

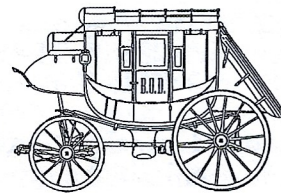
OVERLAND DESPATCH

SMOKY HILL TRAIL ASSOCIATION QUARTERLY

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REMEMBER THE SMOKY HILL TRAIL

WINTER 2014



BUTTERFIELD'S OVERLAND DISPATCH

by Ella A. Butterfield

[This article originally appeared in The Trail A Monthly Publication, Vol. XVIII, No. 7, December, 1925. Variant spellings of "Despatch" and "Dispatch" are left as in original.]

THIS route was established, constructed and the express and stage line conducted during the darkest period of the Territory. When searching through the pages of history, one is struck with awe by the courage of our early pioneers among whom was David A. Butterfield. He was born in Jay, Franklin County, Maine, January 17, 1834; married Mary M. Stephens of Portland, Maine, March 25, 1855; and died at Hot Springs National Park, Arkansas, March 28, 1875. He was the father of five children, two of whom are living. The names of the children are as follows: Frank Stephens Butterfield, deceased; Mrs. Charles C. Lemly (nee Flora A. Butterfield), deceased; Mrs. Omer T. Potter (nee Mary E. Butterfield—nick-named "Lillie"), deceased; Ella A. Butterfield, 1559 Vince street, Denver; Mrs. Frederick J. Wilson (nee Maude M. Butterfield), 354 Humboldt street, Denver. (The grandchildren are David C. Lemly (his namesake), 3510 Walbrook avenue, Baltimore, Md., and Mrs. Edward L. McKee, Redvale, Colorado. The great-grandchild is Flora Elizabeth McKee, Redvale, Colorado.

In 1856, David A Butterfield and family journeyed west, and settled in Kansas, from which place he moved to Denver in 1862 and was engaged in the mercantile business for a few years. His fine character and genial disposition won him a host of friends. His brave wife and three young children, who compromised the family at that time, joined him soon after he reached Denver. He met them en route. They endured many hardships, but their greatest anxiety on the way was due to the illness of their baby. After twenty-eight days of slow traveling in an ox wagon they reached Denver safely.

July 5, 1864, Colonel Butterfield established the Butterfield's Overland Despatch from Atchison via Topeka and the Smoky Hill to Denver. During the construction of the route they had a heavy military escort and had no serious difficulty in getting through. Ox wagons were used for transportation and owing to the hostilities of the Indians they were sent in trains. These "Trains of the Plains" consisted of wagons covered with white cloth or canvas, each drawn by three or more yoke of oxen or three or more span of mules to the team. There were twenty-six wagons in their trains. The trains were first used to transport all kinds of merchandise and freight. When

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PRESIDENT'S COLUMN

In my first President's column I discussed my goals for the 2014-2015 year. Work has already begun on these. Your Board of Directors had its first meeting of the 2013-2014 term on March 8, 2014, in Hays, Kansas, at the Beougher home. Among other business we extensively discussed those goals. The Board expressed enthusiasm for this effort and work has already begun. Several issues dealing with the future of the SmHTA had been identified and discussed by an earlier Board at a strategic planning meeting in 2011, but there had been little further work done on implementing plans for dealing with some of those needs. These were brought to the attention of the present Board and much of the discussion at the March 8 meeting was devoted to developing strategies to implement the dreams of the 2011 meeting. This column will be devoted to a discussion of those plans as well as other Board decisions.

1. Declining membership.

Some efforts have been made to speak to this issue, but membership is still declining. This is partly due to several factors: an aging membership, people not renewing memberships, and the usual approaches not appealing to certain sectors of the population. Several strategies were identified. Get younger people involved by getting teachers involved, provide teaching materials or a guidebook developed to emphasize the role of the Smoky Hill Trail in the history of the Central United States, Kansas and Colorado (these should speak to the standards for history education K-12), provide avenues for college credit for participation of teachers in SmHTA activities, involve students in SmHTA activities (e.g., sessions for youth at an annual meeting, field trips along the Trail). Kay Homewood and Jody Zeman agreed to work on this, meeting with school teachers and faculty members at FHSU.

2. Involve communities in conference activities to generate interest in SmHTA. Jim Gray will work on this for the Russell conference in October.

3. Invite landowners along the Smoky Hill Trail to the annual conference. This has not been accomplished as we do not have a list of landowners. Elton Beougher will make some contacts to get such a list.

4. In three years all site studies will be completed from Ellsworth through Wallace County. We need to obtain information from Nancy Arendt on this. Elton Beougher will work on this.

5. Obtain Colorado collection from Bev Blotter. Jody

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will see to this and it will be accomplished this summer (2014). These will be placed in Forsyth Library on the Fort Hays State University campus. Also, the papers from Dorman Lehman will be acquired and Jim Gray will follow up in this.

You can see from this discussion that your Board "has hit the ground running." I anticipate this will be a good year for our Association. I appreciate the dedication of all the Board members in the effort.

You will be interested in other actions taken by the Board.

Some of the Raynesford BOD markers have disappeared or broken off. These will be replaced. Thanks to Lem Marsh for pursuing bids for this. We will have a sample at the Russell meeting in October. Decisions of the Board in relation to this are: the new markers will be identified as "replacements" to distinguish between the new markers and the original markers. A marker will be placed at the starting point of the Trail in Atchison during the 2015 conference. The marks indicating the direction of the trail on the top of the new posts will be determined by inspection of the notes of the original government survey of the land (the surveyor commented on the direction the "old road," (the SmHT), was bearing as it crossed a section line). Individuals who pay for the cost of a marker will be permitted to designate in whose honor a marker was erected on a plaque attached to the marker. Honorees could be family members, the individual donor, persons of the donor's choice, groups, etc. An interactive map will be placed on our website so that an individual may click a marker and see to whom it is dedicated, possibly why such persons are honored (I added this). There could also be a list of markers and the location of each marker identified on the map (also added).

We discussed "geocaching" on the Trail. Lem Marsh will provide an article for the newsletter describing in detail what this is. It is an activity that is pursued by devotees of "geocaching." They access lists of geocaches in an area and travel to sites to see if they can locate them. We anticipate that several geocaches at locations along the Trail would entice travelers to investigate the area. This would bring people off the Interstate and could generate more interest about the Trail and the region we would like to "advertise." Brochures in such a geocache would provide more information about us and maybe generate new members.

We discussed the possibility of making the *Overland Despatch* (your newsletter) an online operation. Please register your opinion about this to a Board member or at the annual meeting in Russell.

This is the last newsletter that will be produced under the guidance of Ann Liston and Leo Oliva. I wish to congratulate them for their excellent work and dedication to our Association. Please join me in showing your appreciation to them by a note or a word when you next see them. Member Bob Wilhelm has kindly agreed to take over the task for one year. I hope he will agree to a longer tenure. He edited the

newsletter of the Society of Friends of Historic Fort Hays for many years and did an admirable job. I anticipate he will do the same for us.

Fall conference in Russell—October 17-19. The theme for the 2014 annual conference was selected: "Flora and Fauna of the Smoky Hill Trail: Commissary of the Plains." We envision that discussions will ensue of how American Indians, the military, gold seekers, those migrating to the West, and other groups and individuals "lived off the land" and used the abundant resources provided by the animals and plants of the area crossed by the Smoky Hill Trail. Several persons were suggested as speakers, and we know the conference will live up to the level of excellence of previous annual meetings.

Please feel free to react to plans made by the Board and discussed in this report. This is your association. Attend the fall conference and make your suggestions known.

OVERLAND DESPATCH is the official publication of the Smoky Hill Trail Association, Inc., a nonprofit, 501(c)(3), corporation chartered in the State of Kansas. Primary missions of the Association are to preserve, protect, promote, and interpret the Smoky Hill Trail for the benefit of present and future generations, and to promote awareness of the historical legacy associated with remnants and locations that represent the historic trail and Butterfield's Overland Despatch (BOD) and its successors as well as the railroad that replaced the overland trail. Letters and articles are welcome, and they become the property of SmHTA and may be edited or abridged at the editor's discretion. All rights reserved.

Membership in the Association is open to all individuals, families, institutions, and businesses. Annual dues are \$25.00 for individuals, \$30.00 for families, \$40.00 for nonprofit organizations, \$50.00 for businesses, and \$100.00 for patrons. Life membership, individual or family, is \$500.00 (may be paid in quarterly installments during one or two years). Membership fees should be sent to Smoky Hill Trail Association, PO Box 322, WaKeeney KS 67672. Other donations are always welcome.

Editor: Ann E. Liston, 1301 MacArthur Rd, Hays KS 67601, 785-628-8323, <aliston@fhsu.edu>

President: Elton Beougher, 2608 B Augusta Lane, Hays KS 67601, 785-625-5703. <Ebeoughe@fhsu.edu>

Vice-President: Kay Homewood, 1223 N Front St, Russell KS 67665, 785-483-4796, <khomewood@ruraltel.net>

Secretary: Jody Zeman, 714 Easter Ave, WaKeeney KS 67672, 785-259-0725, <jodyzeman@ruraltel.net>

Treasurer: Sam Chestnut, PO Box 313, Quinter KS 67752, <schest@ruraltel.net>

Directors:

Roger Hanson, 12958 N Sierra Circle, Parker CO 80138, 303-805-1538, <rhanson@pcisys.net>

Jim Gray, PO Box 62, Ellsworth KS 67439, 785-472-4703 <kansascowboy@kans.com>

Lem Marsh, 402 N Ingalls Ave #1, Oberlin KS 67749, 785-673-6193, <smht1859drifter@ruraltel.net>

Joanne VanCoevern, 4773 N Wasserman Way, Salina KS 67401, 785-825-8349, <jvancoevern@juno.com>

Robert Wilhelm, 413 Big Creek Dr, Hays KS 67601, 785-625-3042 <rjwilh@gmail.com>

The next meeting of the Board will be on Saturday, July 19, 2014, at 10:00 AM in the Special Collections Room of Forsyth Library on the Fort Hays State University campus. The library will be closed and we will enter by a back door (south side of the building).

REMEMBER THE SMOKY HILL TRAIL!

-Elton Beougher

GEOCACHING THE SMOKY HILL TRAIL

by Lem Marsh

Geocaching has been described as a treasure hunt using high tech tools to find junk. Geocaching is a modern-day treasure hunt using a GPS and a computer. Individuals hide a cache filled with inexpensive trinkets and list the GPS coordinates on their computer at the geocache website. Then other people take those coordinates and go search for the cache. When you find the cache you sign the enclosed notebook, take out one trinket and replace it with another. Most of the fun is being successful in your hunt, but geocaching takes you to some very interesting places. Many places are very scenic or rich in history.

I was wondering why we couldn't use geocaching to draw people to the Smoky Hill Trail. Millions of people do caching and I thought this would give us a chance to draw people to the Trail and educate them about the Trail's history. Would you be willing to put a cache along the Trail?

Getting started is easy. Buy a GPS. The \$100 ones work just fine. You can use your car GPS if you know how to work the coordinates section. Go to the geocaching.com website and sign up. You will need a username such as "goldseeker" and a password. They will have you fill out a short profile. Now you are ready to practice. Sign in to the website with your username and password. Enter the zip code for your town and pick out some caches to look for so you can see how caching works. Find the cache, sign the log book, exchange a trinket, go back to your computer and log that you found the cache and make a comment on your find.

Now you are ready to place a cache along the Trail in your area. Find a waterproof container and write "Official Geocache - Do not Remove" on the outside of the container with a permanent marker. Containers can be anything from Tupperware to coffee cans. Select a place to put your cache and get permission from the landowner. Never place a cache on private land without permission. It is my understanding that a cache can be placed on public land but it is still best to ask.

Fill your cache container with little trinkets from around your home that you no longer want. This is a good reason to clean the junk out of your drawers. Place your cache along the Trail and record the GPS coordinates. Now go back to your computer and register your cache and coordinates. Be sure to write something about the Smoky Hill Trail and the history of your cache area. Also, include our SmHTA website. When someone finds your cache you will be notified. Periodically you will need to check on your

cache to make sure it is okay and still where you placed the container. There is no limit as to the number of caches you can place so you can put several along the Trail.

Hopefully you will find geocaching to be a great hobby and we can bring lots of people to the Trail. For some sample Trail caches go to the website and put in the Oakley KS zip code which is 67748. Go to the third page and scroll down to "Monument Rocks BOD cache" and then open that cache by double clicking. For another go to Russell Springs KS at zip code 67764. Go down to "Russell Springs BOD" and open that cache.

If you have questions you may call me at 785-673-6193 or email at <smht1859drifter@ruraltel.net>. Happy caching along the Smoky Hill Trail.

AWARDS NOMINATIONS NEEDED BY AUGUST 1

THE SmHTA awards committee (Leo Oliva, chair, Mike Baughn, and Bob Wilhelm) is seeking nominations to consider for awards to be presented at the annual conference in Russell in October. Please send nominations to Leo E. Oliva, PO Box 1, Woodston KS 67675 or <oliva@ruraltel.net>, with a brief note explaining why the nominee deserves recognition. If deserving nominees are not found, the awards are not given. The following awards are available:

AWARD OF MERIT (maximum of 4 awards each year)

This award recognizes individuals, businesses, organizations, or groups who have made a significant contribution to the purposes of the SmHTA ("to preserve, protect, promote, and interpret the Smoky Hill Trail for the benefit of present and future generations, and to promote awareness of the historical legacy associated with remnants and locations that represent the historic trail and Butterfield Overland Despatch (BOD) and its successors as well as the railroad that replaced the overland trail"). The recipient may or may not be a member of SmHTA.

DONNA MALSOM MEMORIAL AMBASSADOR AWARD (1 per year)

This honor and award, given in memory of Donna Malsom who was a founder and first vice-president of SmHTA, is presented to an individual who has contributed above and beyond to preserve, protect, and promote the Smoky Hill Trail.

HOWARD C. RAYNESFORD LIFETIME ACHIEVEMENT AWARD (1 per year)

This award is presented to a SmHTA member for extraordinary lifetime achievement in research about and promotion of the Smoky Hill Trail.

HERITAGE PRESERVATION AWARD (maximum of 2 awards each year)

This award is presented to organizations, landowners, leaseholders, or tenants of trail ruts, remnants, structures, or sites, who have preserved and protected significant portions of the trail or sites associated with the trail, and provided public access. The recipient need not be a member of SmHTA.

BUTTERFIELD'S OVERLAND DISPATCH

(continued from page 1)

they stopped for afternoon rest or a night's repose the wagons were drawn around in a circle as a sort of barricade against Indians or protection against storms. The animals were turned loose to feed and wander over the prairies under the care of herders. It must have been a very impressive sight at night when their campfires were burning and a thrilling memory to the pioneers who crossed the plains in those early days of Western Immigration.

Every effort to shorten the routes Westward meant the firmer establishment of empire. The "New Smoky Hill Route" from Atchison via Topeka and the Smoky Hill to Denver was more direct than the "Old Smoky Hill Route" as you can see by comparing Dr. LeRoy R. Hafen's map of "Early Trails," showing "The Old Smoky Hill Route" in 1858 with the map of "The Territories and Pacific States," published in 1865.

The New Smoky Hill Route was the shortest and most direct route across the plains. However, it merged into the "Old Smoky Hill Route" and is generally referred to as such. A part of the route through Kansas was known as the Smoky Hill Route. The route was through the region of the Indian surprises and attacks. Many accounts have been written about the terrible massacres on the plains, in every direction, during 1864 and 1865. The nation was at war and the government was unable to give the men on the plains sufficient protection. The Indians made such havoc in 1864 that food for man or beast was very scarce and expensive on the roads across the plains, all the winter and spring of 1865—they burned barns and houses and destroyed stock.

Only a man with foresight and enterprise could conceive such an undertaking; only a man of courage and perseverance could carry it through, over such obstacles as were constantly presented.

A beautiful testimony to the high esteem in which David A. Butterfield was held by his employees is treasured today by his daughters in the form of a lovely tablet made by Tiffany & Co., of gold dug from the mines of Colorado, bearing on the front of an engraving of the typical ox team and wagon and the words:

"Butterfield's Overland Despatch
Established by D. A. Butterfield
July 5th, 1865."

On the opposite side is engraved the following inscription:

"Atchison, Kansas, April 20, 1865
Presented to D. A. Butterfield, Esq., in token of their appreciation of him as a man and employer.

A. W. Spalding, General Agent, Vesey Street,
New York.

William Martin, Agent, New York.

J. A. Kinney, Agent, Atchison, Kansas.

J. Q. Bean, Agent, 21 State St., Boston.

W. H. Moore, Agent, 40 South Fifth Street,

Philadelphia.

H. S. Nichols, Agent, 84 Clark Street, Chicago.

L. E. Forsyth, Agent, 11 Main Street, St. Louis.

Isaac E. Eaton, Agent, Leavenworth, Kansas.

H. C. Rogers, Agent, Transfer, Quincy, Illinois.

F. M. Hibbard, Agent, Denver.

I. L. Butterfield, Receiving Clerk, Atchison.

C. M. MacKie, Bookkeeper, Atchison.

Samuel Fugue, Shipping Clerk, Atchison.

John E. Rogers, Rocky Mountain Transfer,
Denver."

A number of his friends and employees called at his home in Atchison, at which time his employees presented him with the tablet. This tablet was highly appreciated by Colonel Butterfield and his family. His wife was told of the wonderful surprise and had refreshments prepared. They called it a banquet. There were eloquent speeches, followed by dancing.

During 1865 he inaugurated an express and stage line over the route. The capitalists of the East were associated with him. The Butterfield Overland Despatch Company's line was well equipped and well conducted. They were able to give a through bill of lading from New York and other Eastern cities Omaha, Santa Fe and California.—"From the extreme East to the Far West." The efficiency of the line and the reduction in time gave them a good share of the patronage. The line was designated as "An Express and Fast Freight Line." The stations were about fourteen or fifteen miles apart. Messengers were put on the stage line at first but it became so dangerous that it was necessary to run the stage coaches with a mounted guard in advance.

The first coach over "The New Smoky Hill Route" left Atchison amid the rejoicing and cheering of D. A. Butterfield's many friends. It reached Denver September 23, 1865. In the *Rocky Mountain Daily News* of that date, on file in the department of the State Historical and Natural History Society of Colorado, at the State Museum, Denver, is the following account of the reception in Denver:

"Sept. 23rd, 1865.

OVATION TO COLONEL BUTTERFIELD

"At eight o'clock this morning, word was brought to town that the first coach over 'The New Smoky Hill Route' was approaching and a large number of our citizens turned out to meet Colonel D. A. Butterfield, to welcome him to the old home, and to show him to the old home, and to show him and the capitalists connected with him in this monster enterprise, with what favor people of this country view their efforts to shorten up the great thoroughfare to the east. The procession was made up of carriages filled with the business men of our city and a cavalcade of horsemen preceded by the First Colorado Band. A banner was borne in one of the leading carriages, with the following inscription, 'Welcome home, Dave,' and another with the inscription, 'Westward, the course of Empire takes its way.' The energy of our old townsman, Colonel D. A. Butterfield, proves him the

Hercules of Expressmen.

"Another banner was representing a train of cars headed west, and the coach filled with passengers leaving it (Denver) toward the mountains in the distance.

"American flags were in profusion in the procession. The coach was met about four miles up Cherry Creek, when Colonel Butterfield was taken into a carriage with his Honor George T. Clark, the Mayor, and other distinguished citizens, and escorted to the Planters House, through several of the principal streets, the band playing lively and patriotic airs in its most inspiring style. After a short respite was given to the Colonel during which time many of his old friends availed themselves of the opportunity to shake him by the hand and to congratulate him upon the successful opening of his great route, he was enthusiastically called for by the crowd which was gathered in front of the hotel.

"Colonel J. A. Cavanaugh welcomed him into his old home on behalf of the Mayor and Common Council and of the citizens of Denver. Colonel Cavanaugh felicitously referred to the work now being inaugurated as the 'Precursor of the Neighing of the Iron Horse,' which he predicted would follow closely upon the track of the great 'Butterfield Overland Despatch.'

"When Colonel Butterfield appeared upon the veranda he was received with such a salvo of cheers as must have told him that the people stood with their hearts in their hands and they were ready to place their hands in his, in encouraging him in his efforts to benefit our Territory. He feelingly thanked the people for their kind reception of him and their interest expressed for the company which he represented. He spoke of their plans and predicted a bright future for the route, Denver and the West.

"On the whole the demonstration on the part of the business men of Denver and the citizens, to the enterprising recipient, was a credit to themselves and will no doubt be gratifying to Colonel Butterfield and the company he represents. It is proposed to continue the demonstration by giving him a supper this evening when no doubt the projects of the company will be more fully discussed."

A pioneer told me the following experience which he had when taking a trip over the route. He said he was at one of the stations when Colonel Butterfield came in on one of the coaches that had been pursued by the Indians. He had narrowly escaped and advised the passengers to discontinue their journey for a while. During the delay there was a heavy storm and a herd of buffalo were so near the station they could shoot them from the porch.

D. A. Butterfield afterwards contemplated extending the line to Salt Lake and in 1866 the Colorado Territorial Legislature incorporated for him the Butterfield Overland Dispatch Company. It was the purpose of the company to open a new stage route across the mountains via Berthoud Pass and to construct a telegraph line from the Kansas border through to Denver and on to Central City. Their

telegraph line was never built nor were their stage operations extended across the mountains. (See Jerome C. Smiley's *History of Denver*, pages 364-365 for above).

In the Territorial Laws of Colorado 1861-1867, there is an act that was enacted by the Council and House of Representatives of Colorado Territory giving the names of the stockholders of the Butterfield Overland Dispatch Company, including David A. Butterfield's name as one of the stockholders. The Company incorporated the privilege of constructing a branch or branches from the main line and the power to construct a telegraph line, as you will see by the following act beginning at Section 3:

"AN ACT

"To incorporate the Butterfield Overland Dispatch Company. Be it enacted by the Council and House of Representatives of Colorado Territory:

Sec. 3. The said corporation shall have the power to construct a wagon road from the City of Denver, Colorado Territory, up to the valley of Cherry Creek, on the most eligible route by the way of Cherry Valley Station, Box Elder Station, Beaver Creek, Bijou Basin, Reed's Springs, Hedinger's Lake, Coon Creek, Cornell Creek, Dubois, Eureka Creek, Cheyenne Wells and Fitch's Meadows, to the Eastern boundary of Colorado Territory, in the direction of Atchison, in the state of Kansas, by what is known as the Smoky Hill Route, with the privilege of constructing a branch or branches from the line of said main route to the southern boundary of Colorado Territory, in the direction of Santa Fe, Territory of New Mexico; and the said company shall have power further to construct and continue said main road from the said City of Denver westwardly to the western boundary of the Territory of Colorado, in the direction of Salt Lake City, Territory of Utah, by the way of any one of the passes in the Rocky Mountains now discovered which they may deem to most practicable.

Provided, This provision does not conflict with any valid grant hitherto made by the general assembly. This company shall have the right of way for three miles each side of the line of the above mentioned route.

Sec. 4. That the said company is hereby authorized to construct said road, erect buildings, dig wells, dig ditches, make inclosures, build bridges, grade uneven surfaces, and do whatever may be necessary to keep said road in repair and to run their line of coaches, wagons and express vehicles over the same. They shall also have power to purchase and hold any personal or real estate necessary for the transaction and facilitation of their legitimate business, giving them the same rights to the claims on mining lodes which they may discover that individuals have in the districts where the same are located.

Sec. 5. The said corporation shall have the power to construct a telegraph line on the line of the said main route, or any of its branches, or from the line of said route to any other point in said territory; to erect

telegraph poles, telegraph stations; to open offices for the use of them and that of the public,

Provided, This grant shall not conflict with any vested rights already acquired.

Sec. 7. The said corporation shall have power and are hereby authorized to do a general carrying and express business upon any of the line of roads they may establish pursuant to the foregoing provisions of this act,

Provided, That nothing granted in this act shall in any way exclude private parties or freighters from the use of the said road or nor shall it interfere with granting railroad charters over the same road.

Sec. 9. Section seven may be altered, amended, modified or repealed at any time hereafter by the legislative assembly, either territorial or state.

Sec. 10. This act shall take effect and be in force from and after its passage.

Approved January 20th, A. D. 1866."

(State Supreme Court Library.)

Owing to the frequent raids made by the Indians, the heavy expense incurred by the construction work done in Colorado and the depression in the mining industry, the road suspended all operations for a few weeks, then sold to Benjamin Holladay, in 1866.

There was a consolidation of stage lines and The Butterfield Overland Dispatch Company's Route from Atchison via Topeka and the Smoky Hill to Denver, with branch to Central City, became a part of the Holladay system. The original route from Atchison via Topeka and the Smoky Hill to Denver became one of the main routes of the Holladay system. A short time after Mr. Holladay bought the route he sold all his stage properties to Wells, Fargo and Company, which later was changed to the Wells-Fargo Express Company. (See Jerome C. Smiley's *History of Denver*, page 365.)

Mr. Halladay incorporated the Butterfield Overland Dispatch into his system and changed the name of the new company to the Holladay Overland Mail and Express Company.

In the Session Laws of 1861-1867 there is "AN ACT

To Incorporate the Holladay Overland Mail and Express Company.

The act was approved Feb. 5th, 1866."

(State Supreme Court Library.)

The Butterfield Overland Dispatch Company's route from Atchison via Topeka and the Smoky Hill to Denver was one of the main overland mail and express routes owned and used by The Wells-Fargo Express Company which forwarded mail and express to all parts of the world.

"The wagon-trains and stage coaches of the Butterfield Overland Dispatch Company left Atchison via Grasshopper Falls (name changed to Valley Falls—Legislature 1875), the then prosperous town of Indianola to St. Mary's, Manhattan and Junction City; thence westward up the Smoky Hill fork on to Denver.

"Anticipating the early completion of the Kansas-Pacific Railway up the Kaw valley to Junction City, the stage stations on the main route of the Butterfield Overland Dispatch Company from that point to Denver were numbered. Junction City was numbered 1; sixteen miles west was Hersey's, number 2; sixteen miles further, Solomon River, number 3; Saline was fourteen and a-half miles beyond, and was number 4; Pritchard's (on Spring Creek) fifteen miles, was number 6, and so on to destination, the stations averaging about fifteen miles apart.

"Some changes were made in the location of the route after it was established. Following are the stations as permanently located by the Butterfield Overland Dispatch Company:

From Atchison and Leavenworth to-

Fort Riley, Junction City, Chapman's Creek, Abilene, Solomon River, Salina, Spring Creek, Ellsworth, Buffalo Creek, Hicks' Station, Fossil Creek, Forsythe's Creek, Big Creek, Louisa Springs, Bluffton, Downer, Castle Rock Creek, Grannell Springs, Chalk Bluffs, Monument, Smoky Hill Spring, Eaton, Henshaw Creek, Pond Creek, Willow Creek, Blue Mound, Cheyenne Wells, Dubois, Grady's Connell Creek, Coon Creek, Hogan, Hedinger's Lake, Big Bend of Sandy, Reed's Springs, Bijou Creek, Kiowa Creek, Ruthton, Cherry Valley, Denver."

The main route of the Butterfield Overland Dispatch Company's route via Topeka and the Smoky Hill route to Denver is now used by the Atchison, Topeka and Santa Fe Railroad and the Union Pacific Railroad, as you will see by Clason's *Guide Maps of Kansas and Colorado*. Also by comparing stations as permanently located by the Butterfield Overland Dispatch Company with the stations given on time tables of the Atchison Topeka and Santa Fe Railroad to Topeka, and the stations given on time tables of the Union Pacific Railroad from Topeka to Denver. It is a part of the Union Pacific System.

David A. Butterfield's vision of the importance and possibilities of the Butterfield Overland Dispatch Company's route, the future of Denver and the West, has become a reality. Would that this great farsighted pioneer and his associates might have reaped fuller benefits of their gigantic undertaking, but let the progress they fostered be as sacred a memorial as the memory of the spirit of their lives is dear to the hearts of their children.

TRAIL TREASURES

—DOCUMENTS—

Memoirs of Captain Richard Watkins Musgrove, First U.S. Volunteer Infantry, on the Smoky Hill Trail, 1865-1866: Part IV

Musgrove's account picks up the story of Indian attacks on the military camp near Monument Station. The Indians had set fire to the grass, and the troops had set their own fire to stop the threat. He wrote:

While this had been taking place a buck had been all the time seated on a bluff, perhaps one thousand yards distant, evidently viewing the scene with great satisfaction. As soon as the danger from the fire had subsided I thought I would see if I could reach this fellow with a bullet, so, taking a Henry rifle, I raised the sight to the highest point, drew a bead on him, and sent him my compliments. If he did not feel that bullet, he must have heard it, for he instantly disappeared from his perch and made no more observations from that point.

As night settled over the scene, the heavens were made lurid in every direction by the burning prairie, and by its light we could see the forms of the red devils moving about. North of us we saw a large number joining in a war dance. The scene was not one conducive to sleep and there was no occasion to caution those on guard to be vigilant. Indeed, in making the rounds that night, we found many volunteers on the picket line.

That evening a council of war was held and the situation discussed. The council consisted of the six commissioned officers, two from each of the three companies present, and the three wagon masters. The latter were invited to participate because they held responsible positions and had had some experience on the plains. Two of the men rescued on the march were also present but not by invitation. We were seated in a Sibley tent in a circle, and each gave his opinion, in turn, as to what the exigencies of the situation required. The teamsters were in favor of a retreat; most of the officers were in favor of holding the ground where we were, but opposed to weakening our forces by the withdrawal of my company; while I, being under direct orders to proceed to Pond Creek, thought the danger not sufficiently great to justify me in not making an attempt to reach that point. All the commissioned officers were a unit in thinking that I ought not to advance with the wagon trains till the condition of the country west of us was ascertained. I there consented to make a reconnaissance the next day with a portion of my company, and, meanwhile, to leave the trains where they were.

The two civilians referred to as present were the husbands of the two women in the party rescued a few days before. When all had spoken except them, I objected to their being allowed to give an opinion, on the ground that they were not in the service of the government, and, having their wives with them would naturally favor a retreat. Subsequently this opinion of mine was the cause of much sport at my expense, it being alleged that I took the position that the opinion of a married man in times of danger was not worth considering.

The next morning I mounted a dozen of my men on mules and placed as many more in a six-mule wagon, and struck out for a reconnaissance of the country. I was in the saddle on my own horse. But few Indians were seen that day and these were evidently, like ourselves, making observations. Those seen were in small numbers on bluffs and other high elevations which commanded a good view of the country. Larger

parties were without doubt near us, but the Indian as a rule is never seen when it is for his interest not to be.

In this way we followed the trail west without anything of special interest happening till about noon, when we neared a stock-tender's ranch. Then a man came from a dugout, standing in a prominent position, which constituted the ranch, and made himself seen by us. Then another and another came to the surface until six or eight stood looking at us. They proved to be General Brewster and party and Doctor Whipple, who had left us the day before, and the solitary stock-tender, who was living at this ranch. Very naturally they were overjoyed at our coming, for their stagecoach was a useless thing on the prairie, their mules were in the hands of the Indians, and their rations and ammunitions very limited.

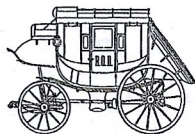
A few days before, the Indians had driven off the stock at this ranch, but had not molested the ranchman, so he had remained in his dugout till the unexpected visit of General Brewster and party. This party was traveling in a Concord stage coach, made at Concord, N. H., the same as seen on the stage lines in all parts of the country west of the Mississippi river. Doctor Whipple was returning to Pond Creek riding his private horse.

After leaving Monument this party had proceeded on its way without any incident of note till they were nearing this station. Then they were suddenly surrounded by a large body of Indians, who, fortunately, seemed more intent in securing stock than scalps, and the stagecoach party did what many another party has done under similar circumstances; they lost their heads. One man on the inside of the coach discharged his rifle through the top and came near doing more execution among those on the outside than all the Indians combined. As the Indians bore down upon the party, swinging their blankets, and sounding the war whoop, the driver lost control of the mules, which ran wildly into danger instead of from it. Seeing this, the driver and passengers instantly jumped for dear life, one man not even taking his arms with him, and the Indians secured the mules. Doctor Whipple was mounted on a fine horse, and he very sensibly came to the conclusion that his life would be safer if he and his horse should part company, so he dismounted without ceremony and with special haste, as several bucks had evidently taken a liking to his horse and were bearing down upon him.

Now the doctor was a very peculiar specimen of humanity. He was short, bow legged, round shouldered, cross eyed, an albino, and he had St. Vitus' dance in his eyes. He was not an officer of the army, but what was called a "contract surgeon," being engaged for a special duty because no commissioned surgeon was available. In spite of his physical defects he was a good physician and surgeon. When the doctor landed, on this occasion, on terra firma, he found himself face to face with a young buck 18 or 20 years old. Both were armed with revolvers and both instinctively commenced to fire at

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PO Box 322
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the other. The Indian was so terrified at the object before him or, at finding himself alone in such close quarters with a white man, that he could not or did not shoot straight, and the doctor was so cross eyed that he could not see to do good execution, even if his nerves were calm, and so these two exchanged shots and neither was hurt.

Fortunately this party in vacating the stagecoach saved most of their arms, ammunition and rations. They promptly took refuge in the dugout and prepared to defend themselves, but, fortunately for them, the Indians had nothing to gain by a further attack and did not again molest them, but during the afternoon the captor of the doctor's horse rode once or twice within hearing distance and shouted, "Much good horse, much good horse!"

These men regarded my party as their deliverers and gladly accepted my proposition to return to Monument with us. We rested our animals, partook of hardtack and coffee, and were on the point of starting east, when we observed horsemen approaching from the west, whom we at first supposed were Indians, but who proved to be Capt. McMichael and escort from Pond Creek, who were out with the same object in view as myself, and we had met after each had traveled twenty-five miles, or half the distance between the two posts. Our meeting was very opportune, as it enabled us to cooperate in the movements of the next few days and enabled General Brewster and party to travel a few miles further west instead of retracing their steps to the east. I returned to Monument with my command, reaching there at a late hour much fatigued, having traveled fifty miles during the day. I at once issued the necessary orders to my company and to the wagon train masters for an early move on the morrow.

The next morning before sunrise, coffee was made and buffalo steak cooked over a fire of buffalo chips, and these we partook of, shivering in the cold, for it was now the latter part of November and the nights

were cold. Just as the sun rose in the east, the trains pulled out. As one train had unloaded at Monument, this train took a part of the load of the other train so that the fifty wagons had the loads of only twenty-five. On this account, and because of threatened trouble from the Indians, we pushed ahead as rapidly as possible, all the time using the utmost vigilance to guard against a surprise. Our constant preparation for trouble may have been observed by the Indians and thus saved us from an attack. After an hour's rest at noon for man and beast and for feeding the mules with grain rather than allowing them to graze, we again pushed on and arrived, late at night, at Pond Creek.

During the afternoon of this day the buffalo came down on us in great numbers at one point, and, partly to turn them from the train and prevent a stampede, and partly to gratify the men, I gave permission at one time to such as desired to fire, when crack went a dozen rifles and half a dozen buffalo bit the dust. Such was the condition of the air that this firing was distinctly heard by Capt. McMichael at Pond Creek, twelve miles away, and he at once prepared to go to our relief, supposing we were attacked by Indians, but hearing no further firing, did not move.

(to be continued)

NEW SmHTA MEMBERSHIP

New members since last issue.

INDIVIDUAL MEMBERSHIP

Danny Lattin, 2505 Oxford Rd, Lawrence KS 66049

LIFE MEMBERSHIP

Mike Strodtman, 758 CR 29, Bucklin KS 67834

☐ TRAIL CALENDAR ☐

Everyone is invited to send notices for this section; provide location, date, time, and activity. Thank you.

July 19, 2014: Board Meeting, FHSU Library, 10AM

Oct. 17-19, 2014: 8th Annual SmHTA Conference, Russell KS.