”—for the traffic between Weston, Mo., and Fort Leavenworth, “Kan.”—arrived at Rialto, Mo. (a mile below Weston), where, for 10 years, or longer, John B. Wells, Platte county, Mo., had operated a ferry across the Missouri.

Weston resident, H. Miles Moore, went down to see the steamboat on April 28; and crossed the river on it next day.

Ref: H. Miles Moore’s “Journal” (loc. cit.; *Kansas Weekly Herald*, Leavenworth, September 15, 1854 (and later), for Wells & Washburn’s advertisement; *KHQ*, v. 2, pp. 23-25; W. M. Paxton’s *Annals of Platte County, Missouri* (1897), pp. 62, 173, 913, 914.

April 28.—“Messrs. Alexander and Norton,” and a large party of German emigrants (all men), from Illinois, set out from Weston, Mo., for California. The train (a passenger train, apparently) consisted of nine wagons and 40 “superior” horses.

The company reached Carson Valley on July 29. Alexander and Norton, arriving at Sacramento on August 4, reported the trip had been a pleasant one, with dry weather most of the day. At the Big Blue (present Marysville) the water “did not come above the horses’ knees.” The train had lost no stock; and there had been no Indian trouble.

Ref: *Missouri Republican*, St. Louis, September 13, 1854; *New York Daily Times*, September 9, 1854.

April 28.—(Alexander) Majors & (William H.) Russell signed a government contract to transport army supplies overland from Fort Leavenworth to Albuquerque, N. M., during the summer, at the rate of $10.85 per 100 pounds. (J. M. Hunter, J. B. Yager, and W. B. Waddell were sureties for the $75,000 bond.)

Majors, in his memoirs, stated that in 1854 he changed his business from freighting for merchants in New Mexico, to carrying government freights (*see, also*, April 21 entry), and added to his transportation “making 100 wagons and teams for that year, divided into four trains [some, evidently, going to Fort Laramie].”

James A. Little (fresh from Indiana, and a Majors & Russell employee with the New Mexico-bound train) later recollected that they set out from Fort Leavenworth on May 1. “Our wagons were nearly all loaded with sugar and we had some coffee, bacon and spices,” he wrote (in his 1904-published *What I Saw on the Old Santa Fe*
Trail). "We started with over 500 oxen. Six yoke pulled each wagon and we took a lot of extras for recruits. . . ." Little also stated: "Our train consisted of forty large prairie schooners. There were ten old wagons and thirty new ones sent out by the government for the use of the army post. Each wagon was as large as four ordinary wagons and carried a load averaging three tons."

During the return trip—dates not given—there was an outbreak of smallpox. Little (unvaccinated) left the train and arrived at Council Grove alone. (He stayed with trader Seth Hays.) When the party of "Armebo [Armijo], a very noted Mexican freighter," bound for Kansas City, came along, he traveled east in company. His account says: "With the [Armijo] train were four passengers, a single white lady, two young white men and a negro [Jordan]." According to Little the two men were rivals for the young woman and he says she afterwards married one of them at Kansas City, Mo.


C April 28.—William S. McKnight signed two government contracts for the transporting of army supplies overland to New Mexico during the summer: (1) from Fort Leavenworth to Fort Fillmore, at $13.75 per 100 pounds; (2) from Fort Leavenworth to "El Paso, N. M.," at $14 per 100 pounds. (McKnight's bondsmen for both contracts were Robert Campbell and Kenneth McKenzie of St. Louis.)


C April 29.—Among the four-year U. S. mail contracts (effective July 1) let at Washington, D. C., were these three with "Kansas" connections:

Route
No. 8912. Independence, Mo., to Santa Fe, N. M. ter. 885 miles, once a month, each way; in six-mule coaches. Contractor: Jacob Hall, Independence, Mo.; at $10,990 per year. (Hall had been connected with this mail service since its inception, July 1, 1850—see KHQ, v. 32, p. 84; and was, by his own statement, the sole contractor from July 1, 1854, till June 30, 1862. However, the Santa Fe Weekly Gazette, in 1854, and 1855, carried the advertisement of (John M.) Hockaday & (Jacob) Hall, dated June 12, 1854, informing Santa Fe traders and others, that Hockaday & Hall would carry the U. S. mail from Independence to Santa Fe for four years, beginning July 1, 1854. Fare: November to May 1—$150; May 1 to November, $125. Authorized agents: W. H. Davis, at Santa Fe; John S. Harris at Westport, Mo.]

No. 8911. Independence, Mo., to Salt Lake City, Utah ter. 1,150 miles (estimated), once a month each way; in four-horse coaches. Contractors: William M. F. Magraw and John E. Reeside, of Pennsylvania; at $14,400 per annum. [Magraw and Reeside underbid Samuel H. Woodson—a
contractor on the route since beginning of service August 1, 1850 (see KHO, v. 32, pp. 91, 92). Till now the mail carriers had traveled up the south side of the Kansas, on the old Oregon-California trail, crossing the river just above Union Town (trading post). The Magraw-Reeside route would be: Independence—Westport—Delaware Crossing (of Kansas river)—Fort Leavenworth—Big Blue Crossing (present Marysville)—Fort Kearny—Fort Laramie—Salt Lake City. On July 1, 1855, Magraw became the sole contractor. On August 18, 1856, he was allowed to terminate the contract.

No. 8909. Independence, Mo., to St. Joseph, Mo. 75 miles, and back, daily.
Contractor: Preston Roberts; at $4,400 per annum. Route: Independence—Westport, Mo.—Kansas (City), Mo.—Delaware (Kansas river crossing)—Fort Leavenworth—Weston, Mo.—Dekalb, Mo.—Sparta, Mo.—St. Joseph, Mo.


April-May.—The Independence (Mo.) Western Dispatch of May 19 commented: “We noticed several weeks since, the arrival of several wagons at Westport, loaded with wool from New Mexico. This is a new feature in the trade of that country, and we think if carried on properly, will be profitable. . . . Our traders who freight goods to that country every season . . . might find it to their interest to return loaded with wool . . . [instead of bringing back empty wagons].”

Ref: Liberty (Mo.) Weekly Tribune, May 26, 1854.

April-May.—“Up to the first of May there had crossed the river at the St. Joseph [Mo.] Ferry, Cattle 7588, Waggons, 220, Horses and Mules 588, Men, Women and children 1120,” said the Gazette of May 3. “As many more will yet cross here. A number stop here a while, and then cross at ferries above. It is believed at least 15,000 head of cattle will cross at this ferry. . . .”

In an article dated May 2, the Gazette commented: “The Emigration this season is much larger than we anticipated, our Steam Ferry Boat, is doing a land-office business, being busily engaged in transferring Emigrants with their families and their wagons, stock &c., &c., to the Nebraska [i.e., Kansas] side of the Missouri river. The grass is abundant . . . [for] the many thousand animals, that are weekly taken over, en route for California. . . . We understand that there are large numbers of . . . [emigrants] encamped upon the banks of many streams east of us, recruiting themselves, and teams, &c. preparatory to crossing the River. . . .”

On May 10 the St. Joseph Gazette stated: “Emigration continues, and numerous waggons from Iowa, Illinois, Indiana, Ohio, Michigan and Wisconsin have passed through our streets. . . .” (Many were bound for California “but a large portion” also for Oregon.) “We also notice many families from
southeast Missouri and especially large droves of cattle &c. from the same section . . . [crossing the river here]."

The Liberty (Mo.) *Weekly Tribune* of May 26 reported: "The stock and emigrants that have crossed at St. Joseph up to this time [May —?] sum up as follows. Loose cattle 16,500 head. Add, to this the yoke cattle, not counted in the droves and the number will reach 18,000 head. Horses and mules 1050; persons 2000, wagons, 500."


April-June.—No register of westbound traffic was kept at Fort Kearny (Neb.) in 1854. Missouri newspapers published information on the emigrant, and merchant trains, as received from incoming travelers, and a Fort Kearny correspondent.

On May 12 the Weston *Reporter* stated that Duncan McDonnell (Mackonell) and Henry Adams "just in" from Fort Laramie, had met a good many trains and emigrants on the road (the first train was seen about April 27, on the north side of the Platte, some 20 miles east of Fort Kearny). They reported, also, that (1) Indians, except the Cheyennes, were "very friendly"; (2) a "good many" Mormons were on the route; (3) a great number of cattle and fine horses were being taken west; (4) all were getting along well. (On, or about May 12, the "advance train" of California-bound emigrants reached the North Platte crossing. An emigrant train from Wisconsin arrived at Salt Lake City on June 2.)

The first emigration passed Fort Kearny on May 3, according to "White Bear," in a May 20 letter from that post. He estimated the emigration would be "at least one third smaller" than in 1853—"particularly in the number of Cattle, and, in fact in all kinds of stock." (The stock was of "a very inferior quality," he thought, "compared with the last seasons.") Indians ("the Kaws of Kansas," he said), near the Big Blue, had given emigrants "considerable trouble from all accounts." (One Kansa? had been killed while driving off a cow.) Pawnees (by report) had stolen some cattle near Old Fort Kearny.

Emigrant J. M. Wright, in a May 12 letter (written while on the Little Blue) stated: "The emigration, I think, may be regarded as small, and almost one-half for Oregon, composed principally of horses and cattle, and some as fine as you ever saw. . . ." At Fort Kearny, on May 18, he wrote: "I now think it likely the emigration will be large. There is a perfect crowd here of cows; bells jingle all around."

After traveling in from Fort Laramie (to Independence) during the latter half of May, the mail party reported that (1) from the post to the States "trains of cattle and emigrant parties were visible almost every hour of the day; (2) in "one or two instances where the number was kept, as many as 10,000 head of cattle were passed, and them owned by only two or three companies" (stock on the road was estimated to be "as many if not more" than in 1853); (3) freighting operations to Salt Lake were "much increased" over 1853 (the first freight trains from Independence met by the mail party were those of Mr. Clarkson, and Mr. Patterson).

"White Bear," in a letter of June 19 from Fort Kearny, said the emigration was "much larger" than had been anticipated early in the spring. From "a
rough calculation," he thought "not over half" as much stock had passed as in 1853 (when the count of cattle was 105,000 head). He noted "some [diarrhea] deaths here of the Emigrants and on the road" since his May 20 letter. ("Mr. Riley," of Independence—in charge of Liggett & Moore's train was one such victim. He died on May 12.)

The "mass of the emigration" had passed Fort Kearny before June 20—as reported by Captain Wharton (post commandant) arriving at St. Louis, on leave. Among the late-starting Mormons (see p. 202) there had been some cases of cholera. (The cholera had started among the Mormon emigrants before they left the Westport, Mo., camps. As soon as they "were fairly on their way" it disappeared—according to eastbound Mormon "Mr. Lunt.") Wharton said a "very large quantity of stock" was crossing the plains.

After the June Salt Lake mail reached Independence (on June 29) an Independence correspondent commented: "It is estimated that not as many emigrants, other than Mormons, by one-half are on the road, nor as many cattle and horses by one-third or one-half."

Ref: St. Joseph (Mo.) Gazette, June 14, July 5, 12, 19, 1854; Liberty (Mo.) Weekly Tribune, June 9, 1854; Weekly Missouri Statesman, Columbia, June 9, 1854; Jefferson Inquirer, Jefferson City, June 17, July 22, 1854; Missouri Republican, St. Louis, May 17, June 2, July 9, August 13, 31, November 2, 1854. (The November 2 Republican, from a California source, stated: "The influx of immigrants over the plains this season is variously estimated between 18,000 and 20,000.") The New York Daily Times, September 9, 1854, from an Oregon news source, reported that J. B. Morgan, of Eddystone, Iowa, who arrived at Portland, overland, on July 25, said there were about 400 wagons on their way to Oregon, besides many droves of cattle.

Spring.—Dr. Philo R. Hoy, "an ardent and successful naturalist of Racine, Wis.," who reached Lexington, Mo., in mid-April, subsequently "made various excursions, some of them into Kansas," and returned home in June—having gathered together "many species of birds, reptiles, and fishes. . . ."


Spring-Summer.—Westport, Mo., merchants Charles E. Kearney and William R. Bernard (partners since 1853), this year (as later reported) outfitted 822 wagons at their establishment for the New Mexico and mountain trade.

(In 1853 it had been 600 wagons; in 1855 they outfitted 1,217 wagons.)

Ref: History of Jackson County, Missouri (1881), p. 352.

May 1.—Joseph B. Chiles (one-time Jackson county, Mo., resident; and now of Napa, Calif.) left Independence, Mo., on his fourth westbound overland journey. (His previous trips to California had been made in 1841, 1843, and 1848.)

At the start, Chiles had "several loaded wagons," 72 work cattle, and 22 head of Durhams. On the road he bought more cattle; later had losses (both wagons and stock) on the Carson route. But he arrived at Sacramento on October 2 with 115 head of fine cattle.

May 1.—An Ohio company (including John A. Martin of Dayton, and D. J. Storms of Franklin) left Independence, Mo., for California, driving “several hundred head” of cattle.

Up to arrival at Fort Laramie (on, or before June 13), they lost but two of the herd.


May 2.—(Jones) Creech & (Armstead) Dawson signed a government contract to transport army supplies overland from Fort Leavenworth to Fort Union, N. M., during the summer, at the rate of $7.96 per 100 pounds. Sureties for the $50,000 bond were Elijah Cody, W. H. Bell, and Samuel Fernandis.


May 3.—Three days late (due to snow, rain, and swollen streams), the April Salt Lake mail (brought from Fort Laramie by “Mr. [John] Jamison”) arrived at Independence, Mo. Passengers in the stage were the Hon. Lazarus H. Reid, recently chief justice of Utah territory, and 10 Mormons (some bound for the British Isles), on mission work.

Ref: Missouri Republican, St. Louis, May 5, 6, 1854; Weekly Missouri Statesman, Columbus, May 12, 1854; Liberty (Mo.) Weekly Tribune, May 12, 1854; New York Daily Tribune, May 9, 13, 1854. In the Liberty Tribune of September 15, 1854, the mail driver “Jamison,” is identified as John Jamison—once a printer at Independence, Mo.

May 5.—A party of California-bound Missourians, traveling up the Kansas valley with a large drove of cattle, decided to locate in what became Tecumseh township, Shawnee county. These early settlers (according to W. W. Cone’s history) were the families of J. K. Waysman, A. D. Hand, H. Walker, Albert Byler, Joshua Sartain, and Nathaniel Hedrick.

Ref: W. W. Cone, Historical Sketch of Shawnee County (1887), p. 10.

May 5.—From Independence, Mo., it was reported: “The merchandise trains to Salt Lake and the Mexican territory have left, or are daily getting away from this point, Westport and Kansas [City].”

The June mail party from Santa Fe (which reached Independence on the 17th) met the “first merchant trains [for Santa Fe] . . . going along well at the lower Cimarron Springs,” and “from that point to the [Missouri] line they were met almost daily.”

One train for Salt Lake City which left Independence in May was that of William K. Sloan and L. Stewart, whose goods were freighted by the Barnes brothers of Independence.

A party of travelers from Salt Lake City (left May 1) reaching Fort Leavenworth on May 26, reported that from the number of merchant trains met “it is thought goods will be plenty in the valley this season.” (Weston, St. Joseph, etc., were other starting points for Salt Lake-bound trains. Note April entries pp. 181 and 190.)
May 6.—The Delaware Indians, by treaty made at Washington, D. C., ceded to the United States their lands (all lying north of Kansas river) in “Kansas,” except (1) a tract of about 275,000 acres, and (2) the 39 sections previously sold to the Wyandots.

They ceded, also, their interest in the Delaware “outlet,” for $10,000, which was to be paid (in shares of $2,000, and at $250 per chief each year, until spent) to the Delawares’ five old chiefs: Captain Ketchum, Sarcoxy, Segondyne, Ne-con-he-cond, and Kock-ka-to-wha.

Four sections of land were to be confirmed to the Munsee Indians, upon payment by them of $2,50 per acre.

Nine Delawares signed the treaty: Sarcoxyy, Ne-con-he-cond, Kock-ka-to-wha, Qua-cor-now-ha (or, James Segondyne), Ne-shapa-na-cumin (or, Charles Journycake), Que-sha-to-wha (or, John Ketchum), Pondoxy (or, George Bullet), Kock-kock-quals (or, James Ketchum), and Ah-lah-a-chick (or, James Conner). Among the witnesses: Thomas Johnson, Benjamin F. Robinson (Indian agent), and Henry Tiblow (interpreter).

May 8.—The Rev. Joatham Meeker of Ottawa Baptist Mission (east of present Ottawa) wrote: “Learn that many White families are breaking over the rules of the Government, and are actually settling and opening farms within from 12 to 15 and 25 miles’ from us.”

When Kansas became a territory, officially, on May 30, the news was not long in reaching Ottawa mission. In a June 1 diary entry, Meeker wrote: “Learn that Nebraska and Kansas Territories are organized, that the Shawanoes have sold their lands, and that emigrants are squatting around us in great numbers.”

Meeker noted, on June 17, the brief visit of three Indiana families (Cart, Miner, and Shaw) who planned “to settle on the Peoria lands, some 5 or 6 miles S. E. of us”; and commented: “Learn that many others are coming—so that, all of a sudden, we are to be surrounded by White settlements. Next day (18th) he recorded: “Learn that among the settlers (Whites) adjoining the Ottawa line whiskey shops have been opened [where Sac Indians, and some of the Ottawas, too, were getting liquor].”

May 10.—The Shawnee Indians, by treaty made at Washington, D. C., ceded to the United States all of their estimated 1,600,000-
acre reserve in "Kansas," out of which a 200,000-acre tract was re-
ceded to them.

The diminished Shawnee reserve was bounded (as before) by the Kansas
river on the north; the state of Missouri on the east; other Indian reserves on
the south. But the new western limit was a line parallel to, and 30 miles west
of, the Missouri state line.

Treaty terms provided for dividing much of the 200,000 acres by allotment
in severalty (200 acres for each individual—including absentee, and adopted,
Shawnees). Two Shawnee settlements—Black Bob’s and Long Tail’s—preferred
to retain lands in common. For them, communal assignment of 200 acres per
person was provided.

Specific grants of land were made to three Shawnee missions: 1,920 acres
for the Methodist Church, South (to include the Indian manual labor school); 320
acres for the Friends’ Shawnee labor school; 160 acres to the American
Baptist Missionary Union. Also, five acres to the Shawnee Methodist church,
and two acres to the Shawnee Baptist church (including, in each case, a
meetinghouse and graveyard).

Eight Shawnees signed the treaty: Joseph Parks, Black Hoof, George
McDougal, Long Tail, George Bluejacket, Graham Rogers, Wa-wah-che-pa-e-kar (or, Black Bob), and Henry Bluejacket. Among the witnesses were Agent Benjamin F. Robinson, and
Charles Bluejacket, interpreter.

Ref: Kappeler, op. cit., v. 2, pp. 618-626; KHC, v. 8, p. 93.

 Curse 11.—En route to Washington for land cession treaty-making,
delagations of Miamis, and the confederated Wea & Piankeshaw and
Kaskaskia & Peoria nations, accompanied by their agent Ely Moore,
and Baptiste Peoria, interpreter, arrived at St. Louis. They con-
tinued their journey east on May 12.

Ref: OIA, Letters Received from Osage River Agency, National Archives Microcopy
234, Roll 644 (A. Cumming letter of May 12, 1854).

Hunter) and two Second infantry companies ("B" and "C") arrived at Fort Riley (from Jefferson Barracks, Mo., by way of Fort Leav-
enworth). Montgomery assumed command of the post (from
Maj. Albemarle Cady) on May 15.

At the end of May Fort Riley’s garrison consisted of two Sixth infantry com-
paies and two of Second infantry. See, also, May 27 annals entry.

Ref: Fort Riley post returns, May, 1854 (microfilm from National Archives, in KHI);
New York Daily Times, April 15, 1854 (for Army General Orders No. 8, April 7, 1854).

Curse 13.—At Fort Riley, Alexander Lee signed a contract to
"execute all the masonry of brick and stone for the barracks and
quarters . . ." at the post. (He was to supply "a ration to each
person employed, and their transportation from and to Fort Leavenworth.”) See KHQ, v. 33, pp. 29, 30, for buildings erected in 1853.

Fort Riley was described in “Leavenworth’s” September 8, 1854, letter: “On one side stand the officers’ quarters—houses a story and a half high, built of white limestone, with wide piazzas. They are spacious and tasteful structures. On two other sides of the square are the barracks for the soldiers. These are two stories high with porticos on either side. Connected with the garrison is a large and well cultivated garden. An object of no little interest here is the very copious and never-failing spring which supplies the inhabitants with all their water. . . .”

The November, 1854, quartermaster general’s report stated: “Major Ogden, who has direction of the work [at Fort Riley] reports the erection of three double blocks of officers’ quarters, and four sets of soldiers’ barracks: two of the latter require shingling, flooring, and plastering. These buildings when completed will afford accommodation for four full companies.” (Estimated cost of completing “the works at that post”: $29,500.)


May 8.—In addition to the Australia, Banner State, Clara, F. X. Aubrey, Genoa, Honduras, Isabel, Jas. H. Lucas, Polar Star, Sam Cloon, and Sonora—all of which also had been on the “middle Missouri” in April—these steamboats made one, or more, trips up the Missouri to points above the Kaw’s mouth in May: Delaware, Edinburg, Michigan, and New Lucy.

In an October 9, 1854, letter, “St. Louis” commented that the Polar Star was the best and “fastest boat on the Missouri,” usually making the St. Louis to Kansas (City), Mo., run in about three days. He listed the New Lucy and F. X. Aubrey as “next in rank,” and rated the Banner State, Edinburg, and Clara as “very good.”

Ref: Issues of the St. Joseph (Mo.) Gazette and Missouri Republican, St. Louis, and H. Miles Moore’s “Journal” (loc. cit.), for May and June, 1854; “Webb Scrapbooks,” v. 1, p. 172 (for “St. Louis”).

May 17.—The Iowa Indians, by treaty made at Washington, D. C., ceded to the United States 400 sections of land in northeastern “Kansas,” but retained a diminished reserve bounded as follows:

“Beginning at the mouth of the Great Nemaha River where it empties into the Missouri; thence down the Missouri river to the mouth of Noland’s Creek; thence due south one mile; thence due west to the south fork of the Nemaha; thence down the said fork with its meanders of said river to the place of beginning.”

The treaty provided for a grant of 320 acres (including mission improvements), and a 160-acre timber tract, to the board of foreign missions of the Presbyterian Church; and for a grant of 320 acres (“to be selected by him in ‘Wolf’s Grove’ . . .”) to John B. Roy, interpreter for the Iowas.

Four Iowas signed the treaty: Nan-chee-ning-a (or, No Heart),
Shoon-ty-ing-a (or, Little Wolf), Wa-moon-na-ka (or, Man who Steals), and Nar-ge-ga-rash (or, British). Witnesses included Daniel Vanderslice, agent, and John B. Roy.

Ref: Kappler, op. cit., v. 2, pp. 628-631; KHC, v. 8, p. 91.

May 18.—The Sacs & Foxes of the Missouri, by treaty made at Washington, D. C., ceded to the United States their lands in northeastern “Kansas,” reserving a tract of 32,000 acres (to be selected either within, or outside the limits of the ceded lands). Also, they were to retain, for two years, a section of land at “the site of their present farm and mill.”

The treaty provided, also, for a grant of 160 acres to the board of foreign missions of the Presbyterian Church.

Five Sacs & Foxes signed the treaty: Pe-to-o-ke-mah (or, Hard Fish), Mo-less (or, Wah-pe-nam-mah, or Sturgeon), Ne-son-quot (or, Bear), Mo-ko-ho-ko (or, Jumping Fish), and No-ko-what (or, Fox). Witnesses included Agent Daniel Vanderslice, and Peter Cadue, interpreter.


May 18.—The Kickapoo Indians, by treaty made at Washington, D. C., ceded to the United States all their lands in northeastern “Kansas,” except a tract of 150,000 acres in the western part of their old reserve.

The treaty provided that Peter Cadue, their “faithful friend and interpreter,” was to have 640 acres of land (to include his home and improvements on Cadue’s creek).

Five Kickapoos signed the treaty: Pah-kah-kah (or, John Kennekuk), Kap-i-o-ma (or, the Fox Carrier), No-ka-wat (or, the Fox Hair), Pe-sha-gon (or, Tug made of Bear Skin), and Ke-wi-sah tuk (or, Walking Bear, or Squire). Witnesses included Agent Daniel Vanderslice, and Peter Cadue.

Ref: Kappler, op. cit., v. 2, pp. 634-636; KHC, v. 8, p. 90. The Kickapoos’ head chief—Mah-she-nah—did not go to Washington. See Vanderslice’s diary (loc. cit., p. 172) for mention of Mah-she-nah as head chief in August, 1854.

May 20.—The Santa Fe mail reached Independence, Mo. “Jones” was the conductor; W. F. Dever (or Deaver?) and “Kelly,” were his assistants.

Cheyennes (some 40; armed with bows and arrows) had surrounded the mail party one noon (on the Arkansas?) and run off all the mules. When Jones aimed his gun “at the chief’s head,” the Indians became friendly; and were given the provisions they asked for—after the mules had been returned.

Ref: Missouri Republican, St. Louis, May 27, 1854; Liberty (Mo.) Weekly Tribune, June 2, 1854, and February 2, 1855 (for W. F. Dever); Weekly Missouri Statesman, Columbia, May 5, 1854.
May 22.—The controversial Kansas-Nebraska bill passed in the house by a vote of 113 to 100. (The “aye” votes came from 44 free-state, and 69 slave-state representatives; 91 free-state, and nine slave-state members voted against the measure.)

Ref: The Congressional Globe, Washington; Daniel W. Wilder’s The Annals of Kansas (Topeka, 1886), pp. 43, 44.

May 25-26.—The U. S. senate passed the Kansas-Nebraska bill “at 1:15 a.m., May 26, but at the session of Thursday, May 25. Immediately a salute of 100 guns was fired from Capitol Hill. Intoxication and anger made memorable the night scenes in the Senate and House. . . .”—Wilder.

Ref: Wilder, op. cit., pp. 44, 45 (for above, and additional data).

May 26.—Arriving at Fort Leavenworth “by the mail stage” were Seth M. Blair (U. S. district attorney for Utah territory), “Gen.” James Ferguson, and six Mormons en route to Europe on missionary service. (These gentlemen reached St. Louis May 30, aboard the Sam Cloon.)

Ref: Missouri Republican, St. Louis, June 2, 1854; St. Joseph (Mo.) Gazette, June 14, 1854; New York Daily Tribune, June 6, 8, 1854.

May 27.—Jotham Meeker wrote in his diary: “California emigrants have passed [Ottawa Baptist Mission—see April 15 entry] more or less perhaps every day from April 15 until last Monday, May 22—Have not noticed any passing since until this evening—two or 3 wagons and a small drove of cattle encamp in front of our house. Several of my neighbors have tried to keep count of the number of loose Cattle that have been driven along this route during this spring, who make the number to be about 30,000.”

In various May diary entries he had recorded some of the westbound traffic: May 1—“Am told that over 2000 loose Cattle and 30 Wagons passed here on yesterday for California—See three large companies pass on to-day with perhaps 12 or 1500. Drovers stop with us to-night.” May 2—“Several Drovers of Cattle pass.” May 13—“Streams are all near overflowing their banks. Near 800 cattle pass for California—other droves are stopped by high water within heaving distance of us.” May 15—“Some 5 or 600 Cattle pass, but the drovers think they are about the last of the emigration.” May 16—“Several hundred Cattle encamp in front of our house.” May 17—“Upwards of 600 Cattle leave here this morning, 2 or 300 pass to-day, and others are encamped near us.” May 18—“See two companies of Cattle & Wagons pass to-day.” May 19—“One company passes.” May 20—“See one company pass to-day.” May 22—“Two Wagons & some Cattle pass on this morning for the West.” On June 2 he noted: “Californians still pass occasionally.”

Ref: Jotham Meeker’s “Diary.”

May 27.—Maj. Albemarle Cady with a battalion of Sixth infantry (Companies F and H) left Fort Riley, under orders (of

The battalion camped at Cottonwood creek on June 1 (probably having struck the Santa Fe trail at Cottonwood Crossing); left there June 2; reached old Fort Atkinson (see KHQ, v. 33, p. 44) on June 13; and set up summer camp. When Fauntyleroy’s command passed there in July, it was reported that Cady’s command (“quite comfortably situated”) had “pitched their tents on the site of Fort Atkinson, which, by the bye, has all tumbled down since last fall.”

(On October 2 Major Cady and command abandoned the site, and marched for Fort Riley; left that post October 23; arrived at Fort Leavenworth on the 29th; departed on October 30—for Jefferson Barracks—aboard the Genoa.)

Ref: Fort Riley post returns, May, 1854 (microfilm from National Archives, in KHi); Fort Atkinson post returns (microfilm from National Archives, in KHi); New York Daily Times, April 15, 1854 (for Army General Orders No. 3, April 7, 1854); Muster rolls of Company H, Sixth U. S. infantry, 1854 (originals in KHi ms. division); 33d Cong., 2d Sess., Sen. Ex. Doc. No. 46 (Serial 752), p. 21 (for the Genoa); Missouri Republican, St. Louis, August 25, 1854. The September, 1854, post return for Fort Atkinson states: “This post abandoned Oct. 2/54 per G. O. No. 5 (H. Q. A.) Sept 8/54.” See 33d Cong., 1st Sess., H. Misc. Doc. No. 47 (Serial 741), and 33d Cong., 1st Sess., H. Report No. 223 (Serial 743), for attempt to get Fort Atkinson reestablished.

May 27.—“Kansas” resident “H. B.,” writing from his “Spring Hill Farm, Nebraska, alias Kansas,” stated:

“I must say candidly that Nebraska is one of the greatest humbugs of the age. A small portion of the country near the Missouri River and along the various smaller streams which abound in the Territory can hardly be excelled in any portion of the world (that is where timber is not too scarce) and affords many very valuable locations for stock raising; and there are many places on the various emigrant roads where money can be made at corn-raising and otherwise. Aside from that the country is of little value. Hill lands are generally poor. Farther back the country grows more level and the high prairies produce good crops generally for many miles, say 50 to 150, still further on it grows poorer until it becomes a barren waste. The high grounds furnish very little timber.”


May 28.—From Fort Leavenworth, A. H. Johnston (an Indianan on a visit to “Kansas”) wrote:

“To-day, and for several days past, persons from Missouri have been landing from steamboats, and with their hatchets are marking off their claims in the Indian country, not knowing whether the ‘bill’ has passed Congress or not.

May 29-31.—Arrivals at Independence, Mo., in this period included (1) the Salt Lake mail (in William Allison's charge), on May 29; and (2) from Salt Lake City the small party of Oliver H. Cogswell, merchant, which included his wife, and Isaac Rogers, on May 31.

Ref: Liberty (Mo.) Weekly Tribune, June 9, 1854.

May 30.—The Kansas-Nebraska bill, which created, and opened to white settlement the territories of Kansas and Nebraska, was signed by Pres. Franklin Pierce. Three boundaries of Kansas were set as they are today: The 40th parallel on the north, the Missouri border on the east, the 37th parallel on the south. To the west, Kansas territory extended to the summit of the Rocky mountains.

"The Kansas-Nebraska act also repealed the Missouri Compromise of 1820, which had prohibited slavery in the area of the Louisiana Purchase north of the line 36° 30', with the exception of Missouri, and provided instead that the people of the territories might decide their own institutions for themselves. This was the principle of popular sovereignty which had been applied earlier to the territories of Utah and New Mexico in the Compromise of 1850."—KHQ, v. 21, p. 1.

Ref: Statutes at Large, 33d Cong., 1st Sess., 1854. See KHQ, v. 21, pp. 1-7 ("The Kansas Territorial Centennial").

May 30.—The united tribes of Kaskaskias & Peorias, and Weas & Piankeshaws, by treaty made at Washington, D. C., ceded to the United States the larger part of their two small reserves in "Kansas," but retained a quantity equal to 160 acres for allotment in severalty to each member; and 6,400 acres as a national reserve.

The treaty provided for the grant of 640 acres to the American Indian Mission Association [for Wea Baptist Mission].

Seven united tribesmen signed the treaty: Kio-kaw-mo-zan, Macha-ko-me-ah (or, David Lykins—white missionary, and adopted member), Sa-wa-ne-ke-ah (or, Wilson), Sha-cah-quah (or, Andrew Chick), Ta-ko-nah (or, Mitchel), Che-swa-wa (or, Rogers), and Yellow Beaver. Witnesses included Ely Moore, Indian agent, and Baptiste Peoria, interpreter.


June.—Gov. David Meriwether, returning to New Mexico territory (see p. 180), traveled the Santa Fe trail this month, accompanied by his son Raymond, and Dr. Michael Steck (Indian agent). The governor left Independence, Mo., near the end of May.

After Francis Booth with the Santa Fe mail overtook them at the Cimarron Crossing of the Arkansas, Meriwether's small party traveled in company as far as the Cimarron river—where a military escort from Fort Union, N. M., met the governor.

June 1 (on, or about).—Bvt. Lt. Col. Edward J. Steptoe, Third U. S. artillery, and command, "under orders, by the plains, for California," set out from Fort Leavenworth on the military road to Fort Kearny.

Capt. Rufus Ingalls (assistant quartermaster) in his report, stated: "This command consisted of two companies of artillery, and about 85 dragoon recruits. In the Quartermaster's dept. there were some 130 citizen employés, as teamsters, carters, and herders; 450 mules, 300 horses, 70 wagons, &c. There were, on an average, 900 persons, soldiers and citizens, and nine officers." The 70 heavy baggage wagons were drawn by six mules each; to the seven light wagons "were attached the horses, in strings of from 30 to 40."

After a 40-mile march, the command "was brought to a halt by the cholera, which raged rather fiercely for some days. It disappeared after some eight or ten had fallen victims." Subsequently "the whole command was unusually healthy." All the streams on the route were high. Ingalls stated: "We forded all until we reached the Big Blue, which had to be ferried."

Steptoe's command reached Fort Kearny on June 21; and arrived at Salt Lake City on August 31. The trip had required 92 days; the distance traveled was recorded as 1,216 miles. The command had marched on only 64 days—"making an average 19 miles per day." (Steptoe and troops remained in Utah over the winter, having orders to "secure the murderer of the late Captain Gunnison, if . . . practicable. . . .")

Ref: 34th Cong., 1st Sess., Sen. Ex. Doc. No. 1 (Serial 811), pp. 152-156; Missouri Republican, St. Louis, October 17, 1854 (for report on Steptoe's command having arrived in Salt Lake City with "officers and men all well and stock in remarkably fine condition"; "only eight animals having been lost on the route").

June.—At Westport, Mo., on the 3d, and at Independence, Mo., on the 5th, public meetings were held to organize for "mutual protection [of Jackson county Proslavery citizens] in claiming and holding lands in Kansas Territory, . . . in good faith and with a view to actual settlement. . . ."

The Missouri Republican, St. Louis, of June 14, editorialized: "They [the people of Jackson county] have as much right to go upon Kansas territory with their slaves and other property, as any fanatical son of New England and this right they will assert at all hazards. Their resolutions are calm but firm."

At the Independence meeting one resolution called for the appointment of a vigilance committee which would keep informed on progress of settlement in Kansas, and take "proper steps to prevent and resist" any infringement (or danger of) upon the "rights of Southern settlers."

Both at Westport and Independence, resolutions were passed urging citizens of other Missouri border counties to meet, organize, and take action to secure and guarantee the rights of southern emigrants to Kansas territory.
Free-State pioneer S. N. Wood, arriving on the Missouri-Kansas border around June 20, later (1886) recollected: “The Pro-Slavery men from Missouri had met in Kansas and adopted a code of squatter laws, and the whole Territory seemed staked into claims. They had a register of claims, with an office at Westport, Missouri. One law of this remarkable code provided that Nebraska was for the North and Kansas for the South. One provision was, that every white-livered abolitionist who dared to set foot in Kansas should be hung.

Ref: “Webb Scrapbooks,” v. 1, pp. 21, 21a (for clippings relating to the above meetings; one of which, if correctly dated, places the Independence meeting as on June 4); Missouri Republican, St. Louis, June 7, 14, 18; Malin’s The Nebraska Question . . ., pp. 367, 368; KHC, v. 3, p. 428 (for S. N. Wood).

June 5.—The Miami Indians, by treaty made at Washington, D. C., ceded to the United States all but 70,000 acres of their lands in eastern “Kansas.”

The diminished reserve was to be apportioned as follows: 200 acres to be allotted in severalty to each tribal member, and, except for a 640-acre tract set aside for educational purposes, the remainder (some 20,000 acres) to be held in common, for the time being. There were treaty provisions applicable to the Miamis of Indiana, also.

Treaty signers were: Nah-we-lan-quah (or, Big Legs), Ma-cat-a-chin-quah (or, Little Doctor), Lan-a-pin-cha (or, Jack Hackley), So-ne-lan-gish-eah (or, John Bowrie), Wan-zop-e-ah; and five Indiana Miamis. Witnesses included Agent Ely Moore, and Baptiste Peoria, interpreter.

Kappler, op. cit., v. 2, pp. 641-646; KHC, v. 8, pp. 91, 92.

June.—Sir George Gore’s “grand hunting company for the plains” was encamped west of Westport, Mo., in present Johnson county, on June 6, preparing to set out for Fort Laramie. A passerby wrote that he saw in the camp some 40 to 50 dogs (“mostly greyhounds and staghounds, of the most beautiful breeds”), a “large carriage, and probably a dozen large wagons [five yoke of oxen to each] to transport provisions, &c.”; and that these, together “with the horses, men, &c.” made up “quite an imposing company.”

Gore (who spent three years in the west) presumably got under way (to Fort Laramie) in June. It is said that Jim Bridger assisted in the outfitting; that Henry Chatillon and brother were with the English baronet when he set out; that when the company left Fort Laramie there were 41 men, four six-mule wagons, two three-yoke ox wagons, and 21 red-painted French carts, each drawn by two horses; that one wagon carried Sir George’s guns (some 75 rifles; 12, or more, shotguns); that two wagons were loaded with fishing tackle and other sportsman’s gear; that Gore had, also, such luxury items as a large linen tent, a collapsible brass bed, a portable iron table and iron washstand.

June.—Salt Lake-bound Mormons (immigrants from Wales, England, and the Scandinavian countries, chiefly) were encamped in large numbers near Westport, Mo.

(In March it had been reported at Independence, Mo., that William Empey was in the area “buying cattle to out-fit some 6,000 [Mormon immigrants]”; that some 2,000 of them already had landed in the United States; and that the Mormons, this year “design making Westport and Kansas . . . their outfitting and starting points.” Elder S. W. Richards, quoted in a London newspaper of June 2, 1854, stated: “At St. Louis, another agent of the Church operates with the agent sent from England. From thence the emigrants are forwarded still by steamboat to the camping grounds, which were last year at Keokuk in Iowa . . ., and this year at Kansas [City], in Jackson County, Missouri. . . . Here the emigrants find the teams which the agent has prepared. . . .”)

The Chicago Tribune of June 6 contained this item: “A letter [of May . . .?] from Kansas [City] . . . states that the advance guard of the Mormon emigration over the plains this season, is encamped near that town. This body numbers 1,000 persons; they are chiefly Danes, Swedes, Norwegians, Welsh and English.”

On his way from Independence to Fort Leavenworth on June 6, a traveler noted he “passed an encampment of 3,000[?] Mormons,” between Kansas and Westport. (“They were in a fine forest. Some were sleeping in their wagons, but the most of them had tents, and the woods and fields adjoining in all directions were covered with these white and fragile dwellings . . . most of [these emigrants] . . . do not speak a word of English . . . The cholera is said to be among them. . . .”)

The Independence Occidental Messenger of June 24(?) commented on “the Mormon Camp near Westport”: “It looks like a great city built up in the beautiful prairie south of town. . . . They number now we believe about 1200, and still they come—every boat brings more or less of these infatuated beings. . . . It is the intention of those in charge of them, to start upon their journey across the plains this week, they are to move in bands, so that they will not impede the progress of each other.”

Welshman John Johnson Davies (later) stated that his company of immigrants arrived in New Orleans March 18, 1854; got to St. Louis April 10; left on the 24th (“We had to stop a few times to bury the dead while going up the river”); and reached Kansas (City) in May. “After we got on shore,” he wrote, “we camped close to the river. . . . The cholera was very bad among us by this time, and in a few days we moved to Mr. Magee’s [Milton W. McGee’s] plantation. . . . We buried quite a few of our brethren and sisters in this place [including Davies’ in-laws].” (After six weeks “in these camps,” they went to Westport and remained a few days making final preparations.) “We [a train of 50 wagons] started on the Plains on the 1st of July, 1854.” (Mrs.
Davies gave birth to a daughter between midnight and 1 A.M. the first night out, at Indian creek.) This Mormon train reached Salt Lake City in October. Davies recalled that a Danish train behind them, caught up near Fort Laramie; and that it was the killing of a cow (by Sioux Indians) in the latter train that led to the “Grattan massacre” of August 19.

See p. 207 for a large (?) Mormon camp west of Fort Leavenworth.

At Independence on June 30 the arrival “last night” of the Salt Lake mail was reported. The account stated: “The first party of Mormons were only out about 150 or 200 miles; the other companies of them go out by Fort Riley and open up a new road to Laramie.” (Italics supplied.)

This well may be the clue to the origin of the “Mormon trail” which diverged northwestward (towards Fort Riley) from the Santa Fe road’s 110-mile creek crossing—a “Mormon trail” already there when settlers arrived in the mid-1850’s. Theodore Weichselbaum (in 1908) told of his journey from Kansas City to Ogden, K. T., in December, 1857: “I followed the Santa Fe trail with my three wagons until I reached the station at 110. From there I took the Mormon trail . . . to Fort Riley. . . .” Questioned about this trail, Weichselbaum said: “I only knew the road as the Mormon road. Before and after I came to Ogden [just east of Fort Riley] the Mormons traveled on that road, turning onto it from the Santa Fe trail. They crossed the Kansas at Whisky Point . . . and climbed the hill on the east side of where the hospital now [1908] stands at Fort Riley, and thence across the country to Fort Kearney, Neb., and from there to Salt Lake City. I don’t remember of any other emigration than the Mormons using that road.” Albe B. Whiting (who settled northwest of Fort Riley in April, 1856) referred (in a 1910 address) to the “old Mormon trail, said to have been made in 1846” (but this has no basis of fact), which “left the Santa Fe trail at 110 Creek, in Osage county, and bearing northwest crossed the Kaw at a ferry on the site of Pawnee City. . . . Then the trail ran nearly due north till it met the trails from Leavenworth and up-river towns, on the Little Blue. . . .”

Incoming travelers bought various reports on the progress of the Mormon trains of 1854. Out on the South Platte (in early August?) the Eldridge and Pratt train had 120 head of cattle stampeded by buffalo. Travelers who reached Weston, Mo., August 26 said they had met “a good many Mormons with freight trains, getting along slowly; some even this side of Fort Kearny. . . .” Eastbound Mormons (en route to Council Bluffs) who passed Fort Laramie a few days after the “Grattan massacre” of August 19, said they had met “three large trains of English, Danish, and other foreign emigrants on their way to Utah, comprising in the whole, over two hundred wagons, besides many smaller
scattering companies. . . .” Samuel Machette (from Fort Laramie), who
started east August 16, reported at St. Louis that “the Mormon emigration this
season is unusually large. . . .” “Mr. Lunt” (a Mormon) who reached
Independence (from Salt Lake) August 22, estimated the 1854 emigration to
Utah at about 4,000 souls. The Salt Lake mail party which started east on
September 1 “met the last of the Mormon emigrants on the Sweetwater, doing
well.”

Ref: Liberty (Mo.) Weekly Tribune, March 17 (for Empey), June 30, 1854; E. W.
Talladge’s The History of Salt Lake City and Its Founders (1866), p. 655 (for Richards);
Chicago Daily Tribune, June 6, 1854; New York Daily Tribune, June 25, 1854, or, KHC,
v. 6, pp. 315, 316 (for “3,000 Mormons . . .”); Utah Historical Quarterly, Salt Lake
City, v. 9 (July-October, 1941), pp. 159-161 (for Davies); Weekly Missouri Statesman,
Columbia, July 7, 1854 (for June 30 item); KHC, v. 8, p. 239, v. 11, pp. 561, 569, v. 12,
pp. 1, 2 (for Mormon trail in Kansas); Jefferson Inquirer, Jefferson City, Mo., September
16, 1854; Missouri Republican, St. Louis, August 31, September 9, October 17, 19, 1854;
St. Joseph (Mo.) Gazette, September 20, 1854. See Charles Dawson’s Pioneer Tales of
the Oregon Trail (Topeka, 1912), pp. 66, 67, and 96, 97, for interesting, but undocu-
mented statements about Mormon trails across Kansas. Not all the immigrant Mormons of
1854 outfitted on the western Missouri border. The Columbia Weekly Missouri Statesman
of May 12, 1854, stated: “A train of twenty-one wagons belonging to Mormons from
England and Wales passed through this place on Friday last [May 5].” There were, said
this paper, 106 people (men, women, and children), and 125 head of cattle.

[C] June 6-7.—“Dakota” (going up the Missouri on a steamboat)
wrote a letter in which were these comments:

Independence, Mo.—The Santa Fe business has “diminished there of late,
and reverted to Westport, a thriving town. . . .”

Kansas (City) Mo.—“a place of about a thousand inhabitants situated on
the high bluffs of the river. There is not very much business done there at
present. . . .”

Fort Leavenworth, K. T.—“This is without exception the most beautiful place
on the river. . . . [We] stepped on shore and ascended the hill to the
barracks, about a quarter of a mile. . . . As far as the eye could reach on
either hand, hill rose above hill in an almost endless series of undulations, beau-
tiful streams were winding their sinuous course through fertile valleys, and the
whole diversified with fine groves, gave to the view the air of enchantment.
. . . At the foot of the landing is a large store-house, at which considerable
business is done. On the summit of the bluff is a large plateau, on which the
fort or rather village stands,—for it has far more the appearance of a beautiful
village than fort. In the center are three or four large buildings much like ‘city
blocks,’ in which the soldiers have their mess and lodge. At a little distance
from these and at the several corners are a number of fine houses, the residences
of the officers. In the rear is a splendid grove of elms, with their branches
bending to the ground. . . . This is the promenade ground. This beautiful
place is fixed upon as the seat of Government of Kansas Territory. . . .”
[Gov. Andrew H. Reeder arrived at Fort Leavenworth on October 7, aboard the
Polar Star. He made his headquarters at the post till November 23; then re-
moved to the Shawnee Methodist Mission.]

St. Joseph, Mo.—“Here . . . the [Missouri’s] current is doing extensive
mischief in wearing away the banks and carrying downstream the finest portion
of the city. . . . Within a year an hundred feet has been washed away
from Main st., and in some places as many yards have fallen in. The inhabitants
are beginning to build back on the hills. . . . St. Joseph contains about five
thousand inhabitants, and is fast increasing in population." [In July “Philos” wrote of St. Joseph: “This certainly is a very remarkable place. Although the river has washed away its levee, and encroached far upon the town, taking away large warehouses, stores and dwellings, it is going ahead in business, prosperity and enterprise, and increasing in population, as if there had been no such calamity.” “Plymouth,” in a November letter, commented that the Missouri “has carried off whole blocks of fine stores [at St. Joseph], while at Weston it has taken the opposite course and left entirely—the landing being some distance below town, and the channel of the river nearly half a mile from the paved landing, where I saw steamboats lying when there in the spring.”]

Ref: New York Daily Tribune, July 4, 1854, or “Webb Scrapbooks,” v. 1, pp. 54a, 55; Kansas Weekly Herald, Leavenworth, October 8 and November 24, 1854 (for Reeder); Missouri Republican, St. Louis, July 12, 1854 (for “Philos”); Weekly Missouri Statesman, Columbia, December 1, 1854 (for “Plymouth’s” November 21 letter, from St. Joseph).

C June.—The “Bridge on the Nemahah, will soon be in good order again for crossing,” reported the St. Joseph, Mo., Gazette of June 7.

“There are now at that place [i.e., the vicinity of the Oregon-California trail St. Joseph branch ford of the Nemaha], about 40 [i.e., 90] miles from the Missouri river, about 20 families.” (As shown on the land office plats, the crossing was in the SE¼ of Sec. 23, T. 1 S., R. 12 E. This was some nine miles north of present Seneca.)

In his History of Kansas: and Emigrant’s Guide . . . (Akron, 1855), p. 58, J. Butler Chapman (who spent some time in Kansas territory during the latter half of 1854) wrote: “In 1852 [i.e., 1853?] Wallace B. Moore [i.e., W(illiam)?] W. Moore] made a descent upon the Nemahaw, settled at the crossing of the California road, and built a bridge . . . But his bridge was too low and was washed away. He has laid out a town at the old crossing, named Arbana [Urbana], but his own residence is all that now [late 1854?] graces the city, and that a log cabin, without a floor.” (Chapman had been a guest of the Moores at some time in 1854.) An 1876 history states that W. W. Moore came from St. Joseph, Mo., in January, 1854, and located near the Nemaha crossing later known as Baker’s Ford; that Walter D. Beesles came in February (settling “north of Moore’s place”); and other settlers followed. The Andreas-Cutler (1883) History of Kansas says that Moore and Beeles built a toll bridge about half a mile below the “Baker’s Ford” point; and that they felled a large elm tree in the ford, forcing the public, for a time, to use their bridge; but in 1855(? a flood carried the elm tree downstream, and it swept the bridge away!

The "house of W. W. Moore, where the St. Joseph road crosses the Nemaha," was named as the "place of election" for the 18th election district (erected by proclamation of Governor Reeder, February 24, 1855). The name generally applied to his location was "Moorestown." (On the Whitman & Searl "Map of Eastern Kansas," 1856, it appears as "Morestown.") But Urbana was a post office from March 3 till June 19, 1855 (John Jett, postmaster).

Ref: St. Joseph (Mo.) Gazette, June 7, 1854; Andreas-Cutler, op. cit., pp. 941, 942, and 950 (biography of James Parsons); J. Butler Chapman, History of Kansas . . . (Akron, 1855), pp. 58, 59; KHC, v. 3, pp. 248, 256; Robert W. Baugham's Kansas Post Offices (Topeka, 1881), pp. 131, 209; Kansas Weekly Herald, Leavenworth, October 20, 1855, and November 8, 1856 (wherein his name is given as William W. Moore); Weekly
Kansas Chief, Troy, November 23, 1853 (see bound clipping volume of this issue in KHi library), which has account of Moore’s connection with Thomas J. Sutherland’s activities of 1852; Nemaha County “Clippings,” v. 1, p. 85 (in KHi library); Kansas Herald of Freedom, Lawrence, August 18, 1855 (which notes: “W. W. Moore keeps a public house on the St. Joseph and California road . . .”). In the Andreas-Cutter history (op. cit.), p. 942, it is stated that Farmington, in Nemaha county, was located on the NW¼ of Sec. 26 and NE¼ of Sec. 27, T. 1 S., R. 12 E. “being southwest of old ‘Urbana’ a paper town started by W. W. Moon [Moore] at Baker’s Ford. Thomas Smith and James Parsons succeeded W. W. Moon [Moore] at that point.”

June 7-8.—“The Genoa and Sonora passed up Wednesday [7th] and Thursday . . . for the mouth of the Yellowstone. They have gone up for the Fur Companies.”—St. Joseph (Mo.) Gazette, June 14.

The Genoa (Capt. Joseph Throckmorton), chartered to Robert Campbell, St. Louis, carried Harvey, Primeau & Co. freight; and Indian annuity goods for the Upper Missouri tribes. (On her return, she passed St. Joseph July 12, apparently.)

The Sonora (Capt. Joseph La Barge), chartered to Pierre Chouteau, Jr. & Co., carried the American Fur Company’s goods and supplies. (On her return, she passed St. Joseph about July 14.)

Ref: St. Joseph Gazette, June 14, 1854; Missouri Republican, St. Louis, June 3, 14, July 16, 1854; John E. Sunder’s The Fur Trade on the Upper Missouri, 1840-1865 (c1865), pp. 162, 163.

June 10.—An Ohioan, after a journey from Independence, Mo., to Council Bluffs, Iowa, by stage, and by steamboat, made these comments in a letter from the latter place:

Kansas (City), Mo.—“is not a place of much importance. There are some good store-houses on the shore at the landing, but the site for the town is rough and not at all attractive. It is my judgment that it will not be a second St. Louis.”

Westport, Mo.—“This is back from the river . . . but the California trade and outfit business has made it a point of some importance. There are several fine large brick buildings going up . . . it does not seem to me to have a great prospect.”

Fort Leavenworth, K. T.—“the only things that look like forts being a pair of block-houses, with musket port-holes. The barracks are extensive and appear to be in fine order. The store-houses, &c., are also extensive, and are substantially built of stone. There is a farm of 1,000 acres that is cultivated by Uncle Sam. It is a beautiful tract and in a high state of cultivation. . . . The landing is of rocks, and is one of the finest and most substantial on the river. . . .”

Weston, Mo.—“is a flourishing place, and does an immense business in the hemp trade. It has about 3,000 inhabitants.”

Ref: New York Daily Tribune, June 27, 1854, or, see KHQ, v. 6, pp. 315, 316.

June 10.—Three miles west of Fort Leavenworth, in Salt creek valley, about 300(?) persons met to form a “Squatters’ Association” for the regulation and protection of land claims. Lewis Burnes, Weston, Mo., was chairman, J. H. R. Cundiff, St. Joseph, Mo., served as secretary. The resolutions committee members were
Daniel A. N. Grover, David Dodge, Dr.  Dr. Bonifant, Henry Kitchen, and James N. Burnes.

Among the resolutions passed: (1) "That we are in favor of bona fide squatter sovereignty . . . "; (8) "That we recognize the institution of slavery as already existing in the territory, and recommend to slaveholders to introduce their property as fast as possible"; (9) "That we afford protection to no Abolitionists as settlers of Kansas territory"; (10) "That a "Vigilance Committee" of thirteen be appointed by the chairman to decide upon all disputes in relation to claims. . . ." (The 13 appointees were Daniel A. N. Grover [as register of claims], Isaac Cody, Lorenzo D. Bird, Dr. G. W. Barnes, Charles Henry Allen, John Freeland, J. H. McHolland, James Lewis, James J. Danel, George W. Cooper, E. S. Wilkinson, James N. Burnes, and Samuel J. Finch.

On June 20 "Kansas" wrote that the Salt creek squatters' registry books had been open for "upwards of a week," and about 50 claims a day recorded.

Ref: St. Joseph (Mo.) Gazette, June 14, 1854; Missouri Republican St. Louis, June 17, 19, 1854; Weekly Missouri Statesman, Columbia, June 23, 1854; The Democratic Platform, Liberty, Mo., June 29, 1854; or, KIIF, v. 6, pp. 97, 98 (where, by error, the date is given as June 19 instead of June 10); "Webb Scrapbooks," v. 1, pp. 43, 44, for clippings from Industrial Luminaries, Parkville, Mo., June 20, 27, 1854; New York Daily Times, July 15, 1854 (for "Kansas" comment). The Salt creek meeting place was M. Pierce Riveley's trading post—formerly the post of Robert Wilson. "Leavenworth"—writing from Fort Leavenworth on June 13, 1854, said over 100 persons attended the June 10 meeting.—See "Webb Scrapbooks," v. 1, p. 46.

June.—"J. S.," writing from "Salt Creek Trading House, Kansas Territory, 3 miles west from Fort Leavenworth, June 10, 1854," reported: "The Mormon camp here has had a few cases of cholera. . . . Its number of wagons and emigrants are increasing daily. The advance party is expected to start on or about the 20th instant for Salt Lake City. . . ."


June 13.—"It is estimated that over 2,000 people have already come into the territory to settle," wrote a correspondent from Fort Leavenworth.

"The most of them pass by here on the road leading to the prairies. There is almost a constant procession of them, some in wagons with their families, some on horses, with a bag and an axe. These, with the flood of Mormons on their way to Salt Lake City, would keep a tollgatter—if there was one—quite busy. Of the number who come, many are from neighboring towns in Missouri, who go through the ceremony of entering a 'claim.' . . ."

Ref: "Webb Scrapbooks," v. 1, p. 46 ("Leavenworth's" letter—published in the Boston Post). From this reference to the Mormons, and the one in the preceding entry, it would appear that in 1854 a large number of them landed at Fort Leavenworth, and took the military road westward. But see the June, 1854, annals entry on p. 202.

June 13.—D. M. Chapman, writing from St. Joseph, Mo. (after making an extensive tour of Nebraska and Kansas territories), reported:
"... you can scarcely imagine the state of things, not only in this city but all along the frontier line. The rush to California was nothing to it. Camps are formed, and tents are dotting all the hills and valleys. Thousands are waiting 'the permit' to cross. Large numbers have organized for mutual protection and defense, and have crossed the river, and are locating claims, and staking out farms. Trees are 'blazed' in every direction; and even now much of the choicest land is 'marked.' ..."


© June 13.—Thirty men (28 from Weston, Mo., or vicinity; two from Fort Leavenworth, K. T.) signed the original articles of agreement forming the Leavenworth Association. On June 12 G. W. Gist, his son, J. C. Gist, and Samuel Fernandis had staked off claims, totaling 320 acres, adjoining Fort Leavenworth's southern boundary (on Delaware trust land) for a proposed town. A decision on the name "Leavenworth" was made after June 13 and before June 20.


Some, or all, of the Leavenworth Association officers were elected at a June 22 meeting: George W. Gist, president; Joseph B. Evans, treasurer; H. Miles Moore, secretary. The original trustees were Bvt. Maj. E. A. Ogden, Maj. Sackfield Maclin, and Lorenzo D. Bird. (Ogden resigned August 30; was replaced by Amos Rees.)

"Out West"—in a July 17 letter from "Kansas Territory"—wrote that he was living at Fort Leavenworth. "... it has always been asserted that the Govt's land extended three miles South of here on the Missouri," he stated. "But now, a company composed partly of army officers and partly of citizens, have entered upon the lower part... and laid out a town, nineteen workmen have been employed the past week to clear away the brush and bushes, who are paid $1.50 per day each, and boarded... The company have building frames already under way at St. Louis and other places, and will shortly erect them. ..."

Ref: H. Miles Moore, Early History of Leavenworth City and County (1906), pp. 17-25; H. Miles Moore's "Journal," and Leavenworth Association records in H. Miles Moore's papers (microfilmed, from original in Coe Collection, Yale University Library); Leavenworth Daily Times, September 14, 1879 (see in Leavenworth county "Clippings," v. 1, pp. 87-89, in KHI library); "Webb Scrapbooks," v. 1, p. 76 (for "Out West's" letter).

© June 15—Of Fort Leavenworth and environs, a Lexington, Ky., man (on a tour of observation; and writing from Kansas [City], Mo.) had this to say:
"This reservation is about six miles, meandering with the Missouri River, and extending three miles back. Outside of this for ten miles every foot of land has been taken, and tents and cabins are being erected all over the country. At the Western [i.e., Weston] Ferry alone, in one half day up to noon, upward of 500 people crossed. The emigration is immense to all parts of the Territory. Associations are being formed for mutual protection. . . ."


C June 15-22.—The Excel made her last run from Weston, Mo., to Fort Riley, and back; and her last trip on the Kansas river. For the first time she carried women passengers on the Kaw. (See April 22 entry.)

Coowners Charles K. Baker (captain) and Charles A. Perry (also their families), and "Dixon" (clerk) were on the steamboat. George S. Park (who boarded at Parkville, Mo., on the 16th), in his "Notes of a Trip up Kansas River," listed as other passengers Asst. Surg. William A. Hammond (assigned to Fort Riley), his wife, and Mrs. Hammond's sister (Clara Nesbit), "Mr. [Thaddeus K.?] Mills" (paymaster's clerk), "Mr. Castelman," of Delaware, "Mr. McCann," of Virginia. ("Some of our company joined us at Delaware [trading post, at Delaware, or Grinner's crossing of the Kansas]," wrote Park.)

In his account Park mentioned such points of interest as (Thomas N.) Stinson's Ferry, and his house (at the site of Tecumseh—laid out in August, 1854); "Pappan's [Papin's] Ferry," and his house; the "Great Crossing" (three ferries —Smith's, Ogee's, and Papin's); Union Town (the Pottawatomie trading post); "Darling's Ferry" (but operated by John L. Ogee—see January 1 entry); Fort Riley, and its fine stone buildings; the government bridge on the Republican (which another 1854 visitor described as "a substantial bridge, upwards of 200 feet long"); and the fort's saw mill (erected within the forks of the Republican and Smoky Hill).

After arriving at Fort Riley (on June 20?), the Excel made a short run up the Smoky Hill river (this tributary had no bridge, but there was a ferry). On Wednesday morning, June 21, the steamboat started back down the Kansas, and entered the Missouri early next day. (On the 22d, the Clara, downbound from Weston, met the Excel upbound on the Missouri.)

Ref: Organization, Objects, and Plan of Operations of the Emigrant Aid Company (Boston, 1854), pp. 9-10; or, Kansas Herald of Freedom, Lawrence, October 21, 1854 (for George S. Park's "Notes"); W. W. Cone, op. cit., p. 104; Walter S. Sloan's History and Map of Kansas & Nebraska (Chicago, 1855), p. 22 (for Republican river bridge quote); Missouri Republican, St. Louis, June 26, 1854 (for the Clara); Andreas-Cutler, op. cit., p. 977 (for item on James Graham, young orphan, as a passenger on the Excel, debarking at St. Mary's Mission on June 17, 1854).

C Mid-June.—From Weston, Mo., a correspondent wrote the New York Tribune as follows:

"We are all crazy here about Nebraska [i.e., meaning Kansas]. There are four hundred men in town to-day, from Platte County, ready to go into the new
Territory. I think I can safely say there are over ten thousand people already in this Territory, exploring and making out claims and in less than two months there will be double that number.

Ref: New York Daily Tribune, June 29, 1854. The letter writer said that his party had united with about 20 others to found a village on the "Chicapa [Kickapoo] lands "lying at the mouth of a large creek," about 15 miles from Fort Leavenworth.

Jun 17.—Earlier in the month than usual, the Santa Fe mail (Francis Booth, conductor) arrived at Independence, Mo. Stage passengers were Frank McManus, from Chihuahua, — — Stephen- son (son of the El Paso merchant), and a Lieutenant Smith.

Ref: Liberty (Mo.) Weekly Tribune, June 30, 1854.

Jun 17.—The Occidental Messenger, Independence, Mo., stated: "We learn that since the passage of the bill opening this [Kansas] Territory for settlement, some three thousand claims have been staked off, to be occupied by virtue of the bill. We are also informed that many difficulties and furious quarrels are arising among the claimants. . . ."

Ref: Liberty (Mo.) Weekly Tribune, June 23, 1854.

Jun 17.—A squatters’ meeting was held at a site in Kansas territory, described as "about fifteen miles above Weston, opposite Millions Ferry." (A little later in the year the town of Atchison was located at this point.) The Salt creek resolutions (see June 10 entry) were adopted (with the exception that 30 days, instead of two weeks, be allowed to make improvements on claims).

Thomas H. Christopher presided at this meeting; S. K. Welch was secretary. Eli C. Mason was appointed register of claims. Appointed as a vigilance committee were: Sidney Waters, Samuel Dickson, James M. Givens, J. Graves, B. G. Wells, Levi Boles, and James F. Forman.

Ref: St. Joseph (Mo.) Gazette, June 21, 1854.

Jun 18-23.—"This fearful disease [cholera] made its appearance in our midst on Sunday morning last [18th]," said the Independence Western Dispatch of June 23, and has resulted fatally in thirty cases. Since Wed. morning [21st] but one or two new cases have occurred."

News reached St. Louis that several fatal cases had been reported at Weston and St. Joseph; and six or eight had died of cholera aboard the Clara and Sam Cloon.

At Ottawa Baptist Mission, on June 23, Jotham Meeker recorded in his diary: "Learn from emigrants the Cholera is raging at Independence, Kansas and Westport—and that several have died with it within a few days past at Bull Creek and Wahkarooza."

Ref: Liberty (Mo.) Weekly Tribune, June 23, 30, 1854; New York Daily Tribune, June 27, 1854; St. Joseph Gazette, June 28, 1854 (for news of cholera at Independence and on the river, but nothing about the disease at St. Joseph!); Meeker’s diary, loc. cit.
June 20.—Writing from Fort Leavenworth, "Kansas" commented in a letter he sent the New York Times:

"Two rambles, in different directions, into the interior . . . have afforded me a more extensive view of the Territory [of Kansas]. At every advancing step the prospect brightens. There are no very steep hills, but the land is rolling enough to appear beautiful, without being incapable of cultivation. Between these elevations wide fields are stretched along, with soil apparently two or three feet in depth. The brooks are numerous, and are lined with high trees and shrubbery. Wild fruits and flowers abound along the road-side. The real new England blackberry, and various roses of peculiar fragrance, thrive side by side. Thick groves, dotted all over the country, add to the splendor of the landscape. I would not, of course, give the impression that the scenery here is lovelier than in any other place. But I have yet to see the spot where all the land can be used for agricultural purposes that surpasses this in beauty."


June 24.—At James R. Whitehead's (trading post), some four miles above, and across the Missouri from St. Joseph, "a large and enthusiastic" group of the "Settlers of Kansas Territory" met and formed a Squatter Association.

"Col." A. M. Mitchell presided; James R. Whitehead was appointed secretary. On the resolutions committee were: "Col." W. Broadus Thompson, "Capt." John Whitehead, Benjamin Whorton (Whorter?), James B. O'Toole, and John R. Carter. The resolutions adopted were similar to those passed at Salt creek on June 10 (see p. 206).

James R. Whitehead was appointed register of claims; the 13 vigilance committee members were: John H. Whitehead, Samuel P. Blair, Henderson Smallwood, James B. O'Toole, Thomas W. Waterson, Cary B. Whitehead, Anderson Cox, John W. Smith, Sr., Samuel Montgomery, Benjamin Harding, John W. Smith, Jr., John (James J.?) Keaton, and Joseph Siceliff.

Ref: St. Joseph Gazette, June 21, July 5, 1854; Missouri Republican, St. Louis, July 1, 1854; Martha B. Caldwell, editor, "Records of the Squatter Association of Whitehead District, Doniphan County," in KHQ, v. 13, pp. 18-35. (The Gazette lists five resolutions committee members; in KHQ, v. 13, p. 22, the name James B. O'Toole is omitted.)

June 26.—"Philos," writing from "Whitehead, Kansas Territory" (see preceding entry), stated: "... This city is as yet, of course, a prospective one. There are only several houses built, but they are well constructed and permanent. The site is about five miles from St. Joseph. . . ."  "The country around is filling up with a most enterprising and intelligent people. Thousands have already come in, and thousands are still coming. The lands, for from ten to twenty miles back, have, with but few exceptions, been claimed by squatters. . . . They consist of some of the best stock of Virginia, Kentucky, Tennesse and Missouri. . . ."

Ref: Missouri Republican, St. Louis, July 1, 1854.

June 27.—Free-State man Samuel N. Wood (who, with his family
had arrived, from Ohio, on the Missouri border about June 20) wrote from Independence, Mo., to the Cincinnati Columbia:

“We have made one short trip over into the Indian country, and satisfied ourselves that a man can get almost just such a home as he pleases. I never saw richer land in my life; and it appears inexhaustible. ... The only drawback is this slavery question. Missourians have already flocked to this Territory by hundreds; many slaves are already in the Territory. ... A few missionaries thought in the start that they would regulate the settlement of this whole Territory. Northern men were ordered off; lynching was freely talked of, even by United States officers at Fort Leavenworth, merely because they happened to be born North of Mason and Dixon’s line. Some Northern men were actually driven off; others were frightened away. All manner of lies were told, and misrepresentations made, in order to keep Northern men away. But now the charm is broken. A dozen families of Free Soilers drove ahead, and have commenced a settlement upon Kansas river. [To reach here ... cross the Shawnee Reserve thirty miles, to Wakarusa ferry and you come to the promised land,” wrote Wood in an August 20 letter. His claim—as he later described it—was “on the California road, some three miles southwest of Lawrence.”] A meeting is called on July 8, of those friendly to making Kansas a free State. Emigrants from Iowa, Illinois and Indiana are arriving daily. Ten days will not pass until the cabins of at least two hundred opponents of slavery will be in progress of construction. A few more, and we shall be invincible. All we want is, for every Northern man—every Northern family, who have their minds on this Territory, to come on at once. This slavery question must be met and decided now. . . .”

Ref: New York Daily Tribune, July 13, 1854 (for June 27 letter); KHO, v. 23, pp. 181-190 (for other S. N. Wood letters of 1854); KHC, v. 9, pp. 426-431 (for Wood’s address, 1856).

¢ June 29.—The June Salt Lake mail, brought from Fort Laramie in charge of William Allison, arrived at Independence, Mo. “The mail party had a hard time of it, owing to rains and high waters,” said the Occidental Messenger.

The mail party reported there was “a good deal” of cholera on the route; and that some trains, “particularly the Mormons,” had suffered severely from it. (This was the last run under Samuel H. Woodson’s expiring contract—see April 29 annals entry, and KHO, v. 32, pp. 91, 92, 256.)

Ref: Liberty (Mo.) Weekly Tribune, July 7, 1854.

¢ June-July.—The Missouri Republican, St. Louis, in its July 12 issue printed extracts from a letter written at St. Joseph, Mo. (in late June, or early July?), by “Philos,” who stated:

“... Within the last two weeks I have met persons here from almost every State in the Union, and from the Territories of Oregon, Utah, Nebraska and Kansas. They come by boats, stages, carriages, wagons, on horse-back and mule-back, and it is no unusual thing to see troops of hardy pioneers passing on foot, with their axes and knapsacks upon their backs, making their way into the forests of Kansas and Nebraska, to hew out a home. The emigration to these territories is unprecedented except in the history of California. Thousands of
sturdy and enterprising men are flocking thither to select the choicest spots for their future homes. The ferry-boats here are busy transporting them from daylight until dark. They fire, thus far, all from slaves States, except a few from Illinois and Indiana, and those are of slavery proclivities—at all events, they are not abolitionists. . . ."

Ref: Missouri Republican, July 12, 1854. "Philos" stated that there had been two deaths resulting from an argument over a claim—the claim jumper, and the original claimant (a man from near Weston, Mo.), had killed each other with axes.

June 30.—The New York Daily Tribune listed the Kansas “Territorial Appointments”:

Andrew H. Reeder, of (Easton) Pennsylvania, governor
Daniel Woodson, of Virginia, secretary
* Madison Brown, of Missouri, chief justice
Rush Elmore, of Alabama, associate justice
Sanders W. Johnston, of Ohio, associate justice
Andrew J. Isacks, of Louisiana, district attorney
Israel B. Donelson, of Illinois, U. S. marshal

* Brown did not accept the appointment. (Samuel D. Lecompte was appointed chief justice in his place.)

Over three months elapsed before Gov. Andrew H. Reeder arrived in Kansas territory. On October 7 he debarked at Fort Leavenworth (temporary seat of government) from the Polar Star.

Ref: New York Daily Tribune, June 30, 1854; Kansas Weekly Herald, Leavenworth, October 8, 1854. Reeder had been commissioned by President Pierce on June 29. He took the oath of office July 7.—KHC, v. 1-2, p. 146.

(This series, “Kansas Before 1854,” which began in the Kansas Historical Quarterly in the Spring of 1961, will be completed with an “Addendum,” in the Autumn issue.)