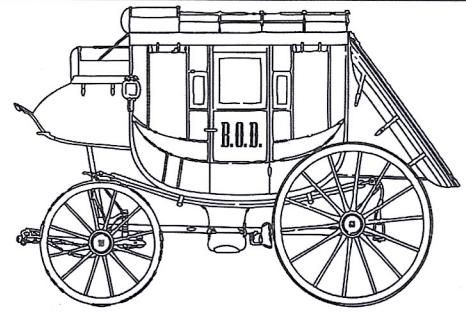


OVERLAND DESPATCH



Volume VII No. 2

Remember the Smoky Hill Trail

Winter 2014

WEBSITE UPDATE

The Smoky Hill Trail Association website committee is working on a re-design of the association website and would like the memberships input.

Some ideas we have discussed are:

- Keep it updated with current information. In order for us to do that someone on the committee will need to be able to learn and update the website. This is the only way to keep the information correct and up-to-date.
- Provide the membership application so that members can do this process online. You can enter your information, pay online and receive your confirmation. A membership card would be sent out via mail.
- Provide the conference registration form online and register, pay online and receive your confirmation.
- Place an interactive map on the website. For example: People could click on a specific stage station and learn the history of the station or link you with other articles and stories of the stage station.

The deadline for input on the website redesign is March 31, 2015.

You can email any of the committee members at:

Jody Zeman jodyzeman@ruraltel.net
 Jim Gray kansascowboy@kans.com
 Joanne VanCoevern jvancoevern@juno.com



PRESIDENT'S COLUMN

Your Board of Directors has been very busy the past months. Three meetings have been held in October and November. We met for the annual board meeting prior to the annual conference in Russell in October and had a Conference 2015 planning meeting after the conclusion of this year's conference. We then met November 22 in Hays to get updates on plans for the 2015 annual meeting. We made good a bit of progress. You should be proud of your Board. They have willingly contributed a sizable chunk of their time for the welfare of our Association. It is a real pleasure and rewarding experience to be associated with such a dedicated and knowledgeable group of people. Following is a report of the plans made and the issues discussed at these meetings.

The attendance at the annual board meeting on October 17, 2014, included all 8 board members and 6 other members of the Association. We received a report from Patty Nicholas, Association Archivist, regarding policies established by Deborah Ludwig, the new Dean of the Forsyth Library at Fort Hays State University. This library is the repository of our archive materials. The board voted to restrict access to certain materials stored in the archives to members of the Association. The particular documents covered by this policy are the site studies of features along the Smoky Hill Trail, viz. trail ruts and stagecoach station sites. An agreement signed by land owners who gave us permission to enter their land included the statement that the studies would not be made

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WELCOME NEW MEMBERS!

The Smoky Hill Trail Association welcomes the following members who has joined since our last newsletter was published:

Alice Schrant, Gorham KS
 Mary Stoppel, Wilson KS
 Ken & Jaynell Cole, Russell KS
 Janet Kimbrell, Chapman KS

Welcome all!

In other membership news, Greg and Joanne VanCoevern have upgraded their membership to the Lifetime Member status!



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 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.

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(President's Column continued from page 1)

available to the general public. Patty will enforce this restriction. Kay Homewood gave a membership report of 148 members. This number has remained fairly consistent in recent years. One concern discussed by the board is the need to recruit new members. Kay proposed a motion, which passed, to hold a new member recruitment contest among present members. Three levels of prizes will offered to those who recruit the most new members during the time period January 1, 2015, to October 1, 2015. First prize is 2015 Conference registration, second prize is a free tour ticket for the 2015 tour and third prize an individual membership for one year.

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NEWSLETTER DEADLINE

The Smoky Hill Trail Association welcomes any and all articles having to do with the history of the trail, the people and natural history along the trail, equipment used, the railroad and highway system that replaced the trail, etc. The deadline for articles to be included in the next edition of the Overland Despatch is **February 28, 2015**. Please have your articles, announcements, notes, etc. sent to the newsletter editor either by US mail or E-mail by that date (addresses in box at left). Thank you.



FINANCIAL REPORT

Following is the financial position as of November 21, 2014:

Total income	\$10,706.73
Total expenses	8,050.22
Net Income	2,656.51
Current Assets	\$8,248.07
Designated Funds	4,753.37
Certificates of Deposit	16,860.86
Total Assets	29,862.30

Sam Chestnut, Treasurer



(President's Column continued from page 2)

Membership is the lifeblood of our association. Those of us who are committed to the continuance of its efforts have an obligation to increase the membership. Think of the reasons you joined and encourage friends and acquaintances with like mind and interests to join us in our important goals: preservation, promotion, and protection of the Smoky Hill Trail. The present board is working on many plans to accomplish these goals. I think this bodes well for the future of our association.

Another suggestion for increasing membership is to institute the establishment of chapters of the association. These would be local organizations along the Smoky Hill Trail corridor that would exist as communities within the Smoky Hill Trail Association. The groups would meet periodically, no less than once per year. They could offer programs for the public that would further the goals of the Association. Provision for such entities has already been established by Article XIV of the Association bylaws. Anyone who has comments, suggestions, or questions about such an endeavor may contact any Association board or consult the bylaws.

Election of officers for the coming year included myself as President, Kay Homewood as Vice President, Jody Zeman as Secretary, Sam Chestnut as Treasurer, Bob Wilhelm as a director, and Ken Cole as a director. Continuing as directors are Lem Marsh, Jim Gray, and Joanne VanCoevern. Mike Baughn, immediate past president, continues as an ex-officio member of the board. I sense a renewed excitement in these persons you have elected to lead you. I expect great things!

The newsletter you hold in your hand is the result of the diligent work of Bob Wilhelm. He is intent on publishing it on a quarterly schedule. Yours truly is on notice to meet this deadline with this column. Bob continues the good work of Ann Liston and Leo Oliva who shepherded the

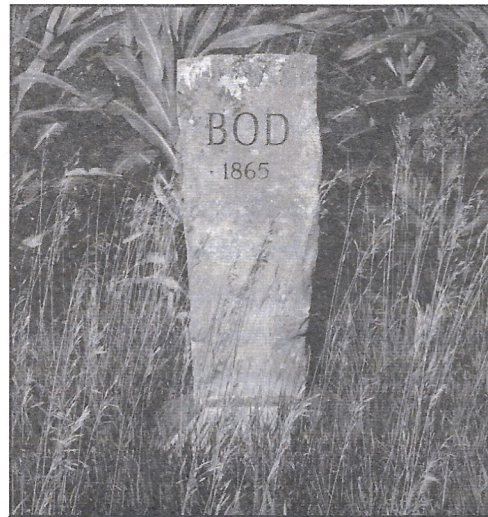
Despatch from its infancy. They both resigned their positions earlier this year and deserve our thanks for their long-time commitment.

Jody Zeman and the website committee continues their efforts to make the association website a useful operation. She would appreciate suggestions for improvement of the site. If you, the reader, has a particular interest and expertise in website development and operation, Jody would welcome your input.

Some discussion at our meetings pertained to the committee structure of the association. Suggestions by a consultant we hired to help us with our 501c3 designation included that we should do some revision of the number and duties of the committees. A proposal to amend the bylaws to reflect this concern will be forthcoming.

Research and many historical documents related to the Smoky Hill Trail stored by the Cherry Creek valley Historical Society will be made available to our association during the coming year. Hopefully, copies of pertinent materials will eventually make it into our archives.

An important three phase initiative has begun



An original BOD marker
(photo courtesy of Lem Marsh)

by the board. The first phase is the repair / replacement of the original markers of the route of the Smoky Hill Trail placed by Howard Raynesford during the 1960s. These marked where the trail meandered across the Kansas counties

of Wallace, Logan, Gove, Trego, Ellis,

(continued on page 4)

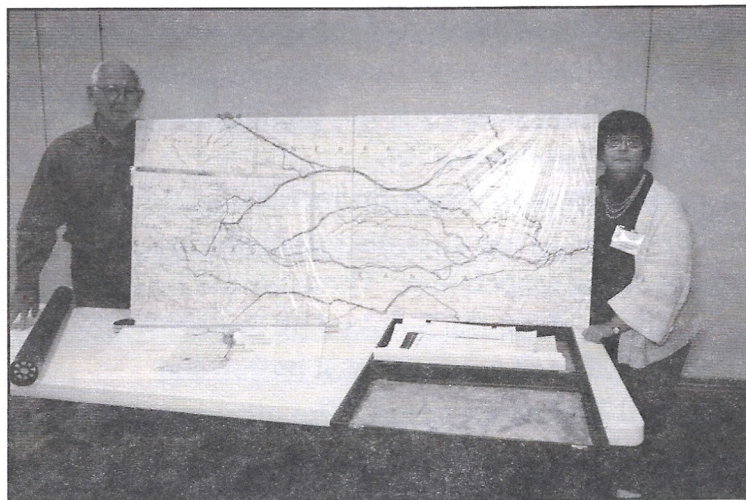
(President's Column continued from page 3)

Russell, and Ellsworth. The markers were placed where the Smoky Hill Trail intersected modern roads, both paved and sanded / dirt roads. These markers are a standard size and manufactured from postrock limestone. Each has an engraving thereon of "1865 BOD." Several of the original stone posts have disappeared or been damaged. The second and third phases of the initiative will be the placement of like markers eastward along the trail route from Ellsworth county to Atchison, Kansas, and westward along the trail route from the Kansas-Colorado state line to Denver. This is a long-term project. It will be partially financed by persons interested in sponsoring a post at a cost of \$120 per post. Sponsors will be able to honor or memorialize a person or event of their choosing and this designation will be engraved on a panel placed prominently on the post. Posts will be reserved on a first-come, first-served, basis. Ten posts have already been reserved.

There was extensive discussion at one meeting about the effort to attain National Historic Trails designation for the Smoky Hill Trail. The board decided that this should be our number one priority. Work has begun towards this end. If any person wishes to participate in this important work they may express their interest to any board member.

The annual membership meeting of the association was held following a delicious banquet at LaSada restaurant, near Russell, Kansas. The following awards were made at the meeting: Award of Merit to the Russell County Historical Society, Award of Merit to Patty Nichols, Donna Malsom Memorial Ambassador Award to Jim Gray, Heritage Preservation Award to Bob Roskins, and the Howard C. Raynesford Lifetime Achievement Award to Sam Chestnut. Plaques were presented to Ann Liston and Leo Oliva recognizing their service to The Association in preparing and printing the Overland Despatch newsletter. Special recognition was given to

Dorman Lehman for the donation of his research papers on the Smoky Hill Trail to the Association. These make a valuable addition to the Association archives. Thank you to Dorman and to Vern Osborne for delivering the papers to us and accepting and forwarding the certificate of recognition awarded to Dorman.



Vern Osborne presenting the Dorman Lehman papers to Patty Nicholas, Archivist and Special Collections Manager with Forsyth Library (photo by Lem Marsh)

A special meeting of the board acting as a committee of the whole was held at the conclusion of the annual conference to do some preliminary planning for the 2015 annual conference. The conference will be held in Atchison, Kansas, the eastern terminus of the Butterfield Overland Despatch, to celebrate the 150th anniversary of the founding of the BOD. There is an exciting program of activities planned for the 3 day period of October 16-18, 2015. The theme of next year's conference is "David Butterfield's Dream - 150 Years of the Smoky Hill Trail Transportation Corridor B.O.D. to I-70." The tentative schedule includes the following.

Friday (the 16th)

Presentations: "Rocky Mountain Gold Mines and Routes to the Gold Fields"

"Missouri River Steamboats and the Smoky Hill Trail"

(continued on page 5)

(President's Column continued from page 4)

Dedication of a BOD marker in Atchison (hopefully near the original site of Butterfield's operation and possibly a reenactment of a stagecoach arriving with a military escort.)

A tour of Atchison Historic Sites

Dinner and Annual Membership Meeting and Awards

Saturday (the 17th)

Presentations: "David Butterfield and Butterfield's Overland Despatch"

"BOD Successor Stage Lines and the Smoky Hill Trail"

"Mapping the Smoky Hill Trail"

"Smoky Hill Trail Military Road"

Bus Tour of Fort Leavenworth and Frontier

Army Museum

Sunday (the 18th)

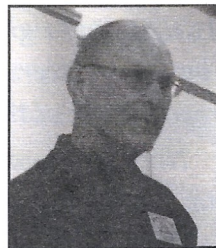
Presentations: "Union Pacific Railway, Eastern Division, and the Smoky Hill Trail"

"Modern Highways along the Smoky Hill Corridor"

Another meeting of your board was held in Hays on November 22nd. We continued discussion of the National Historical Trails campaign and several topics were selected for short papers to be included in documents pursuant to that recognition. We also refined plans for the 2015 Annual Conference.

Your board has had a busy fall. We will take a breather and relax for the coming holiday season. The next meeting of the board will be held in WaKeeney on March 28, 2015. I wish for you all a blessed holiday season and a restful time with family and friends. See you in Atchison in 2015.

Elton Beougher, President,
Smoky Hill Trail Association



REMEMBER THE SMOKY HILL
TRAIL!



FREIGHTING

Part III

Prior to the Mexican War (1846-1848) many wagons were made in Pittsburgh and could hold two and one-half tons of supplies. Following the war these "Pittsburgh Wagons" were replaced by the larger Murphy and Espenschied wagons made in St. Louis and the Studebaker made in South Bend, Indiana, each of which had a capacity of four tons.

The wagon box was three feet wide by four feet high and the ends flared out so that it was twelve feet long at the bottom and sixteen feet long at the top. Most wagons were painted blue and were covered with heavy white canvas held up by hickory bows. The "Murphy Wagons" were used extensively on the prairie. They were made of "the best timber, wide-tracked, strong and tight."



Army wagons for "Indian service" were likewise sturdily constructed from "old, well-seasoned timber, which. . . had to be kiln-dried. . . otherwise, out on the plains, during the dry and cold weather, woodwork would shrink." Military wagons also had the body "paneled" and the ends were "straight instead of flaring." The axles were often made of iron which, although more reliable than the wooden axles used on the Murphy, Espenschied, and Studebaker wagons, were almost impossible to repair if they should become damaged or broken while on the prairie. One author stated that army wagons, while designed to hold a maximum of four thousand

(continued on page 6)

(Freighting continued from page 5)

pounds and intended for six mules, "were really too heavy for them" and were seldom loaded with more than one ton of supplies.

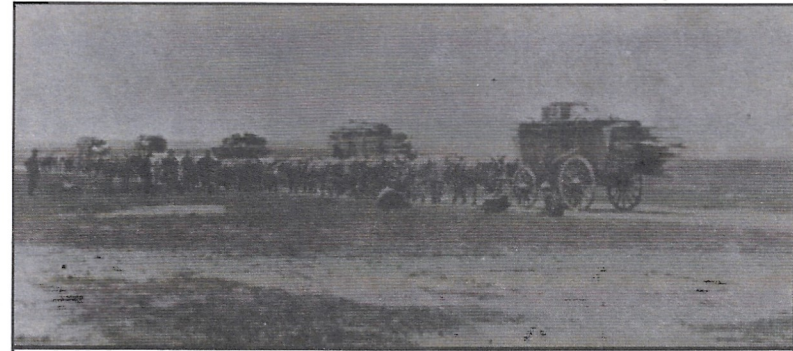
Packing the cargo was a very deliberate process that often took several days to complete. Military freight usually was loaded by soldiers under the watchful eye of the wagonmaster. A quartermaster's clerk would stand near the end of each wagon recording the weight and contents of each item. Perishable food stuffs such as pork, bacon, or butter were carefully wrapped or placed



A Bull Train ready to go in the Black Hills
(Photo by J. Grabill, 1890)

in barrels in the bottom of the wagon where they had the best chance of staying relatively cool. Other merchandise would be wrapped in "heavy Mackinaw blankets" or between layers of "thin ducking, such as was used for army tents" for protection. A loaded wagon might carry coffee, flour, salt, crackers, boots and shoes, machinery parts, or any manner of goods.

Shipping rates varied. "Bulky freight" such as flour or cornmeal could cost from \$2.50 to \$4.00 per one hundred pounds per one hundred miles, whereas "heavy freight" such as stoves or machinery parts might cost from \$1.50 to \$2.50 per one hundred pounds per one hundred miles. Other companies charged a flat "by the pound" rate. For instance flour was nine cents, crackers seventeen cents, and dry goods fifteen cents per pound.



A.E. Buedick's bull train leaving Hays for Dodge City,
1872 (Kansas Memory)

Usually two wagons were pulled in tandem. The lead wagon was the larger of the two and would be loaded with up to sixty-five hundred pounds of merchandise. The rear or "trailer" wagon held about two tons. Rarely a third or "swing" wagon would be inserted between the lead and trailer. The last wagon in the train was the mess wagon which, in addition to carrying the food for the men, also carried extra wagon spokes, extra tires, jacks, pulleys, rope, a small forge, and any other manner of equipment or supplies that might be needed along the trail. A tar bucket hung from the rear axle of each wagon so that the wheels could be lubricated periodically, and extra axles or tongues often would be slung under some of the wagons to be used for emergency repair while on the trail.

A teamster's day started at daybreak. If driving an ox team, he would hook up or "yoke" the team in a manner described here by William Hooker:

"Taking out the small pins which ran through little holes in the hickory bows and which were held in place by a thin piece of leather from a boot top, I pulled out the bows, threw them on the ground, and then shouldered--on my left shoulder--the heavy ash or pinion yoke, stooping over and picking up in my right hand one of the bows--the one to be worn by the off steer. . . and with the bow in my right hand, I approached one of the oxen. . . ."

Nath Williams said quietly: "Don't run after him; call him the worst name you can think of and look right at him. Get on his nigh side, boy; that's right. Now press him up to'ward the wagon; that's right. Now slip the bow under his neck...Now let the yoke drape on top of his neck."

(continued on page 7)

(Freighting continued from page 6)

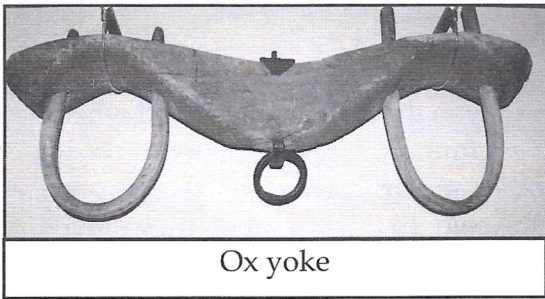
So I got the bow, with Jake's [the oxen's] neck in it, into the yoke. Nath told me to let the other end of the



"Yoking Up" by unknown artist
(public domain)

yoke rest on the ground. Pointing out another bull, Old Spot, he said, "Now just take along the bow, rub it on his side, speak to him and say, 'Come on, old boy, yer pardner is waitin' fer ye over yonder; don't ye see?'"

Sure enough, after looking me over, Old Spot very solemnly, under my direction wended his way over



Ox yoke

to his mate. . . and then settled down in just the spot where he belonged. I

stepped in and lifted his end of the yoke up on his neck, put the bow under his neck, drew it up until the little holes showed on top of the yoke, slipped in the pegs, drew the leather strings through, and I had a fine yoke of old, seasoned wheel oxen ready for duty.

They stood docilely facing the wagon wheel while one by one I yoked up the rest of the team."

(Article concludes in the next issue)

Bob Wilhelm



TRAIL TREASURES

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

Musgrove continues his account "Moving East":

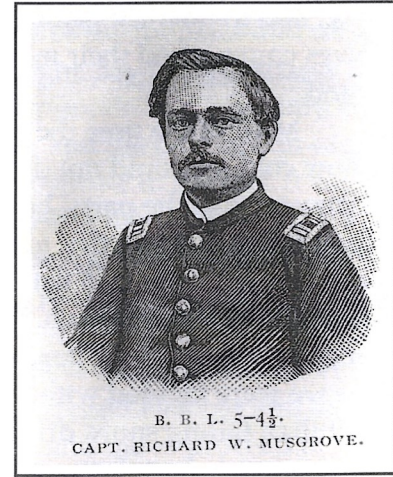
On the morning of Jan. 15, 1866, we started. First went Capt. McMichael's company of the 13th Regt. of Missouri cavalry, about seventy men, then the two six-mule wagons of his company and my own, followed by my company of fifty men on foot. The march was a tedious one. In the ravines the snow was deep and shovels were brought into frequent use to make a path so that the mules could draw the wagons along.

We made about twelve miles that first day and halted towards night on the bank of the Smoky, where there was sufficient wood obtained for cooking purposes but not half enough for the numerous campfires needed by the men. Buffalo chips could not be had because they were covered up by the snow or too wet to burn. The mules and horses were given an hour or two to graze as best they could on the knolls where the snow was the lightest.

For a night's rest there was no other alternative but to bivouac on the snowy ground, and all accepted the situation with true soldierly resignation. Those who had them spread rubber blankets upon the snow with woolen blankets on those, on which they lay down and covered themselves with other blankets. No faces were left exposed and the more the snow drifted over those beds the warmer were the occupants. Each morning long rows of snowy mounds looked like a graveyard in winter, but there was life there, and without the roll of drum or the bugle note the snow would heave and from the mounds men would issue, shake the snows from their bodies and their beds and prepare for another day's tramp.

As we advanced difficulties increased. The mules soon began to give out, sinking exhausted in their tracks. In such cases a cavalryman would be dismounted, his horse harnessed in the place of the mule, the exhausted mule rolled to one side of the road, and the column would

(continued on page 8)



(Trail Treasures continued from page 7)

move on, leaving the unfortunate animal as food for the wolves that followed us. On the average, a cavalry horse lasted but one day in the harness and such halts became more and more frequent. From the start large gray wolves and the small coyotes followed our column in constantly increasing numbers as we moved along, and frequently, before we were out of sight, the wolves commenced their meal on the animals left behind.

Most of the time the weather was intensely cold — how cold we could not determine, as there was no thermometer in the party, but one night a mule was frozen to death while tied to the tongue of a wagon, and water left in an iron kettle was frozen to a solid mass and the kettle broken. We estimated the thermometer at several degrees below zero. On two days we were favored with a western blizzard. The air was full of falling snow, driven by a pitiless and unceasing gale, but, fortunately, we were, at both these times, where we had a small quantity of fuel and therefore did not attempt to move. Yet it was with the utmost difficulty that campfires of green wood could be kept burning in such a gale, and the men suffered intensely, hovering all day long over the fires as best they could and, at night, lying down in the snow to shiver all night with the cold. At several points no fuel could be found even for a campfire, but, anticipating such conditions, we managed to take along on the teams from places where we found wood a sufficient amount to make fire for coffee at night.

Thus the days and nights wore away, and on the sixteenth day from Pond Creek, after nearly the last morsel of food had disappeared, we arrived at Fort Fletcher. When we arrived at Monument on this march, we were joined by Capt. Strout and the garrison there, as they too were out of supplies. At Fort Fletcher we found that the garrison had been living for a week on parched corn, but a train of supplies destined for Pond Creek arrived the next day. This train Col. Tamblyn unloaded at



Lt. Col. William
Tamblyn

Fort Fletcher, affording a supply for a short time for the garrison and its additions.

On the march from Pond Creek we had abandoned sixty of the ninety-nine horses and mules with which we started, and only one animal thus left on the plans, as far as known, had life enough left to prevent the wolves from devouring him. The apparent casualties among the men were confined to frozen ears and noses and rheumatic pains, but without doubt the foundations were laid on that march for many an hour of suffering in after life.

The weather had been so intensely cold while on this march we concluded that the Indians would not venture out in their scanty clothing to molest us, even if they knew we were on the move. In this we were mistaken, and, as we neared Fort Fletcher, we saw unmistakable evidences that they were on the war path, while at this fort were the remains of two dead men, and four were in the hospital suffering intensely from wounds received at their hands.

It seemed that these six men, employees of the Overland Dispatch company, were traveling from the settlements to the fort. The weather was so cold that they, like us, thought no Indian would venture out of

his tepee. Their arms lay in the bottom of the sled where they were riding, their ammunition was in their traveling bags, while their bodies and arms were heavily wrapped as protection from the cold. In this condition they moved along all unconscious of danger, when, suddenly, in passing through a ravine where the snow was deep, a body of Indians, who had concealed themselves in the snow, arose and fired, and then, as suddenly, disappeared before a shot could be given in return. By this fire two of the men were killed, the other four were all wounded, and the horses or mules were disabled. One man, able with great difficulty to walk, traveled to the fort twelve miles distant, whence help was promptly sent to his companions. Besides suffering from almost fatal wounds, these men were badly frozen, and lay a long time in the hospital at the fort before they could be removed east.

An amusing incident in connection with this event

(continued on page 9)



Capt. James
Pond,
namesake of
Pond Creek
Station (or
more
accurately
Pond's Creek
Station)

(Trail Treasures continued from page 8)

occurred the following Sunday morning. At that time Col. Tamblyn sent his orderly, an Irishman, to the company commanders to notify them of the burial of the two men spoken of above. He found most of the officers together and delivered his message as follows, "Col. Tamblyn sends his compliments and directs you to notify 'those two men, killed by the Indians, that they will be buried this morning at 10 o'clock, and he would like as many as can to attend the services.'" This naturally raised a laugh among the officers, when Pat, seeing something was wrong, added, "Well! there may be a joke about it, but if there is it's on the colonel, for he told me so."

One of the men killed was said to be a young man by the name of Ballard, a son of a wealthy manufacturer of the modern rifle bearing his name. The father, later, sent some of his arms to the officers who had cared for the remains of his son.

An allusion was made above to one horse abandoned on the march from Pond creek that survived the attacks of the wolves. This animal was found on the prairie a couple of months later by Lieut. Geo. E. Handy of Co. G. Instead of turning it in to the quartermaster as government property, he could not resist the temptation to keep it for his private use for hunting buffalo. He, therefore, hired a soldier to care for it, and to feed it on government rations. Under such treatment it grew sleek and in prime condition and Lieut. Handy was promising himself a rare treat on the chase, when, one day when the buffalo appeared, this man asked for the chance of first riding this horse that day in a buffalo hunt. Lieut. Handy reluctantly said, "Yes," and off his hostler started with others for the buffalo feeding a few miles from camp. A few hours later this man returned to camp with the saddle on his shoulders. It seemed that when joining in the chase he got excited, and the first time he fired, instead of hitting the buffalo, he shot the horse in the head and killed it.

The first requisite at Fort Fletcher was winter quarters. These, the men set about building at once without waiting to recover from the fatigue of the late march. Fortunately there was a fringe of timber along the creek, and the art of building log cabins was well known to the men, so it was but a few days before the men were housed in comfortable cabins about eight by ten feet, four men to each. Lieut. Hedge and I quartered in a wall tent till the quarters for the men were completed and then they constructed a log cabin for

our use. This was about twelve by sixteen feet, made entirely of logs including the roof. The cracks were filled with mud and the nearly flat roof covered with earth. In the front and on each side of the door we had two windows drawn from the supply in the quartermaster's department. In the rear end was a fireplace built in Virginia style with a chimney of wood on the outside. Our bunks were at the right and left of the fireplace and served for seats by day and beds by night. My company desk was in one corner mounted on a dry goods box. My camp chair, which I still have, was a luxury and the only one in camp, a barrel chair being the best substitute in the fort. It was in these quarters while I was seated at my desk wearing a sash over my shoulder, as the badge of the officer of the day, that my lieutenant drew a sketch of the scene, and this, framed, I still have.

But our occupation of these quarters was short. The latter part of February a stage reached Fletcher and that brought orders for Capt. Strout and me to proceed to Monument with our companies and reestablish the post there. About the same time there arrived at Fort Fletcher, Capt. Ball, with a company of the 3d U. S. Cavalry, under orders to proceed to Pond Creek and reestablish the post there.

Accordingly, March 1st, we once more bade adieu to Fort Fletcher and its garrison, and, in company with Co. A of the 1st U. S. Vol. and Capt. Ball's company, we again took up the line of march towards the west. We made but eight miles that day and encamped for the night on Big Creek. The next day we reached a station called Ruth-ton, and on the night of the 3d pitched our tents at Downer's Springs. This day was made memorable by a buffalo hunt with some of the regular army officers. The buffalo were much scattered, with but few in a place. Some of the enlisted men also hunted on their own account, and as there was no prearrangement these parties got into dangerous proximity to each other, and the balls from the Springfield rifles in the hands of the men whistled so about our ears that we abandoned the hunt and joined the column on the march.

The next day we passed Castle Rock, which stands by itself like a huge castle looming up above the surface of the plain, and took pleasure in exploring its intricacies, as we did those of Chalk Bluff, which abounded with fine specimens of iron pyrites.

On the afternoon of the sixth day we reached Monument, and Capt. Strout took possession of his old quarters, while I took the underground quarters vacated

(continued on page 10)



PO BOX 322

WaKEENEY KS 67672

Remember the Smoky Hill Trail

PRSRST STANDARD

U.S. POSTAGE

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HAYS KS 67601

PERMIT NO. 106

(Trail Treasures continued from page 9)

by Capt. Schnell the middle of the January before.

With the return of spring the Indians seemed to have abandoned their attempt to drive the whites from their old hunting grounds, and we saw but little of them. The fear of attacks from Indians largely subsided, and with the return of the buffalo, hunting was resumed, and even small parties went long distances from camp while on the hunt and for pleasure. Men become accustomed to danger of any kind, and that there were not many casualties during the latter months of our stay there was due more to our good fortune than our good judgment, for the Indians had not become reconciled or peaceable by any means. Lieut. E. Williams of Co. A was later given a commission in the regular army and served in this same locality and lost a leg in a fight with these same Indians in this vicinity.

While at Monument two large government trains arrived with supplies for that station. Not long after their arrival some of the enlisted men became intoxicated, and it became evident that the whisky they had drunk was supplied by some one connected with the trains, so, taking a squad with me, I started on a search for the contraband article, and I was not long in

locating it. A barrel of the stuff was found on tap, and the owner was evidently expecting to realize a fine profit, but I am afraid the leakage spoiled all that, for I picked up an axe near by and, with one blow, I knocked in the head of the barrel and the contents was spilled upon the ground. Not a word was spoken by me or by the men in charge during the whole transaction which, however, did not consume more than two or three minutes, and I at once proceeded back to my quarters.

On the twenty-ninth of March I was relieved at Monument by Capt. Morris of the 2d or 3d U. S. Cavalry and ordered to report to Capt. Ball at Pond Creek. On the morning of March 31st I started and arrived at Pond Creek on the afternoon of the second day.

On the third of April the paymaster, Major Stafford, and clerk, which in this case was his wife, and escort reached camp. There came with them also Capt. Norris and Lieut. Allen of the regular army, Col. Tamblyn, Dr. Bradley and Robert Miller, the sutler at Fort Fletcher. Major Stafford established himself in one of the tents and commenced to pay the officers and men for three months' time. The officers accommodated themselves in another tent, where gambling commenced with large stakes and continued till late at night.

(Musgrove's account continues in the next issue with "A Great Buffalo Hunt.")

