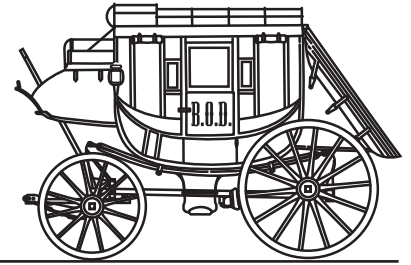


# OVERLAND DESPATCH



Volume XV No. II

Summer 2023

## Remember the Smoky Hill Trail

### ALONG THE TRAIL... WITH JIM

The flowers are in bloom, the lawn needs mowing, and we could use some rain. The rain is needed because our Association has been stirring up a lot of dust along the trail.

In no particular order, the following members need to be "Thanked" for their contributions:

- Dee, Val and Deb for their presentation at the Trego County Museum with 99 people in attendance... *Great!*
- The Blue Rapids Museum for hosting the Mayhews, with a "1859 Gold Rush" presentation by Jim.
- The Dickinson County Historical Society for setting up a "Smoky Hill Trail" display, Thanks to Andrew Pankratz and Austin Anders for making this happen.
- The WaKeeney Conference Committee for naming the conference theme:



Back Row, L to R; Bob Andersen, Marla Matkin, Jim Mayhew, Marilyn Copeland, Dee Saddler, Mary Andersen  
Front Row, L to R; Mike Baughn, Sam Chestnut, Nancy Arendt, Mary Lattin

## DISCOVERING THE TREASURES OF TREGO COUNTY

...and yes, if you haven't already heard, the Conference will be held in WaKeeney, KS on 20, 21, & 22 October 2023.

- Stan and Marilyn Copeland for the hospitality and the preparation for our Board Meeting in Quinter, KS on 27 April.
- The Dunkard Brethren Church, Quinter, KS for the use of their facilities, which worked really well.
- Terry Saddler, Marsha Press, Tom Thielen, Sam Chestnut for attending our Board meeting.

- Sam Chestnut & the Quinter Museum, for inviting the Board to visit the Smoky Hill Trail display. They have a great collection of artifacts. Recommend you pay them a visit.



Sam Chestnut

- The Board Members for taking on new tasks. At the Board Meeting, the duties of each of our Associations committees were discussed and committee chairs were appointed.
  - Awards - Mick Baughn
  - Budget - Marilyn Copeland
  - Mapping/Marking/Preservation - Nancy Arendt
  - Marketing- Dee Saddler
  - Membership - Marilyn Copeland, Mary Andersen, and Sandy Moore
  - National Historic Trail - Dee Saddler
  - Nominating - Bob Andersen
  - Publications - Marla Matkin

## NEW MEMBERS

*Welcome to the Trail.*

**Tom Ahrens**  
Oakley, KS

**Warren Downer**  
Sharon, KS

**Donald Davis**  
Bonner Springs, KS

**Anne Mallinson**  
Centerview, MO

**David Day**  
WaKeeney, KS

**Linda Randall**  
Lawrence, KS

**William Deines**  
WaKeeney, KS

**Garrett Seuser**  
Junction City, KS



## Dateline Events of David A. Butterfield & the B.O.D. *Compiled from newspaper articles.*

On July 16th, **1864**, *The Smoky Hill & Republican Union* (Junction City), states that David A. Butterfield, formerly of this place but latterly of Denver, Colorado, is now doing a commission business in Atchison.

D. A. Butterfield advertised as a Forwarding Commission Merchant after purchasing a fire proof Stone Ware-House, located in Atchison from a George W. Howe.

### *Excerpt from that ad:*

**Sir:** I have purchased of Geo. W. Howe the Stone Ware House, and have commenced an exclusive Forwarding and Storage business. From my long experience in business in Denver and among freighters generally, I am sure that I can forward all goods consigned to me cheaply and promptly at more favorable rates than from any other point on the river.

Asking a continuance of the business you heretofore have given this Ware House, and assuring that your freight shall have prompt attention,

I Remain, Yours Truly,  
D. A. Butterfield

### *Leavenworth Bulletin - November 29, 1864*

Mr. Butterfield arrived yesterday, bringing with him a splendid new Concord coach to run on the line from here to the U.P.R.R., on the Overland line to Denver, in compliance with his pledge to our business men when here a few weeks ago. We had no doubt as to Mr. Butterfield's acting in good faith to the city. He is a western man and understands western men and western communities. Leavenworth has taken a deep interest in opening the Smoky Hill Route, and Butterfield's Overland Despatch is regarded as 'one of our things.' We are happy to state that the line is fully stocked with splendid stock and coaches. And the stations are being rapidly erected on the road on its entire length. The route is fully protected with troops, thus rendering the line perfectly safe for the transportation of passengers, treasure and freight. Coaches will leave regularly in a short time, daily, from their office under the Planter's House, corner of Shawnee and Main Streets.

The coach brought down by Mr. Butterfield is "No. 3," and it is said by those acquainted with the private affairs of the company that the number is significant.

### **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 the remnants and locations that represent the historical 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 can be submitted to [smokyhilltrailassn@gmail.com](mailto:smokyhilltrailassn@gmail.com) or mailed to the address below.

Submissions become the property of SHTA and may be edited or abridged at the editor's discretion. All rights reserved.

### **MEMBERSHIP**

Membership in the Association is open to all. Members receive the *OVERLAND DESPATCH* newsletter quarterly. Memberships are on the upcoming calendar year until December 31. Annual dues are:

- \$25.00 for Individual
- \$30.00 for Family / Living at same address
- \$40.00 for Institution / Nonprofit Organizations
- \$50.00 for Business
- \$100.00 for Patron (Support the Organization)
- \$500.00 Lifetime Membership\*

\* May be paid in quarterly installments during one or two years.

Membership fees may be paid through PayPal using email address: [smokyhilltrailassn@gmail.com](mailto:smokyhilltrailassn@gmail.com) or mailed to the address below. Other donations are always welcome and appreciated.

Smoky Hill Trail Association  
PO Box 978 / Hays, KS 67601

### **SHTA OFFICERS**

President: Jim Mayhew, Abilene, KS  
Vice President: Bob Andersen, Genoa, CO  
Secretary: Mike Baughn, Brewster, KS  
Treasurer: Marilyn Copeland, Quinter, KS

### **Directors:**

Deb Miller, Towanda, KS  
Nancy Arndt, Colby, KS  
Marla Matkin, Hill City, KS  
Mary Lattin, Hay, KS  
Mary Andersen, Genoa, KS

Newsletter Editor: Tanner Mayhew, St. Joseph, MO

# ANNOUNCEMENT

*The Daily Champion - April 5, 1865*

## IMPORTANT ENTERPRISE Butterfield's Overland Dispatch Organized as a Joint Stock Company

The following dispatch from D. A. Butterfield, Esq., announces the complete organization of one of the most important enterprises ever inaugurated in the Western country. Mr. Butterfield has been in New York City for some weeks establishing this company, and perfecting all arrangements for its successful operation. He has succeeded far beyond even the most sanguine expectations of his warmest friends. A daily freight and treasure mule express will be at once put on the road from Atchison to Denver, and a semi-weekly express from thence to Great Salt Lake City, carrying goods through from New York to Denver in fifteen days, and to Salt Lake in twenty three days. The company is organized with a cash capital of six million dollars, and the names of Chauncy Vibbard, Superintendent New York Central Railroad, as President; W. K. Kitchen, President Park Bank, as Treasurer, and D. A. Butterfield of this city, as General Superintendent, will be a sufficient guarantee for the success of the Great Overland Despatch Company. Its operation will be widely extended, and of the greatest advantage to the commercial world, and the starting of such a vast business in this city will redound greatly to the prosperity and importance of Atchison. We publish below the dispatch just received from Mr. Butterfield. We shall speak further of this great enterprise soon:

New York. April 4, 1865

*To Daily Champion:*

Butterfield's Overland Despatch has been organized into a joint stock company with a cash capital of six million dollars. Chauncy Vibbard, Superintendent New York Central Railroad, President; W. K. Kitchen, President Part Bank, New York, Treasurer; D. A. Butterfield, Atchison, General Superintendent. A daily freight and treasure mule express will be put on immediately between Atchison and Denver. Time, eight days. Also, tri-weekly from Denver to Salt Lake. Time on express food from New York to Denver, fifteen days. To Salt Lake twenty-three.

D. A. Butterfield, Gen'l Supt.

DATE IN HISTORY - April 14, 1865 - Lincoln assassinated.

The announcement of the Butterfield's Overland Dispatch quickly gets picked up and supported across the Smoky Hill Trail.

**May 13th, 1865** *The Union*, the Junction City newspaper speaks of Mr. Butterfield knowledge of the advantages of the Smoky Hill Route that it has induced him to propose to the business men of Leavenworth to open said Route provided certain aid was given him. Leavenworth, having awoke to her true interests, generously and judiciously tendered him the desired aid, and her citizens individually are giving him all aid and encouragement.

It is proposed to start the first train of one hundred and twenty-five wagons. A constructing train is wanted to go in advance and do what work may be necessary with picks and shovels.

Leavenworth furnishes twenty-five hands and five teams to the enterprise. It is expected that Manhattan and Junction City will each furnish ten men and a couple wagons. It is the bounded duty of settlers all along the Valley to secure free ferries to this enterprise. Should a train once go over the Route, it will be thoroughly opened, and you will be repaid tenfold in the increased wealth of the country.

Junction City stands ready to do her share.

Printed in the same issue of *The Union* was this article:

### SMOKY HILL ROUTE

Leavenworth and Atchison Awakening  
**Butterfield's Overland Dispatch**

Four years ago the citizens of Leavenworth, unitedly, ordered a survey of the Smoky Hill route, and invested some four thousand dollars in it.

The importance of his route was plain then, but it is plainer now. Were that opened, had we a line of stages and of freight wagons going over it regularly, it would secure us, for all time, the trade of the States of Territories west of us. Without it, we must, inevitably, loose this trade.

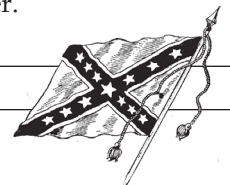
At this juncture, D. A. Butterfield, agent of one of the wealthiest companies in the land (its cash capital is six millions) and without asking for money, says to Leavenworth, "Furnish me with protection, let me have the share of men which fairly falls to you, get me as you can, a military escort able to guard safely stations, and the lives and property sent and expressed over the line, and the company I represent, is sixty days, will not only establish ti, but have daily coaches and express trains running through to, and back from, Denver."

### Leavenworth Bulletin - May of 1865

A special meeting of the City Council was held last evening at the City Engineer's room. There not being a quorum present, no decisive action could be taken, and the proposition to appropriate \$5,000 for the purchase of teams and hiring of men to accompany Butterfield's expedition in opening the Smoky Hill route to Denver, failed to be adopted. The members of the Council in attendance were all in favor of the proposition, however.

### Rocky Mountain News - May of 1865

We notice that the *Leavenworth Bulletin* animadvertes severely against the manager of the Butterfield's Overland Despatch, for employing ex-rebels on their line. Captain Butterfield was known here as a staunch Union man: suspect he has found it more to the advantage of the company to go direct from Atchison, rather than to go around by way of Leavenworth.





Continued next page



**BUTTERFIELD'S**  
**Overland Despatch**  
 To All Points in  
**COLORADO, UTAH, IDAHO, &**  
**MONTANA TERRITORIES.**

Principal Office, - Atchison, Kansas.

 **NEW YORK OFFICE:**   
 No. 1, Vesey Street, Astor House.


**Through Bills of Lading**  
 Given from  
 New York, Boston, Philadelphia,  
 Pittsburgh, Chicago, St. Louis,  
 and Burlington, Iowa.

D. A. BUTTERFIELD, Proprietor,  
 Atchison.

A. W. SPALDING,  
 Gen'l Agent, New York.

JOHN A. KINNEY, Agent,  
 Atchison, Kansas.

---

1865.  1865.

*Atchison Daily Free Press - May 22, 1865*

**Butterfield's Overland Despatch. ----**

We learn from Charley Parkhurst, who has just returned from Bijou Basin that Colonel Eaton has had a new route surveyed at this end of the road, which has many advantages over the one at first proposed. The first station, at Box Elder, is finished and the frame for the one at Bijou is ready to put up. There are now one thousand five hundred mules on the road, and there is a very little doubt that coaches will be running by the middle of September.

*Atchison Daily Free Press - June 8, 1865*

**A PLEASANT SURPRISE.** -- Mr. Butterfield received quite a complimentary visit at this residence last evening, from the employees of the Overland Despatch, and some friends, both ladies and gentlemen, who were invited to accompany them. The visit was made for the purpose of the presentation of a beautifully engraved Gold Tablet, in honor of the originator of the Overland Despatch.

The party having assembled, taking Mr. Butterfield and family quite by surprise, the occasion of the visit was stated by Mr. A. W. Spalding, in a neat little speech, followed by the delivery of the present - a Tablet of pure gold, five inches in length, by 3 3/4 inches wide and 1/4 inch in

thickness. On one side is engraved a representation of an ox train loaded with merchandise for the plains, with the words encircling it, "Butterfield's Overland Despatch: established by D. A. Butterfield, Esq., July 5th, 1865." On the other side are the words, "Presented to D. A. Butterfield by his employees, in token of their estimation of him as a man and employer." Then follow the names of all the employees. The Tablet is set in a beautiful rosewood case.

Mr. Butterfield accepted the gift with words of earnest appreciation of the kindness shown by the donors.

Afterwards followed supper, arranged and prepared for the occasion by a portion of the party. Toasts were drunk and responded to by Col. Eaton, Judge Horton, Col. Crafton, Col. Martin, Mr. Butterfield and others. That being over, the rooms were cleared and company participated in a lively dance till a late hour in the evening.

*Weekly Atchison - July 6 1865*

Up to the 1st of June last, cattle trains A, B, C and D, and mule trains A, B and C of Butterfield's Overland Despatch, had left this city for the west, carrying 2,000,000 pounds of freight. These trains required 300 mules and 1200 cattle. We understand that the Despatch Company expect to ship from this city during the present year 35,000,000 pounds of freight, requiring for its transportation 1,200 mules, 9,600 cattle, and engaging 55 wagon masters and 1,500 drivers.

The Express coaches which will soon be on the line, will number 40, and to run regularly will require 350 mules. It is expected that this line will run through to Denver in eight days.

These figures will give an idea of the immense business done in our city, when it is remembered that it is the commerce of but one of the many firms now outfitting here.

**PROPOSALS FOR HAY.**  
 GENERAL SUPT'S. OFFICE,  
 BUTTERFIELD'S OVERLAND DESPATCH,  
 July 12, 1865. }

Sealed proposals will be received at this office until 12 o'clock, M., Tuesday, July 25, 1865, for the delivery of  
**THREE HUNDRED TONS**  
 OF  
**GOOD PRAIRIE HAY,**

*Atchison Daily Free Press - July 11, 1865*

**SABBATH BREAKING**

Last Sunday, Policeman Pinkerton arrested a number of men in employ of Butterfield's O. D. Co., for violating the city ordinance relating to the observance of the Sabbath. The cases came before the Recorder this morning. Otis & Glick appeared for the defendants, and moved the court that as the City ordinance was in conflict with the State law, in its terms, and allowed a prosecution both by the City and State courts for the same offense, that the City ordinance was illegal and that the case should be dismissed.

## EXTRACTS OF A LETTER

from Col. Isaac E. Eaton to D. A. Butterfield

Dated Ellsworth Station - July 13, 1865

I am at a point 195 miles west of Fort Leavenworth, at the sixth station counting west of Junction City. The stations are as follows:

- No. 1. - Junction City
- No. 2. - Near Lambs, 16 miles from Junction, named "Hersey's Station."
- No. 3. - At Solomon River, 16 miles from Hersey's Station.
- No. 4. - At Salina, 14 1/2 miles from Solomon River.
- No. 5. - On Spring Creek, 15 miles from Salina, named "Pritchard's."
- No. 6. - 3/4 of a mile west of Clear Creek, at a fine Spring 15 miles from Pritchard's, named "Ellsworth Station."

At these two last stations, I have thrown up mounds and driven stakes with Number of station, named an laid claim to the land in account of "Butterfield's Overland Despatch." At Pritchard's there is plenty of water and grass. Within two or three miles, plenty of hard wood timber and within a few yards, plenty of good building stone.

Will write you again from Sandy, sending by special messenger to Fort Lyon. I am now within 375 miles of Denver, with heavy military escort, and shall have no difficulty in getting through. The success of the Smoky Hill route is beyond cavil. Have your mules and coaches ready to string along the route by September.

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*Col. Isaac E. Eaton served for one year in the Mexican War. A native of Ohio, came to Kansas in 1856 and was considered one of Leavenworth's pioneers. He served several terms as a representative in the Kansas legislation. He was a lawyer by profession, he was also a physician and philosopher. He passed suddenly at age 62 in 1882.*

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**Atchison Daily Free Press - July 22, 1865**

The large boiler marked for J. I. Lathrop, Central City, Col., via Butterfield's Overland Despatch, weighing between 11,000 and 12,000 lbs., started out today.

**Atchison Daily Champion - August 6, 1865**

E. B. Bray, President, and D. A. Butterfield, General Superintendent of Butterfield's Overland Despatch with Gen. Brewster, of the New York Zonaves, and Mr. Bradley, of New York, arrived in the city day before yesterday.

*Gen. William Root Brewster commanded a brigade at the battle of Gettysburg. For his leadership and gallantry he was brevetted Brigadier General in 1864. After the war he held a post in the United States Internal Revenue Department. He died at age 41 in 1869.*



Butterfield's Overland Despatch Company received 175,00 pounds of freight on Wednesday last, and 177,000 on Thursday. They are now loading from their warehouse over 600,000 pounds of freight, for Salt Lake City, Denver, and other points in the West.



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**Atchison Daily Free Press - September 11, 1865**

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### Butterfield's Oy'd Despatch FIRST COACH THROUGH TO DENVER TIME TWELVE DAYS.

**The Smoky Hill Route a Complete Success!**

Yesterday morning at 9 o'clock, coaches No. 1 and 2 of Butterfield's Overland Despatch started from this city to Denver, via the Smoky Hill Route, taking out passengers D. A. Butterfield, Superintendent of the Company; Wm. D. Marshall, of St. Louis; Wm. H. Stevens, of Philadelphia; John Slawson, of Empire City, Col., and Wm. S. Baker, R. G. Campbell, Thos. A. Campbell, Chas. Dudley, Geo. Johnson and Chas. Asbery of Atchison. The first coach also carried a large amount of Express goods, while the second was principally loaded with harness, &c., to supply the stations along the line.

Thus is this great enterprise inaugurated, and with the most flattering prospect of success. These are the first coaches that have started, and of course the company will not expect them to go through in eight days, the time established; but they confidently hope to be able to put passengers and express goods through in this time within a week or so more. And we have not the slightest doubt but that they will succeed, for their enterprise and energy will accomplish anything.

On Wednesday morning the next coach will leave this city for Denver, with Jas. Fernald as Express Messenger. And for a few weeks longer coaches will leave Atchison tri-weekly, going out every Monday, Wednesday and Friday morning. As soon, however, as the line is fully equipped the coaches will go out daily.

Mr. Butterfield and his associates in this great enterprise, Mr. Bray and General Brewster, may well feel proud of their success in inaugurating and carrying out thus far this grand National enterprise. It opens a new highway for commerce across the continent, a new path for the march of empire as it westward takes its way.

Continued next page 



## OVATION TO COL. BUTTERFIELD. The First Coach over the Smoky Hill.

*The Shortest and Best Route  
Now Open!*

### GALA DAY FOR COLORADO

At 8 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 Col. D. A. Butterfield, the Superintendent and business manager of the Butterfield's Overland Despatch Company, to welcome him to his old home. And to show him and the capitalists connected with him in this monster enterprise with what favor the people of this country view their efforts to shorten up the great thoroughfare to the East.

Te procession was made up of carriages filled with the business men of our city, and a cavalcade of horsemen, preceded by the 1st Colorado Band. A banner was borne in one of the leading carriages, with the following inscription:

**THE ENERGY OF OUR TOWNSMAN  
COL. D. A. BUTTERFIELD,  
PROVES HIM THE HERCULES OF EXPRESSMEN.**

**WELCOME  
DAVE**



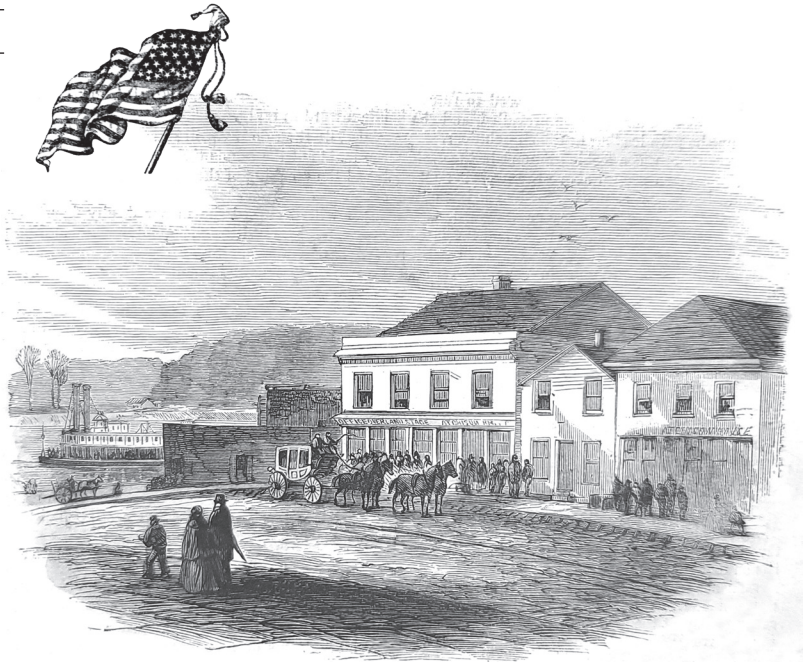
**AND YOUR  
EXPRESS!**

On another banner was represented a train of cars headed West, and a coach filled with passengers leaving it 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 Col. Butterfield was taken into a carriage with his honor the Mayor and other distinguished citizens, and escorted to the Planter House, through several of the principal streets, the band playing lively and patriotic airs in its most lively and 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 up of his great route, he was loudly called for by the crowd which had gathered in front of the Hotel. In a few pertinent and well-chosen remarks, Hon. J. M. Cavanaugh welcomed him to this old home on behalf of Mayor and Common Council, and of the citizens of Denver. Mr. C. felicitously adverted 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 Col. 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 that 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



B.O.D. Office in Atchison

him, and their interest expressed for the company which he represented. He said that enterprise was a child of Colorado, and he had no misgivings upon the score of its being well taken care of by its mother. He illustrated the feasibility of the route by stating that he come through from Fort Ellsworth, 380 miles, without a change of stock, in seven days.

As we shall speak more fully in future of the subjects touched upon in this part of the speech, we will not attempt to give it more fully at present. Col. B. said that all the great heads of the railroad interests in the East were now looking to this route for the grand Pacific trunk, and that, as sure as anything in the future could be, the Smoky Hill Route would be the route for that line.

The Union Pacific road was already reaching out almost to the verge of civilization, and would soon be leaping over the undulating prairies along the Smoky Hill. The speaker said the Atchison & Pike's Peak road, in which he owned a sixteenth of the stock, would diverge from its contemplated route, and join the Union Pacific railroad in the valley of the Smoky Hill.

In speaking of the future work before his company he said that in two weeks from to-day he would contract to land freight in Denver only eleven days from New York, and in any quantities to suit. As fast as possible passenger and freight coaches would be placed upon the line west, and in twelve months he would land with the first of a double line of daily coaches in Austin and Reese River. The stock has already gone forward to stock a branch road to Santa Fe, and it is the intention of the company to make Denver the distributing point for nine states and territories, viz: New Mexico, Arizona and Sonora on the south, and Dakota, Utah, Montana, Nevada and Idaho in the northwest.

The remarks were received with much good feeling, and Col. B. was heartily cheered as he retired.

A SERIOUS affair occurred last night, in which a man employed as a night watchman at Butterfield's Overland Dispatch Office, was severely and probably mortally wounded by MR. DAVIS, a city policeman. The man, whose name we did not learn, was arrested by policemen DAVIS and O'EARA, and was being conveyed to the Marshal's office, when he escaped. He was pursued by DAVIS and retaken, when he was joined by another man, whom the policeman ordered to assist him. The two came on together for a short distance, when another attempt to escape was made, and a scuffle ensued, in which the man first arrested was shot. The ball entering his back and passing through his lungs. He is under charge of Dr. Ager, and we understand that small hopes are entertained of his recovery.

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Leavenworth Times - November 3, 1865

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**GOOD THING.** -- Butterfield's Overland Despatch Company has purchased about twenty new Concord coaches, which will be put on their line between the Missouri river and the Rocky Mountains via -the Smoky Hill. Some of them have already arrived in Atchison.

### The end for David Butterfield

Butterfield was losing money because of the Indian attacks that had burnt several stations, ran off livestock, ambushed stage coaches and killed the drivers. Travelers were scared off as the Smoky Hill Trail became it became too dangerous to travel. In March of 1866 he was forced to sell his operation to his rival Ben Holladay, who ran a very profitable shipping and passenger business along the Platte River Road.

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Atchison Daily - March 17, 1866

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## THE OVERLAND DESPATCH CO. AND THE OVERLAND STAGE LINE CONSOLIDATED.

The Line Hereafter to be known as the  
**HOLLADAY Overland Mail & Express Co.**

It will be seen by advertisement in an other column that the two great stage lines across the Plains know as the Overland Despatch Co., and the Overland Stage Line are consolidated and the Line hereafter will be known as the "Holladay Overland Mail and Express Company."

The new company guarantees payment to the employees of the late O. D. Co., and an agent is now *en route* from New York to pay them.

◆◆◆

### October 1866

Holladay and Wells Fargo began negotiations to merge. In November, Wells Fargo and Company ended with controlling shares of stock winning the right to name the it Wells Fargo. In February of 1867, Wells Fargo sold the route to the United States Express Company. Passenger traffic continued along the trail for a short time but this operation also eventually failed mostly because of the coming of the railroads.

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Leavenworth Daily Commercial- December 2, 1866

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### NOTICE OF PUBLICATION.

STATE OF KANSAS,  set  
First Judicial District. 

In the District Court for Leavenworth County.

Frederick A. Brocker, Plaintiff,

vs

David A Butterfield, E. P. Bray, Wm. H. Fagg,  
H. G. Messenger, Chauncy Vibbard, Wm. H. Kitchen,  
George E. Cook, Eugene Kelley, Eugene Plunket,  
W. M. Pomroy, J. Mirwin, J. W. Wheightman,  
E. C. Donnelly, J. Colton, H. C. Hubbard, P. H. Mann,  
P. Wendall, G. P. Berry, F. A. Poor, C. Davis,  
S. E. Barney, H. M. Morris, A. R. Dyatt, H. Talmadge,  
J. H. Cassett, and P. G. Noble, partners under  
the name and style of Butterfield Overland Dispatch  
Company, defendants.

The named defendants in the above entitled action, are hereby notified that on the 17th day of November, 1866, the said plaintiff commenced an action against all the defendants above named, in said court, by filling his petition therein, the object and prayer of which is to recover a judgment against the said defendants for the sum of \$350, with interest from the 27th day of October, 1865, claimed to be due and owing from said defendants to this plaintiff upon a certain bill of exchange, dated Denver, C. T., October 27th, 1865, for \$140, drawn by Issac E. Eaton, Assistant Superintendent B.O.D., for the defendants about named, on D. A. Butterfield, General Superintendent B. O. Dispatch, payable at sight to the order of J. H. Seed, and by him endorsed to the plaintiff, which said bill of exchange, was, on the 11th day of November, 1865, duly presented at the office of the B. O. D., at Atchison, for acceptance and payment, which was refused, whereupon the same was duly protested for non-acceptance and non-payment, of all which the defendants had due notice. And said defendants are further notified that the following described personal property to wit: two coaches, has been attached, as the property of said defendants, under an order of attachment heretofore issued herein; and that unless they, the said defendants, appear and answer said petition by the 4th of February, 1867, the same will be taken as true, and judgment rendered accordingly, and said described property sold to satisfy the same.

PENDERY & GAMBELL  
Attorney for Plaintiff.





# In December of 1860...

...a newspaper from the Kansas Territory city of Wyandotte reported about President Abraham Lincoln's election; some trouble in Southern Kansas; and a local story that boasts about a returning group of Wyandotte men from a buffalo hunt.

As I read this "Buffalo Hunt" story it was quick to note that their path followed the Smoky Hill Trail to the "Buffalo Range" near Salina. An interesting story to include in the Overland Despatch were my thoughts - but, could it be more than just a buffalo hunt (as everyone seemed to do in that day). Doing some research about these adventurous young men, I found that this hunting trip was a very small event in these men's lives. You could say, it was the still before the storm. At the end of this story is listed a very small bio of each of these men. I hope you find it as interesting as I did. (Editor)

*Let's ride along!*

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Printed in the *Commercial Gazette* / Wyandotte, KT  
Dec. 1, 1860

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## The Buffalo Hunt

John P. Alden, T. J. Darling, I. D. Heath, John Blachly and Alanson Reeve started for Wyandotte on Thursday, Sept. 27th, as our readers were informed at the time, on an expedition in search of Buffalo, with the determination to bring back some meat if there was any to be found in the Buffalo country. Messrs. Alden, Darling and Heath arrived home with the ponies and light wagon on Thursday night of last week, the 22nd just, having been gone just eight weeks. Messrs. Blachly and Reeve came in with the ox teams on Sunday night, bringing the "spoils" amounting to over 5000 pounds of as fine Buffalo meat as ever tickled the palate of a hungry man.

By conversation with members of the party, and a hasty glance at the diary of one of them, we have gathered some items in regard to the expedition which may be of interest to our readers.

They took along two ox teams, each two yoke of oxen, a pair of ponies with light wagon, a small rat terrier and a big dog.

In the way of outfit they had a tent, three sharp's and one muzzle-loading rifle, two shot guns for small game, three Colt's revolvers, navy size, five lbs. powder, ten lbs. shot, twenty five lbs. lead, five sacks flour, two sides bacon, one bushel onions, one bushel potatoes, seven bushels corn meal, four cwt. salt, fifty lbs. sugar, ten lbs. coffee, five gallons sorghum, one gallon common molasses, table salt, pepper ginger, pipes and tobacco for three smokers, &c., &c., &c.

## SEPTEMBER

**Thursday, 27th** > started from Wyandotte, crossed the bridge to the south side of the Kansas, went through Shawnee and camped on Mill Creek, having made about 16 miles.

**Friday, 28th** > went about 15 miles and camped on the prairie.

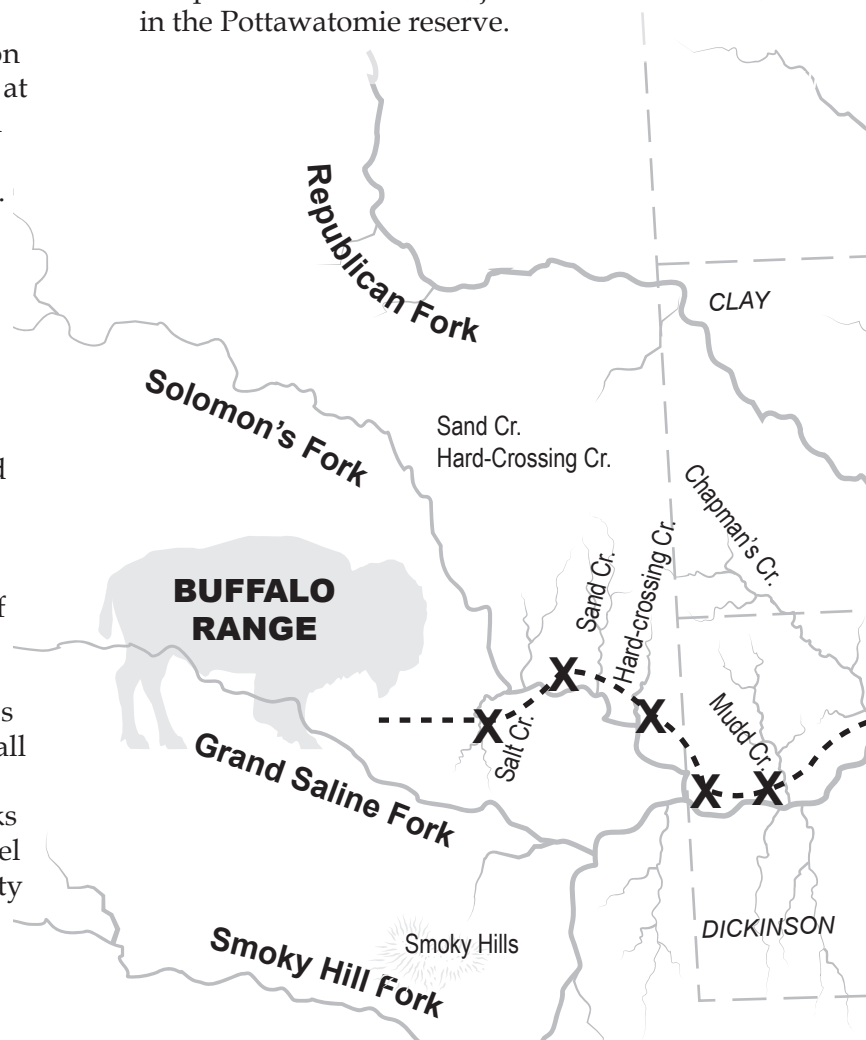
**Saturday, 29th** > went a little beyond Lawrence, camped near the forks of the road, and stayed over Sunday. Heavy thunder shower Saturday night and drizzling rain most of Sunday.

## OCTOBER

**Monday, 1st** > started in afternoon, made about 9 miles, and camped about 4 miles. S. E of Lecompton.

**Tuesday, 2nd** > went on about 2 miles beyond Tecumseh and camped. Killed some prairie chickens. Met a good many people going out of the Territory, but most of them said they were coming back in the spring.

**Wednesday, 3rd** > went about five miles beyond Topeka, crossing the Kaw at that place, and camped on Soldier Creek, just west of Indianola, in the Pottawatomie reserve.





**Thursday, 4th** > drove on past Silver Lake, and past the Council House of the Pottawatomies, and paid outrageous toll over Cross Creek bridge, when, had we taken the left hand road at Silver Lake would have had an excellent ford with a shorter and better road, as proved on return. Crossed a toll bridge over Muddy Creek, 7 miles from Cross Creek, (a poor ford close by.) camped one and half miles this side of St. Mary's Mission, making a day's drive of 22 miles.

**Friday, 5th** > passed the Mission, which is a Catholic Institution for the Indians. Ground neatly fenced and kept, buildings of wood, and beginning to show age. Went on over Lost Creek on a toll bridge (which may be avoided by going a little lower down) and camped on the Vermillion.

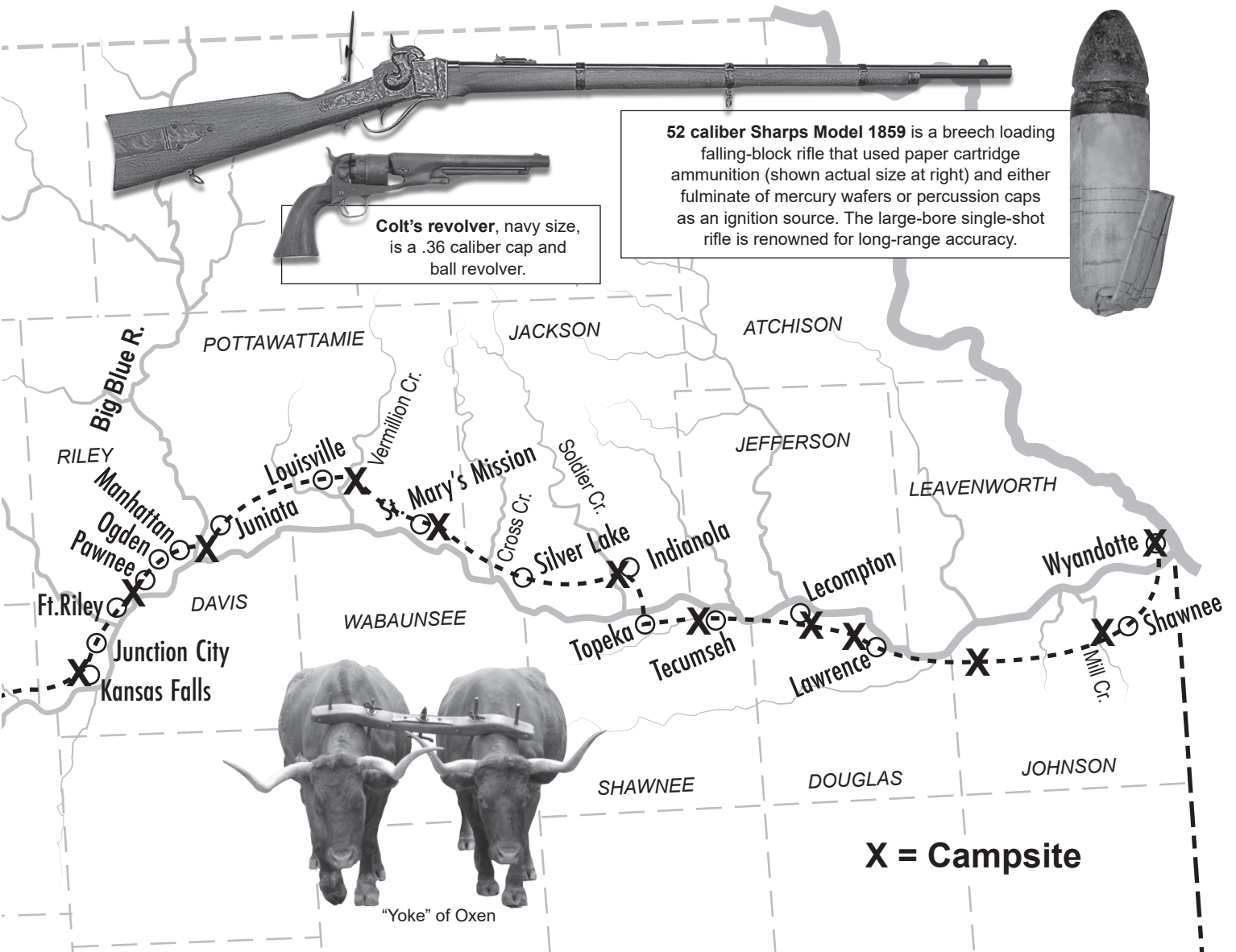
**Saturday, 6th** > drove through Louisville, which is just west of the reserve over a beautiful rolling prairie, camped at Juniata, at the mouth of the Big Blue, and remained over Sunday.

**Monday, 8th** > drove through Manhattan and Ogden, and camped two miles this side of Fort Riley.

**Tuesday, 9th** > drove by the Fort and Junction City, and camped at Kansas Falls, eight miles beyond Junction City.

**Wednesday, 10th** > drove across Chapman's Creek, and 16 miles further across Mud Creek, and camped two miles beyond Mud Creek, having driven 24 miles. Here prairie chickens, ducks and geese were abundant, and buffaloes in countless numbers had been seen but ten days previous, between Chapman's and Mud Creeks. Darling and Heath had their first shot at Buffalo about three miles off the road. Had a hard time looking for camp, and finally gave it up and passed a cold uncomfortable night at the mouth of Solomon, eight miles beyond Mud Creek.

Continued next page 



**Thursday, 11th** > the teams having come up about 11 o'clock, spent the rest of the day in fishing and shooting ducks. Caught a barrel of fish and salted it down.

**Friday, 12th** > drove on up Solomon and camped on Hard-crossing Creek, (fitly named). There the Buffalo carcasses were very numerous, showing that there had been a great slaughter among them a few weeks previous. A good many Irish and German settlers in this neighborhood shot at more buffalo.

**Saturday, 13th** > drove on across Sand Creek, a beautiful soft water stream, and camped on Solomon. Shot more buffalo, but brought none down yet.

**Sunday, 14th** > forded Solomon and camped on Salt Creek. Saw a few wild turkeys. The timber consists of Cottonwood, Burr Oak, White Oak, Black Walnut and Elm.

**Monday, 15th** > killed three Buffalo, and brought two nicely dressed into camp before sundown. Lost the other from not being able to dress it soon enough. Buffalo must be dressed immediately after being killed, or the meat will spoil. Two of these were killed each with a single ball, while the third was a tenacious of life that he refused to give up till he had nearly a pound of lead under his skin.

**Tuesday, 16th** > spent the day cutting up beef, and commencing the process of "jerking." Cut up the hind quarters in thin slices, across the grain, which are then dipped in hot brine, or allowed to lie in cold brine all night, and afterwards the meat is spread upon small strips of wood or upon wire, and dried by smoke, sun and wind.

**Wednesday, Oct. 17th** > Darling Blachly and Reeve went out and brought in one buffalo, nicely dressed. Some one remained in camp all the time.

**Thursday, 18th** > killed a fat young buffalo and "jerked" the whole.

**Friday, 19th** > killed one buffalo.

**Saturday, 20th** > killed three buffalos, but saved only one of them.

**Monday, 22nd** > Alden, Blachly and Reeve killed four buffaloes late in the afternoon, about four miles from camp. Went after the meat with the ox team, and returned about 2 o'clock in the night, with all the hind quarters, and some of the fore shoulders.

**Tuesday, 23nd** > spent all day curing our beeves.

**Wednesday, 24th** > killed nichts. (*German for nothing*)

**Friday, 26th** > had a severe thunder storm. First day on the hunting ground that the weather has been other than most delightful weather.

**Saturday, 27th** > cold drizzling rain all day. Darling and Heath killed three buffalo between sun-down and dark. Two fell at the first fire with one bullet each. Walked eight miles into camp, at supper enough to astonish the nation, went back with ponies, light wagon and blankets, dressed our buffalo and slept by the meat.

**Sunday 28th** > moved camp higher up Salt Creek, and brought in our meat.

**Monday, 29th** > spent all day curing our meat. Beautiful day.

**Tuesday, 30th** > killed three buffalos, but saved nothing but two tongues and one hide. They were run till the meat was heated before they were killed.

## NOVEMBER

**Thursday, 1st** > killed only one buffalo all night.

**Friday, 2nd** > it snowed, rained and hailed all day.

**Saturday, 3nd** > killed four buffalos, which finished the hunt.

**Sunday, 4th** > a beautiful day.

**Monday, 5th** > began packing up for return home.

**Tuesday, 6th** > finished packing, and all ready for an early start.

**Wednesday, 7th** > opened cold, wet and gloomy. Broke up camp towards night, and traveled two miles towards home.

Here we will drop the diary, having stated in the outset that our hunter friends go home safely, and subjoin some reflections by one of the party.

"This hunt we all will ever remember as one of the pleasantest episodes of our lives. We examined the country thoroughly, and it is our opinion that the bottom lands of the Solomon, Saline and Smoky Hill will support an immense population, for richer lands cannot be found. The country back is rolling and much of it very rough. It is not fit for cultivation, but will make a most excellent grazing country, and will fatten countless herds. Beautiful springs are abundant.

On the whole the hunt was a complete success. Each one gained about twenty pounds. Let every one who wishes to smell God's pure air, enjoy the most perfect health, eat enough to frighten himself and his friends, and grow fat, go on just such a trip, and we will insure recovery from disease and confusion to physicians."



## THE MEN OF THE BUFFALO HUNT

*Showing their age in 1860*

### John P. Alden - age 25

Born: 1835 in Hardwick, Massachusetts

Died: 1879 at the age of 43

Interment: Oak Grove Cemetery,  
Kansas City, KS

**Civil War Veteran: Union**

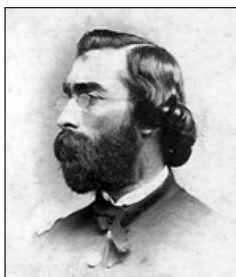
Commissioned 1st Lieut in Company  
B, 1st Regiment, Kansas Infantry May  
1861. Promoted to Captain May 1862.

Commissioned officer in the U.S.

Volunteers Commissary Dept Inf Reg

July 1863. Mustered out March 1865. In December of  
1868 he purchased the interest of I. D. Heath & Bro.

in the Drugs, Paint and Oil business.



Capt. John P. Alden

### Thomas J. Darling - age 25

Born: 1835 in Groton, Vermont

Died: 1896 at the age of 60

Interment: Leavenworth National Cemetery

**Civil War Veteran: Union**

6th Regiment, Kansas Cavalry, Company A

Rank in: Private / Rank out: First Lieutenant

Post war he was elected to County Central  
Committee in Leavenworth. In 1875 he was sued for  
fraudulent insurance claims ending in a Sheriff's sale  
of his property. In 1876 was sued again for changing  
figures on taxable property without authority.

### Ivan D. Heath - age 22

Born: 1838 in Wisconsin

Died: 1904 at the age of 66

Interment: Oak Grove Cemetery, Kansas City, KS

**Civil War Veteran: Union**

2nd Regiment, Kansas Cavalry, Company F & S

Rank in: Hospital Steward / Rank out: Hospital Steward

In 1867 Ivan owned I. D. Heath & Bro. Drugs, Paint  
and Oils business. He was a Wyandotte County  
Commissioner from 1872 to 1879 and sat on many other  
boards and committees. Ivan gained notoriety through  
his exploration of South and Central America.

### John W. Blachly - age 23

Born: 1837 in Niles, Ohio

Died: 1927 at the age of 89

Interment: White Rose Cemetery, Bartlesville, OK

**Civil War Veteran: Union**

2nd Regiment, Kansas Cavalry, Company I

Rank in: Sergeant / Rank out: Sergeant

His father was a well know minister, doctor and  
educator in Wyandotte County.

### Alanson Reeve

The only information I could find about Alanson  
was that he was listed on the City of Wyandotte  
delinquent tax roll that was published just before he  
left on this buffalo hunt.

▶ Continued from page 1

Archives - Mary Lattin

Conference Planning -

Jim Mayhew and Bob Andersen

Media - Tanner Mayhew (note: this committee is  
a combination of Newsletter Editor (Tanner),  
Facebook Coordinator (Dee Saddler), Web Site  
Coordinator (Pattie Mayhew), and Programs  
and Publicity.

Please note that each of our Board Members  
services on at least one committee, even though  
they may not have been listed here.

- Lastly, new team coordinators for our efforts to  
preserve the BOD markers, Don McElroy (Ellis  
County) and Cathy Albert (Trego County) have  
agreed to serve as the County Coordinators. They  
will be instrumental in determining the task to be  
accomplished in their respective counties. John  
Begler (Ellis County) will be in charge of our initial  
survey efforts in Ellis County.

### DO YOU WANT TO HELP?

All of these committees need your assistance,  
just send an email to me at: [smokyhilltrailassn@gmail.com](mailto:smokyhilltrailassn@gmail.com)  
and we will get you included.

See you along the trail... *Jim*



Jim Mayhew

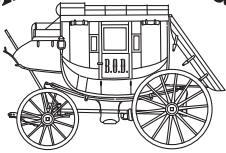
Smoky Hill Trail Association

President



Jim Mayhew portraying an 1859 Gold Rush era merchant giving  
a presentation at the Blue Rapids Museum. (Photo by Tom Parker)

# Smoky Hill Trail



**ASSOCIATION**

PO Box 978  
Hays, KS 67601



## NOTICES

### ANNUAL CONFERENCE

October 20 - 21 - 22, 2023

Wakeeney, Kansas

at the Trego County Museum

located on the Trego County Fairgrounds

128 N 13th St, WaKeeney, KS 67672



## Congratulations to board member - Deb Miller

Deb procured a \$5000 Americana Corner grant in February, presented a proposal to the Trego County Museum in March, and the proposal was approved.

[www.smokyhilltrail.com](http://www.smokyhilltrail.com)

Questions, Ideas, Comments, Newsletter Articles

Email To: [smokyhilltrailassn@gmail.com](mailto:smokyhilltrailassn@gmail.com)

Or Mail To: Smoky Hill Trail Association

PO Box 978 / Hays, KS 67601

Follow us on Facebook:

[www.facebook.com/groups/182942288930709](http://www.facebook.com/groups/182942288930709)

Or search:  Smoky Hill Trail Association on Facebook.



## DISCOVERING THE TREASURES OF TREGO COUNTY

*These B.O.D. stations were located in Trego County:  
Bluffton, Castle Rock and Downer's*

Trego County Historical Society Museum  
[www.tregohistorical.org](http://www.tregohistorical.org)



**Don't forget to submit  
your SHTA Award Entry!**

*Deadline is August 31st*

Make your nominations request online:

[www.smokyhilltrail.com](http://www.smokyhilltrail.com)

Click on the Awards tab!

