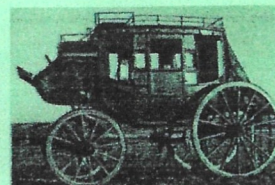


OVERLAND DESPATCH

SMOKY HILL TRAIL ASSOCIATION QUARTERLY

VOL. III No. 3 REMEMBER THE SMOKY HILL TRAIL September 2010



TRAILS OF EASTERN COLORADO

by Lee Whiteley and Jane Whiteley

[Lee and Jane Whiteley are charter members of the SmHTA, and Lee is a member of the Board of Directors. They are preparing members for the annual meeting in Limon in 2010 by writing articles which include the Colorado portion of the Trail. This article looks at the various historic trails of eastern Colorado. Special thanks to Lee and Jane for these fine articles. Lee is also speaking at the conference.]

"The Rocky Mountains are placed as a barrier of safety to keep people from crossing thru country, the abode of wild beasts, where human beings would never thrive." Unknown Senator, 1830.

WAGON routes in present-day eastern Colorado were dictated by the rugged Rocky Mountains and the two major rivers flowing east from them, the South Platte and Arkansas. Prior to the Colorado gold rush of 1859, wagons avoided the mountains, and instead took a north-south route along the front range of the Rockies, the western edge of Stephen Long's vast "Great American Desert."

The Santa Fe Trail

The first wagons over the "Cimarron Route" of this great trail of commerce followed 14 miles of the Cimarron River in extreme southeastern Colorado in 1823. The completion of Bent's Old Fort on the Arkansas River 10 years later made popular the "Mountain Route" of the Santa Fe Trail. This route ascended the Arkansas River to a point seven miles west of Bent's Fort, then angled southwest to cross Raton Pass south of present Trinidad.

The Trappers Trail

With the rise of the fur-trade era in the mid-1830s, a north-south pack trail called the Trappers Trail connected Taos, Santa Fe, and Bent's Old Fort with Fort Laramie on the Oregon-California Trail. This trail connected civilian trading establishments on the Rio Grande, Arkansas, South Platte, and North Platte rivers. The southern section was also known as the Taos Trail. The Trappers Trail passed the four trading forts along the South Platte River north of present Denver: Forts Lupton, Jackson, Vasquez, and St. Vrain. To supply these forts, the first wagon road along the front range of the Rocky Mountains was blazed. The eastern branch of the Trappers Trail ascended Fountain Creek, then Jimmy Camp Creek, to the "Arkansas-Platte Divide." This road then descended Russellville Gulch and Cherry Creek to

(continued on page 2)

REMEMBER THE LIMON CONFERENCE

OCTOBER 15-17

REGISTRATION materials were recently sent to all SmHTA members, and everyone is encouraged to participate in the fourth annual conference at Limon, October 15-17. The program schedule and registration form are online at <www.smokyhilltrail.com>. This is the first SmHTA conference held in Colorado, offering a great opportunity to learn more about that portion of the route and to visit sections of the historic Trail that most members have heard about but not seen.

KIT CARSON, SOMEWHAT MORE CIVILIZED

by David K. Clapsaddle

[SmHTA member Clapsaddle, Larned, KS, has done extensive research on the towns along the Smoky Hill Trail which had connecting roads to the Santa Fe Trail. The following article is the last in a series of four towns which served as railheads for the Union/Kansas Pacific Railway as it extended its tracks across Kansas and into Colorado Territory along the Smoky Hill Trail. Special thanks to Clapsaddle for this fine series.]

IN anticipation of the Kansas Pacific Railway (KPR) extending its tracks into Colorado Territory, a new end-of-the-tracks town was organized at Kit Carson late in 1869. By December of that year, the town's population of 300 was living in tents while eight frame buildings were under construction.¹ By March 1870, the KPR was well situated at Kit Carson as well as the Southern Overland Mail and Express Company and Wells Fargo Express.² Two roads emanated from the railhead. A stage route ran due south to merge with the Bent's Fort Road at Fort Lyon and a freight road ran south a few miles before veering southwest to a ranch on Big Creek. From there, the road turned south again to Bent's Fort on the Bent's Fort Road. Both roads, the stage and the freight, measured 55 miles.³ Thus, Kit Carson superseded Sheridan as the eastern terminus of the Santa Fe Trail and Wells Fargo Express. From this end-of-tracks town, the U.S. Express Company offered stage service to Denver via the Smoky Hill Trail.

Unlike Ellsworth (whose railhead tenure lasted four months) and Hays City (whose tenure was eight months), Kit Carson laid claim to the title of eastern terminus of the Santa Fe Trail for some 30 months, time enough for the town to outlive the notorious

(continued on page 5)

PRESIDENT'S COLUMN

HAVE you got your calendars marked and your plans made? The Fourth Annual Smoky Hill Trail Conference is just around the corner. We will be meeting in Limon, Colorado, from October 15-17. So it is time for the call, "All Aboard for Limon!"

This year's conference promises to be as interesting and fun as our previous gatherings. Our theme is "The Smoky Hill Trail: Transportation Corridor of the High Plains." Jim Gray has put together fascinating tours of the Trail both east and west of Limon on Saturday and Sunday afternoons. On Saturday morning our speakers will tell us about the Trail and the 1859 gold rush, the building of the Kansas Pacific Railroad along the Trail, and following the Trail in the early days of the automobile. There will be plenty of time for questions and discussion, too, in a session scheduled at the end of the talks. So don't miss this conference!

On a different note—your Board of Directors met on July 17 in the Kansas Room at the Hays Public Library. (Thanks library staff for accommodating us!) The weather (always a topic of conversation in Kansas) was considerably different this time from our meeting in Hays last March. Then we had a blizzard. This time the thermometer topped out at 102 degrees.

One important item of business at the Board meeting was a proposed change in the Association's bylaws, concerning membership. Details about this change, which mainly addresses the billing cycle for memberships, can be read elsewhere in this issue. We will vote on this change at the Association's General Meeting at the Limon conference on Saturday evening, October 16.

So once again—See you in Limon, and *Remember the Smoky Hill Trail.*

—Mike Olsen

TRAILS OF EASTERN COLORADO

(continued from page 1)

the South Platte River. The trail over the Divide was also known as the Jimmy Camp Trail, named for mountain man and trader Jimmy Daugherty. A western branch of the Trappers Trail crossed the Divide via Monument Creek and the two branches of Plum Creek.

The Cherokee Trail

The Cherokee Trail was named for Cherokee Indians who traveled from northeastern Oklahoma to the gold fields of California in 1849 and 1850. Traveling west past Bent's Old Fort, they continued up the Arkansas River to Pueblo, then followed the east branch of the Trappers Trail to the forts of the South Platte River. While the Trappers Trail continued north to Fort Laramie, the newly-blazed Cherokee Trail ascended the Cache la Poudre River,

then crossed the Laramie Mountains into the Laramie Plains of Wyoming. Two branches of the Cherokee Trail turned west to Fort Bridger on the Oregon-California Trail.

Additional gold seekers in 1850 followed the 1849 Cherokee Trail to present Denver. Here they crossed the South Platte River and traveled due north to join the 1849 branch at present Laporte. The Cherokee Trail made the long journey north specifically to avoid the Rocky Mountains of present Colorado.

While all travel on the Cherokee Trail was made by people "only passing through," this would change in 1858 when gold seekers returned to the streams of the Rocky Mountains.

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. Membership fees should be sent to Smoky Hill Trail Association, PO Box 322, WaKeeney KS 67672. Annual memberships are for the calendar year and expire on December 31. Other donations are always welcome.

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

President: Michael Olsen, 5643 Sonnet Heights, Colorado Springs CO 80918, 719-590-1048, <mpolsen1@comcast.net>

Vice-President: Donna Malsom, PO Box 165, Collyer KS 67631, 785-769-4268, <donna@collyer.us>

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:

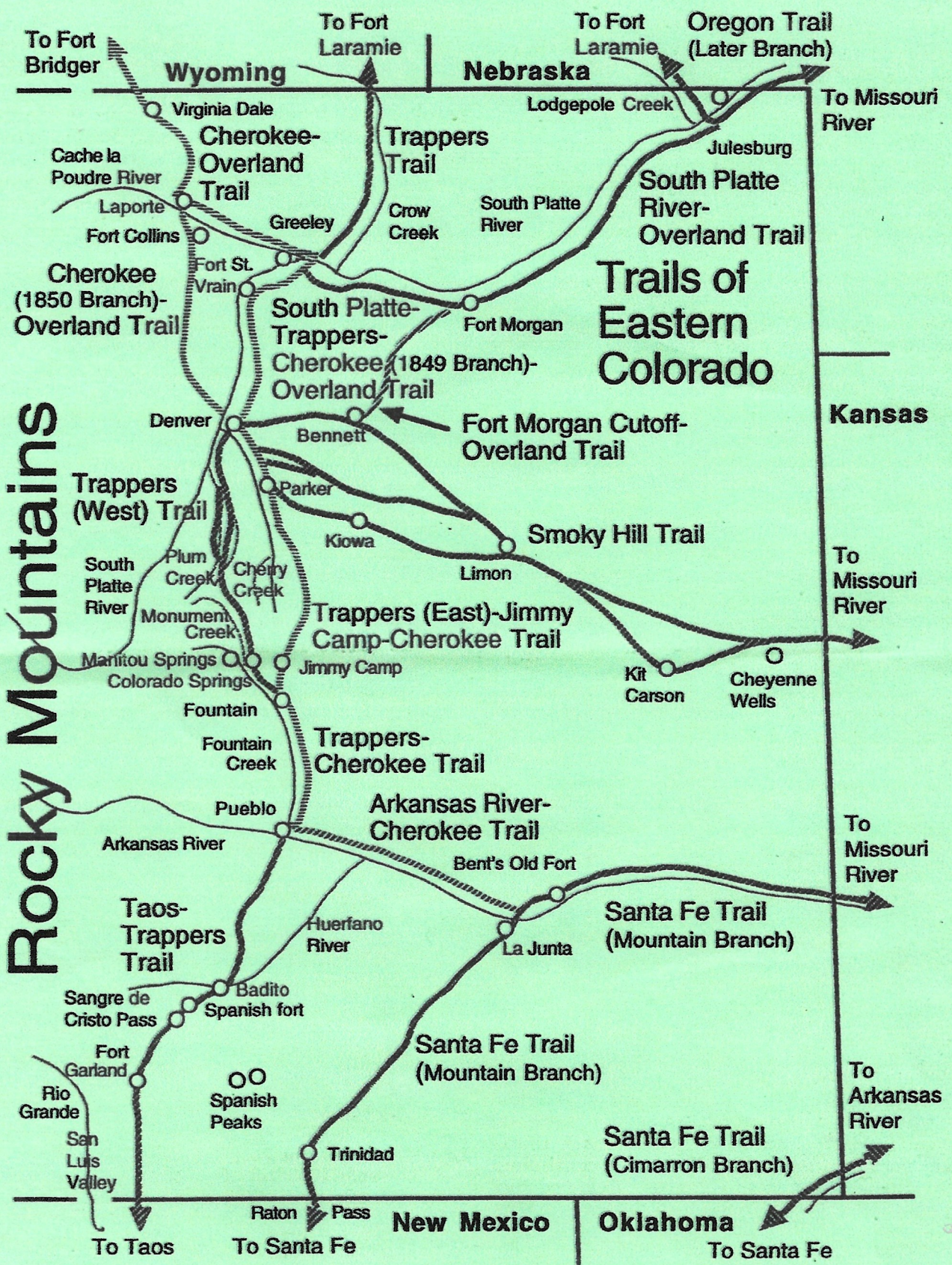
Mike Baughn, PO Box 159, Brewster KS 67732, 785-694-2278, <prairie.lawman@yahoo.com>

Jim Gray, 119 N Douglas, Ellsworth KS 67439, 785-472-4703 <kansascowboy@kans.com>

Lem Marsh, PO Box 263, Grinnell KS 67738, 785-824-3957, <smht1865drifter@st-tel.net>

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

Lee Whiteley, 6077 S Elizabeth Way, Centennial CO 80121, 303-888-2426, <leeandjanewhiteley@yahoo>



The Oregon-California Trail

With the major discovery of gold in the mountains west of Denver in 1859, traffic increased along the South Platte River. A variation of the Oregon-California Trail, the "trail of immigration" crossed the extreme northeastern corner of the future state of Colorado. From the main road six miles east of Big Springs, Nebraska, the new trail ascended the South Platte River to Lodgepole Creek and the "Upper California Crossing." Here the trail crossed the river and ascended Lodgepole Creek back into Nebraska and rejoined the main road near Courthouse Rock. This variation was followed in 1860 by the Pony Express and the first transcontinental telegraph a year later. The Union Pacific Railroad followed this new transportation corridor through Julesburg, Colorado. Its nine miles of track in Colorado was completed in 1867.

The Smoky Hill Trail

Beginning in 1859, gold seekers began moving "Pikes Peakward" on the Smoky Hill Trail. This trail was a wagon road blazed specifically for the Rocky Mountain gold rush. Used by gold seekers, stagecoaches, and freighters, the route was later followed by a railroad and a transcontinental auto highway, U.S. Highway 40.

Starting in the Missouri River towns of Atchison, Leavenworth, Westport, and Kansas City, the Smoky Hill Trail cut across the wide-open plains between the Arkansas and South Platte rivers. It was the shortest route between the Missouri River and Denver, but not the easiest or safest. The western end of the trail has three distinct branches but all led to Denver, not Pikes Peak. "America's Mountain" was simply one of the few landmarks in the then western Kansas Territory.

The first stagecoaches to the new town of Denver arrived on May 5, 1859, and ran under the not-entirely-appropriate name of the Leavenworth & Pikes Peak Express Company (L&PPX). It ran to Denver, 60 air-miles north of the peak.

The west end of the L&PPX's route, roughly from present Limon to Denver, followed what would become commonly known as the Middle or "Starvation Branch" of the Smoky Hill Trail. The trail followed present-day Smoky Hill Road and joined the Cherokee Trail in present Cherry Creek State Park.

Claims were made in 1859 that the Smoky Hill Trail was the best route to the Pikes Peak gold fields. However, the trail lacked the dependable water, grass, and game of the South Platte and Arkansas river routes. Once the westbound traveler reached the head of the North or South Fork of the Smoky Hill River, he was on his own to find his way to the South Platte River or Big Sandy Creek, an affluent of the Arkansas River. A statement in the *Rocky Mountain News* on April 11, 1860, was concise and

direct in its assessment of the trail. "Three routes will be traveled next summer. The Arkansas by those from the South and Southwest, the Smoky Hill by the foolhardy and insane, and the Platte by the greatest mass of the emigration."

David Butterfield began a new Smoky Hill Trail stage and freight service in 1865. The official name of the company was "Butterfield's Overland Despatch" (BOD). The BOD road survey of 1865 was led by Lt. Julian Fitch of the U.S. Signal Corps, who reported: "The advantages of the Smoky Hill route over the Platte and Arkansas must be apparent to everyone. In the first place it is one hundred and sixteen miles shorter to Denver. . . . [E]migration, like a ray of light, will not go around unless there are insurmountable obstacles on the way. In this case, the obstructions are altogether on the Platte and Arkansas routes." The BOD used what became known as the "South Branch" of the Smoky Hill Trail. The trail followed closely present-day Hilltop Road to Parker, where it joined the Cherokee Trail.

Theodore Davis traveled the BOD in 1865. He wrote an article, "A Stage Ride to Colorado," in the July 1867 issue of *Harper's New Monthly Magazine*, pages 137-151, which brought national prominence to the trail. Butterfield sold his enterprise to Ben Holladay in March 1866. Holladay moved the route to what would become known as the "North Branch" of the Smoky Hill Trail. He sold the business to Wells Fargo in November 1866. The business was then in turn sold to the U.S. Express Company.

The Overland Trail

The Leavenworth & Pikes Peak Express was moved north in the summer of 1859. The road used the "Upper California Crossing" route. A branch line ran from Julesburg to Denver along the South Platte River. The name of the operation was changed in February 1860 to the Central Overland California & Pikes Peak Express Company (COC&PP—employees of the firm joked that the initials stood for "clean out of cash & poor pay"). The Pikes Peak name remained in the title but the route was now even farther from that landmark peak.

Ben Holladay, the "Stagecoach King," purchased the COC&PP in March 1862. He changed the name to the Overland Stage Line. He received permission to move the stage line south from Fort Laramie. The new route followed the South Platte River to Latham, originally called Cherokee City, southeast of present Greeley. The main road continued up the Cache la Poudre and over the Laramie Mountains, the general route of the 1849 Cherokee Trail. Denver refused to pay a share of the cost to bring the road through their town, so only a branch line followed up the South Platte to the city.

A new mail contract in 1864 required that Denver be on the Overland's main line. Holladay abandoned the South Platte road west of Fort Morgan in favor of

the shorter "Fort Morgan Cutoff," a cross-country route that entered Denver from the east. This new trail crossed the South Platte at Denver and followed the general course of the 1850 Cherokee Trail. Holladay rerouted his mail service to the Smoky Hill Trail "North Branch" after he purchased Butterfield's Overland Despatch in March 1866. This route joined his former Fort Morgan Cutoff at present Bennett.

The Kansas Pacific Railway followed the general route of the Smoky Hill Trail, bringing an end to long-distance freighting on the trail. The *Rocky Mountain News* on September 4, 1870, concluded: "Colorado now joins hands socially, commercially, politically, with the East. We are no longer isolated. We belong to the nation and to the country. The Missouri river is no longer the frontier. Omaha and Leavenworth no longer preside over the great far west. There is a 'New West,' growing and prosperous, situated on the eastern slopes of the Rocky Mountains, of which Denver is the commercial queen, and for which the Kansas Pacific is now the grand highway."

KIT CARSON

(continued from page 1)

characters common to end-of-the-tracks locations. However, it would appear that from the start, Kit Carson was a different sort than those of its predecessors, Ellsworth, Hays City, and Sheridan.

Miguel Otero observed, "Kit Carson, which had then become the depot of assembly for the freight going to southern Colorado and all other points in the Southwest, was different from the other towns in which we had lived, being somewhat more civilized. It had the usual Main Street, but it was a Main Street with a difference. Kit Carson presented a Main Street that was comparatively clean and decent. There were, it is true, gambling houses, dance halls and saloons, but they were of a finer type than those of the other towns."⁴

While the ubiquitous commission houses claimed the chief financial interests of the town, other businesses were not lacking. Otero identified those enterprises.

"For example, at the west corner of the principal block of business houses stood the saloon owned by my old friend Johnny Norton, who tended bar himself, ably assisted by his brother Jim. The Norton brothers were perfect gentlemen; to them it was a matter of pride to conduct a first-class saloon, catering only to the best class of people in the town. They never allowed habitual drunkards or troublemakers to loaf around their establishment.

"Continuing eastward in the same block, a visitor to Kit Carson would pass several good stores, selling drugs, dry goods and groceries, as well as restaurants and barber shops, with an occasional

saloon or billiard hall in between. At the extreme east corner of the block, one would come upon the new two-story frame hotel called the 'Perry House,' owned and managed by Joe Perry, an old frontier character. Just across the street from the Perry House was the railroad depot, the railroad running east and west through the south side of Main Street."⁵

A spectacle of major proportions came to Kit Carson in 1871. Arriving by train, Major General Philip A. Sheridan and Lieutenant Colonel George A. Custer were in escort of the Grand Duke Alexis of Russia who had come to Kansas to enjoy a grand scale buffalo hunt. After an appropriate reception headed by Miguel Otero, of Otero, Sellar and Company and father of the oft-quoted Miguel Antonio Otero, the entourage set forth on the hunt. At the hunting camp two large wall tents were erected, one for the Grand Duke, the other for Sheridan and Custer. Smaller tents accommodated newspaper reporters, army officers of lower rank, enlisted men, scouts, cooks, waiters, and servants, a party approaching 150 in number. Following a successful hunt, the party returned to Kit Carson where the Grand Duke held a reception at the Perry House, Kit Carson's finest hostelry. The entire population of Kit Carson was invited. The army band played, and the celebration continued well into the night. Early the next morning, the Grand Duke boarded the train for St. Louis.⁶

The remaining days of Kit Carson's railhead status passed without any unusual event, and in the summer of 1873 the town gave up its claim to the eastern terminus of the Santa Fe Trail. The Wells Fargo Express had long since moved its eastern terminus west of Kit Carson to Lake.⁷

At that time, much of Kit Carson relocated to Granada, the railhead for the Atchison, Topeka and Santa Fe Railroad in far southeast Colorado Territory. The commission houses, the Perry House, and other businesses all transferred their loyalties to Granada.⁸ So came to an end the heyday for the somewhat more civilized town.

Today, Kit Carson is a little village of 225 people. There is a museum there, but little information relates to Kit Carson as the end-of-the-tracks town in 1870-1873. However, plans at this writing are underway for exhibits of that nature.

NOTES

1. Joseph Snell and Robert W. Richmond, "When the Union and Kansas Pacific Built Across Kansas," *Kansas Historical Quarterly* 49 (Summer 1966): 347.
2. Morris F. Taylor, *First Mail West* (Albuquerque: University of New Mexico Press, 1971), 147; Wayne C. Lee and Howard C. Raynesford, *Trails of the Smoky Hill* (Caldwell, Idaho: The Caxton Printers, Ltd., 1980), 141.
3. David K. Clapsaddle, "The Fort Wallace/Kit Carson-Fort Lyon Roads," *Wagon Tracks* 8 (Feb. 1994), 12-13.

4. Miguel Otero, *My Life on the Frontier, 1864-1882* (Albuquerque: University of New Mexico Press, 1987), 35-36.
5. *Ibid.*, 36.
6. *Ibid.*, 51-55.
7. Lee and Raynesford, *Trails of the Smoky Hill* 141.
8. Otero, *My Life*, 69-70.

LITERATURE OF THE SMOKY HILL TRAIL: PHOTOGRAPHY, ART, AND POETRY

by Michael L. Olsen

[SmHTA President Mike Olsen continues his series on the bibliography of materials dealing with the Trail.]

THE Smoky Hill Trail, as with all western trails, is not only a place—a physical artifact, or a time, but it is also a “state of mind,” or what can be called a “cultural artifact.” When someone says, “Well, I’m interested in the Smoky Hill Trail,” those words conjure various images in his or her mind, to say nothing of the images others might have. Those images change over time, too—people living along the Trail 75 years ago had different ideas about it than those of 25 years ago and certainly than those of us today.

One way this “culture of the Trail” is communicated is through photography, art, and poetry. Each of these elements has, of course, physical and historical connections; each of them summons up or is tied to a place, event, person, or general development along the Trail or in the story of the Trail. But they bring a different representation of the Trail to the table than, say, a book, an article, a memoir, or newspaper account. They are more likely to convey the message of the Trail emotionally than other media. In short, they appeal to us on another level.

Aficionados of the Smoky Hill Trail are fortunate to have the stunning contemporary photographs of Alexander Gardner, taken in the late 1860s across Kansas as the railroad built west. There are half-dozen scholarly studies of Gardner’s career and assessments of his photographs, with reference to Kansas, especially of course in the *Kansas Historical Quarterly* and *Kansas History*. A good place to start if one is interested in this aspect of the Trail is with Robert Taft’s compilation of Gardner photos in the possession of the Kansas State Historical Society, “A Photographic History of Early Kansas,” published in 1934. The Gardner photos can also be accessed on the Internet on the site of the Kansas State Historical Society and the site of the Kansas Geological Survey.

Another treasure of Trail art is the sequence of artist Thomas Currey’s 15 watercolors of “stage stops in western Kansas along the Smoky Hill Trail of the 1860s.” They were published as a collection in 1976 as the third volume in the Western Plains Heritage Series of the H. F. Davis Memorial Library at Colby Community College. They are accompanied by a

narrative written by Betty Radcliffe Jackson emphasizing the stage coach era of Trail history. This book is obtainable from used book dealers, but is expensive.

And then we come to poetry, a favorite literary form for connoting a culture and a time. There seems to be only one volume of poetry specifically related to the Smoky Hill Trail, though numerous “Smoky Hill” poems may have been published over the last century in the newspapers of the Kansas towns scattered along the Trail. The one volume is Margaret W. Moody’s *Smoky Hill Trail*. There are several dozen poems in the book touching on a number of Kansas topics; only the lead poem, titled “The Smoky Hill Trail,” directly evokes Trail times. It has stanzas on Native Peoples, the Spaniards, the 1859 gold rush, emigrants, settlers, and the subsequent transportation era of railroads, automobiles, and even airplanes! An especially evocative line is, “And the cars now speeding across the plain/Where the Union Pacific train bell peals,/Shall never the pioneers’ trek distain.” But the essence of this poem as a “cultural artifact” is perhaps best expressed in its opening stanza:

In the dust of the trail by the buffalo made
Is the pioneer’s trail of the unafraid,
Where man and nature, each bitter hour,
Fought, one for endurance and one for power.
The stinging winds of the northern blast;
The heat of the scorching desert sun;
Sweeping fires that round them passed;
Raging floods down a creek’s dry bed;
All these came bringing disease and death
To pioneers who, with failing breath,
Begged the others to go ahead,
That their sunset goal might be won.

In conclusion, it should be noted that so much of this kind of material—photos and snapshots, scenes painted by local artists, and the personal thoughts of those moved by the history and heritage of the Trail—are ephemeral and often lost or destroyed. It is up to the present generation to discover and preserve them. And—the Smoky Hill Trail Association maintains an archive at Fort Hays State University, Hays Kansas, that does just that.

Items of interest in this category of Trail publications include:

Charlton, John. “Westward the Course of Empire Takes Its Way’: Incidental Background to Alexander Gardner’s 1867 Across the Continent on the Union Pacific Railway, Eastern Division Photographic Series,” *Kansas History* 20:2 (Summer 1997): 116-28.

Currey, Thomas Lane and Betty Radcliffe Jackson. *The Smoky Hill Trail*. Colby, KS: H. F. Davis Memorial Library, Colby Community College, 1976. [40] p.: ill. (some col.)

Moody, Margaret W. *The Smoky Hill Trail, and Other Poems*. New York: Vantage Press, 1955. 79 p.

"On the Kansas Pacific Railway," *Kansas History* 6:3 (Autumn 1983): 164-172.

A portfolio of 12 photographs, probably taken early in 1874 by Robert Benecke, a St. Louis photographer. The views range from west from Manhattan to "The Buffalo Hunters' Home at Sheridan, Kas."

Snell, Joseph W. and Robert W. Richmond. "When the Union and Kansas Pacific Built Through Kansas," *Kansas Historical Quarterly* 32:3 (Autumn 1966): 334-352.

Includes a portfolio of 19 Alexander Gardner photographs.

Sobieszek, Robert. "Conquest by Camera: Alexander Gardner's 'Across the Continent on the Kansas Pacific Railroad,'" *Art in America* 60 (March 1972): 80-85.

Taft, Robert. "Additional Notes on the Gardner Photographs of Kansas," *Kansas Historical Quarterly* 6:2 (May 1937): 174-177.

Taft, Robert. "A Photographic History of Early Kansas [1]," *Kansas Historical Quarterly* 3:1 (February 1934): 3-14.

A catalog of the "some 150 prints" photographed by Alexander Gardner along the line of the Union Pacific - Eastern Division, c. 1868, including side excursions from Fort Harker.

PROPOSED BYLAWS CHANGE ON BILLING CYCLE FOR MEMBERSHIP

by President Mike Olsen

AT the Smoky Hill Trail Association Board of Directors meeting in Hays, Kansas, on July 17, 2010, it was moved, seconded, and unanimously approved that a change in the Association's bylaws concerning the billing cycle for memberships be recommended for adoption by the general membership of the Association as provided for in Article XVI of the Association's bylaws, "Amendments."

The change affects Article III, Section 2, of the bylaws. This section currently reads, "The membership year shall coincide with the calendar year. Membership dues shall be due and payable by January 1. Any member who has not renewed membership by April of the following year shall be deemed delinquent and dropped from the membership rolls of the Association."

The proposed change reads, "The membership year shall coincide with the original membership request. Any member who has not renewed membership within three months of renewal date shall be deemed delinquent and dropped from membership rolls of the Association."

What this change means is that a membership is

for one year from the time that membership application is received, and it will be billed in subsequent years on that date. As it now stands, all memberships are renewed on January 1, which makes for a lot of work for the Membership Committee right during the holidays. Staggering the renewals would alleviate this problem. The Membership Committee recommended this change and will discuss it at the General Meeting.

SILENT AUCTION AT LIMON CONFERENCE

ITEMS are still welcome and needed for the silent auction at the Limon Conference. The auction of donated items is a fundraising project for the SmHTA. Please contact Kay Homewood, 785-483-4796 or <khomewood@ruraltel.net> with information about items you can donate. It is important that a suggested price for the items and the donor's name be attached. In order to maximize the bidding, items should appeal to men, women, and children.

Bidding starts prior to the conference. Date and time will be announced and bid offs or closing bids will take place during the conference. You need not be present to be the highest bidder.

ITEMS FROM THE JUNCTION CITY UNION

INDIANS ON THE SMOKY HILL ROAD

(From the Junction City Weekly Union, April 27, 1867. The United States Express Company, successor to the BOD and other lines, was operating the stage and mail service to Denver in 1867.)

Denver, Col., April 22.—Passengers by Smoky Hill coach to-day report two to three thousand Cheyennes and Siouxs on the road. Sixty United States express horses have been stolen this week. Passed General Custer at Fort Hayes, from Hancock's command for provisions. Indian all on war path. Thus far they have evaded the troops.

BURNING LOOKOUT STATION

(The Junction City Weekly Union, May 4, 1867, reported additional details of the destruction of Lookout Station west of Fort Hays on the Smoky Hill Route. Thanks to Ron Harris for sending this item.)

Particulars of Burning of Lookout Station.

The Denver News has further particulars of the burning of Lookout station, from Fort Hayes. A detachment of soldiers went on to bury the bodies of the three men butchered at Lookout, and to see what further damage had been done. The three men belonging to the station were found lying on their faces side by side in front of the ruins of their stations. Their bodies were burned and contracted into horrible shapes—one of them was shot in the breast and the others appear to have been stabbed in the ribs with knives. One of them only was scalped.

Their trail followed along the route past several stations. At Stormy Hollow, next this side of Lookout,

they had appeared and tried to gain admittance. They were said to number some sixty or seventy at that station, and claimed to be very friendly, showing their treaty to gain entrance, but the whites refused to let them in. At Chalk Bluff they also appeared some six or seven hundred of them, and tried to get in, but were also refused admittance; they carried on a conversation with the men at the station for a long time until by some accident a pistol was discharged inside, at which the Indians became frantic, they rushed away from the house a little ways, took off their blankets, &c., put on their war paint, and returned yelling and thirsting for blood; they called out to the party inside, daring them to come out and fight. "Fight, fight a heap," being their most frequent cry.

There was a coach there, and they cut the boot off and some of the trappings; there was also a wagon with some provisions in it, and the white men finally compromised by giving them four sacks of flour and a keg of molasses. The Indians filled all their canteens and found there was some left, and returned to the house and wanted a receipt for it, so that in four sleeps they could return and get it. At the station, or near it, they killed a mule. All the stock between Big creek and Monument stations has been bunched at two points for better security.

NOTES FROM JUNCTION CITY WEEKLY UNION, MAY 11, 1867

The military authorities are placing nine men and one non-commissioned officer at every station in the troublesome districts on the Smoky Hill road.

We understand a requisition has been made by the Quartermaster at Fort Harker, for three hundred laborers and mechanics. This looks like business.

The amount of Government freight to be transported to the military posts of the Plains and mountains this year exceeds by millions of pounds that of any other year.

Twenty-five men belonging to Custer's command deserted a few days ago, taking with them their horses, arms and accoutrements.

Wild Bill came in from the west the other day. He reports all quiet at the front. Jack Harvey has also returned. Hancock will be in a day or so. Custer will be the only notable left behind.

MORE INDIAN RAIDS ALONG THE SMOKY HILL TRAIL

(Further details appeared in the Junction City Daily Union, May 15, 1867.)

Jim Hall writes us from Big Creek, under date of May 12th, as follows: General Custer is still at Fort Hayes, laying in camp, and the 'Noble Reds' are having a good time West. Last week they made a raid on Chalk Bluff Station, and captured two horses. Again a night or two ago they set fire to it, but it was put out—"nobody hurt." The same night they got on the roof of the barn at Monument and attempted to fire it, but were dicovered, fired on, and they ran, leaving a head dress in the hands of the whites. On the night of the 10th, a driver named John Walker was, it is feared, fatally injured by the upsetting of a coach at Grinnell Spring Station. Grass is good and buffalo abundant. Carlisle's train passed en route to Junction City yesterday, from Denver.

OUR LOSS OF VIOLA LEHMAN

With sorrow we inform our members of the recent death of Viola Lehman of Greeley, Colorado. Viola and her husband, Dorman, have been active in researching the histories of Kansas and Colorado and have been supporters of the Smoky Hill Trail Association. Our condolences go out to Dorman and their family.

TRAIL CALENDAR

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

Oct. 15-17, 2010: Fourth Annual Smoky Hill Trail Conference, Limon company

Visit the web site:<www.smokyhilltrail.com>

**Smoky Hill Trail Association
PO Box 322
WaKeeney, KS 67672**

REMEMBER THE SMOKY HILL TRAIL
REMEMBER THE SMOKY HILL TRAIL
REMEMBER THE SMOKY HILL TRAIL
REMEMBER THE SMOKY HILL TRAIL

