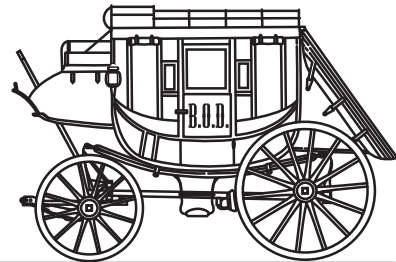


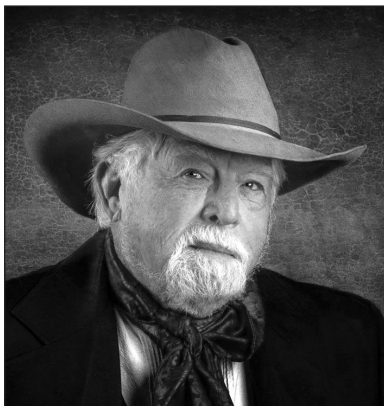
OVERLAND DESPATCH



Volume XV No. I

Spring 2023

Remember the Smoky Hill Trail



ALONG THE TRAIL..... WITH JIM

For most of the month of January, the trail has been either covered with snow, cold, or both. By the time this is published, Spring will be close. And, I'm sure we will all be ready for it.

Our heartfelt condolences go to the families of these founding members, Kay Homewood, Lem Marsh and Alberta Ahrens. They all contributed greatly to the activities of this Association. *They are missed.*

The Public Relations Committee has been busy. The Facebook page has had to provide new solutions to the social media world. The web page has had many additions, to include the additions of most of the Overland Despatch newsletters, links to make recommendations for all five of the Associations awards, and some history information. Our new newsletter editor is adjusting to the preparation of his first edition. Our thanks to Dee, Pattie, and Tanner for all they do.

If you're not on a Committee, please consider offering your help to one of the following: Awards Committee, Preservation Committee, Publications Committee, and the Mapping/Marking Committee.

The Conference Planning Committee would like to hear from those that wish to make presentations at the next Conference on October 20, 21 & 22. Because of event conflicts in Ellsworth we have not determined which city the conference will be held in. Keep in mind, we will need help with projects and promotions that will be necessary to make the conference happen. The theme will be related to the military, migrants, minerals, and merchants during the time frame of 1853 - 1873. It's not too early to start planning your period attire for those that enjoy the reenactment dress. Your help would be appreciated. Follow our Facebook page for updates to conference information. Motels are limited and that issue is still being addressed.

Thanks to Mike B and Mary L for their work promoting the possibility of a new Chapter. Any and all request, offers of assistance, or just your questions in general, can be sent to:

Email: smokyhilltrailassn@gmail.com

Mail: PO Box 978 / Hays, KS 67601

Hope to see you soon, along the trail..... *Jim*



Jim Mayhew
Smoky Hill Trail Association
President



2002 ELTON BEOUGHIER MEMORIAL SHTA GRANT PRESENTED

The 2022 Elton Beoughier Memorial SHTA Grant was presented to **Andrew Pankratz**, curator at the Dickinson County Heritage Center. Both a check for \$300.00 and a copy of Pathway to Gold, a gift from Lee & Jane Whiteley, was presented by SHTA President Jim Mayhew. Included in this newsletter is a submission by Andrew, that tells of some of what has been discovered about the Town of Buchanan. (See page 9).

NEW MEMBERS

Welcome to the Trail.

Brian Dohe

Walla Walla, WA

Joe & Cindy Frasier

Limon, CO

Kenny Nelson

Belleville, KS

Michael Sellberg

Ankeny, IA

Tom Thielen

Quinter, KS

Prairie Ridge Buffalo Ranch

Limon, CO

REMEMBER THE HISTORIC SMOKY HILL TRAIL

by Leo E. Oliva

Leo E. Oliva, who served as historical consultant to the organizing committee, delivered this keynote address at the Hays conference October 26, 2007.

Editor's Note: *I have abridged Mr. Oliva's original address to the copy that pertains mostly to the history of the trail. Plus, embellished with newspaper articles and photos!*

Many of us have an interest in a local place associated with the Smoky Hill Trail; a stage station, military post, scene of a military confrontation, a landmark or historic marker. This is important, but we also need a broad view to see how these places and events fit into the larger story of our rich regional heritage. The Smoky Hill Trail is an important part of the story of America's westward expansion. It was one of the major transportation routes across the Great Plains. It was part of the economic development of the West, including the gold rush to present Colorado, freighting and stage business, military protection, Indian resistance, the Indian Wars, removal of the Indians, the railroad that followed the route and replaced it, the slaughter of the bison, and the settlement of western Kansas and eastern Colorado.

This historic trail that ran from the Missouri Valley to Denver, beginning in 1859 and then ended with the arrival of the railroad in Denver in 1871.

Much of the history of this trail is military history, the story of frontier military posts, Indian responses to the invasion of their territory, military expeditions and campaigns. Including the ubiquitous Custer who was captured to many imaginations and violent warfare.

The Smoky Hill Trail, which became important in 1859 with the gold rush to the Rocky Mountains, then in western Kansas Territory (now Colorado), ran from Atchison on the Missouri River to the Kansas River Valley and then along the Smoky Hill River into Colorado to Denver. This was the shortest route between the Missouri River and the Rocky Mountain mining camps, but the trail was not well marked nor safe from dangers.

Technically, the "Smoky Hill Trail" was used to designate the route from Junction City to Denver. When the Butterfield's Overland Despatch began in 1865, it ran from Atchison to Denver, but the construction of the Union Pacific Railway, Eastern Division, was completed to Junction City in 1866 and that became the new eastern terminal of the route -- which was truly the Smoky Hill Trail. As the railroad built westward, the trail was shortened. When the railroad reached Denver in 1871, the trail as a route diminished to an end for freight wagons, stagecoaches with mail and passengers. Portions of the trail were used for local transportation and some emigrants continued to follow the route with their wagons and livestock.

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 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 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
Newsletter Editor: Tanner Mayhew, St. Joseph, MO

Directors:

Deb Miller, Towanda, KS
Nancy Arndt, Colby, KS
Mary Lattin, Hay, KS
Mary Andersen, Genoa, KS

A route along the Smoky Hill Valley was known and utilized by various Plains Indian tribes, who followed the water supply and found good hunting among the bison herds and other game that was abundant in the area. The Smoky Hill River ran through what became favored hunting grounds of several tribes. All the tribes resented the intrusions into their prime source of food, shelter, and clothing with the influx of gold seekers in 1859 and after. Indian resistance developed into widespread warfare in the next few years, leading to the defeat of the Plains tribes and placement of them on reservations. The major tribes involved in the region were the Cheyenne, Arapaho, Sioux, Pawnee, Kiowa, Comanche, and Plains Apache.

The Smoky Hill River was explored by John C. Fremont in 1844, who was directed to find the headwaters of the Kansas River. He wrote favorably about it, but the route was not considered of importance until the discovery of gold in the Rockies. Thousands of people and the supplies they would require to survive in the mining camps were seeking the fastest route across the Plains.



John C. Fremont

Brevet. Second Lieut. John C. Fremont, of the Corps of Topographical Engineers, to be Captain by brevet, July 31, 1844, "for gallant and highly meritorious services in two expeditions commanded by himself; the first to the Rocky Mountains, which terminated Oct. 17, 1842; and the second beyond those Mountains, which terminated July 31, 1844."

American Republican & Baltimore Daily Clipper April 5, 1845

Business owners in several towns along the Missouri River hoped to find a route to Denver that was much shorter than following the Platte or Arkansas trails, and several attempts were made to open new trails. The trail that followed the Smoky Hill River became the most successful despite a troubled beginning. Two other competitors were the Parallel Road which ran some 20 miles south of the 40th parallel and the Leavenworth-Pikes Peak Express Stage line (started by William H. Russell and John Jones). The Parallel Road was poorly marked, had stretches without good water, and Indian resistance. The Leavenworth-Pikes Peak Express line followed along the Kansas and Republican Rivers, had established stage stations about every 25 miles. Facing similar problems they soon moved to the Platte Route.

Pikes Peakers.

During the past week our city has been filled with Pike Peakers and the number of emigrants arriving in Atchison is augmenting daily. They are intelligent, healthy and cheerful, and have plenty of gold. They carry with them brave hearts, strong arms, and a determination to prosper by their own skill and industry. Of course there are not drones among these hardy miners, and we may add, there are but few drones in Kansas. Men who are too lazy to work cannot live here, and those who consider it disreputable to toil will neither come here nor go to the mines. They are the live men, the genuine manhood of the States who brave the privations and perils of a border life. The sharpers who live by their wits, and the idle and indolent who have no care for the future, remain in the States.

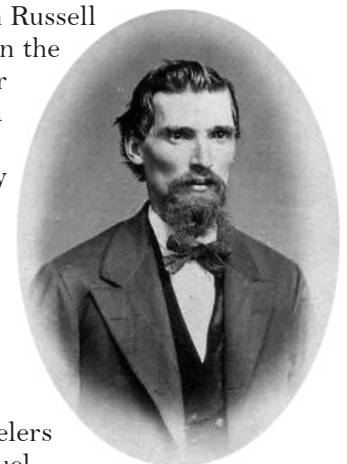
The news from the mines is most cheering. Gold there is no longer regarded as a myth, and that it is found in quartz as well as in gulches, in paying quantities, is no longer a question of doubt.

Atchison Union April 21, 1860

Merchants promoted the Smoky Hill Route, offering to be the outfitting point for travelers and supply trains going west. At least three guidebooks were published to encourage people to following the Smoky Hill to the mines, but each was published without any investigation of the route. Those who attempted to follow any of these guidebooks soon discovered there was not a trail, except on paper, and some became lost and a few nearly perished. In at least one party several men starved to death and there was some evidence of cannibalism. The so-called Smoky Hill Trail quickly fell into disgrace, and some people began to refer to it as the "starvation trail". Clearly, the route needed to be explored and marked if it was to benefit travelers.

To this end, William Green Russell (one of the discoverers of gold in the Rocky Mountains and promoter of the new mining camps) led a survey team of 36 men from Leavenworth to Denver in early 1860 to prepare an accurate map and guide of the route. Russell's party reported favorably of the availability of water and grass along the way and noted where wood was available. They noted when firewood was not available travelers could rely on buffalo chips for fuel.

Russell did warn that the greatest danger along this route was the presence of Indians who were not receptive to foreigners going through their



William Green Russell

hunting grounds and killing animals, camping near water holes and disrupting their life patterns. Despite the warning about Indians, the boosters of the route in towns along the Missouri River called Russell's report very favorable and made plans to lay out a road, identify good camp sites and make necessary improvements at stream crossings. They wanted it to be an easy route of travel for wagon trains.

In June 1860 H. T. Green of Leavenworth lead a survey party of 29 men over the route, locating good campgrounds and making a few improvements at stream crossings. Green then declared this to be the best and shortest route to the mining camps, being some 100 miles shorter than the Arkansas and Platte Routes. He failed to mention the possibility of Indian resistance to those traveling along the Smoky Hill.

SMOKY HILL EXPEDITION

**Capt. H. T. Green superintendent of the Smoky Hill route expedition has just arrived at Junction City, with his party, and a number of returned Pike's Peakers, and other travelers from the Gold mines. They had a good and safe journey, and report the road in good traveling order. By taking the Smoky Hill Route, the emigrants to Pike's Peak will save 130 miles, find plenty of wood, water and grass all the way, and be perfectly safe from hostile Indians. No other route can compete with ours, and the Smoky Hill Route will positively be the great thoroughfare to the gold regions. --
*Manhattan Express.***

Printed in the *Topeka Tribune*, October 6, 1860

The Civil War interrupted plans for developing this road across the Plains, and little was done until the end of that tragic conflict in 1865, when again there was a major push westward by the people of the United States. In 1865 David A. Butterfield, a former Denver business man who resided in Atchison, Kansas, opened a freight and stagecoach business over the Smoky Hill Route. He requested more military protection. Military posts were established to help protect the route from Indians who objected to the invasion of their lands, including Fort Ellsworth which became Harker, 1864, and Fort Hays and Wallace in 1865.

In June 1865 Major General Grenville M. Dodge, commanding the Department of the Missouri at Fort Leavenworth, sent Second Lieutenant Julian R. Fitch of the U.S. Signal Corps to survey the Smoky Hill Trail. Fitch was the officer who accompanied Abraham Lincoln



David A. Butterfield

when he visited Kansas Territory in 1859. Fitch led a survey team and construction crew, headed by Isaac E. Eaton, Butterfield's associate, over this route during June, July and August, to locate and establish stage stations at intervals of approximately 12 miles west of Junction City. There were settlements between Atchison and Junction City. The survey and construction team was escorted by 250 soldiers.

The survey party saw no Indians, probably because of the troops accompanying them. Fitch noted the absence of Indians and declared, "The advantages of the Smoky Hill Route over the Platte and Arkansas must be apparent to everybody." It was shorter, had more water, timber, buffalo chips, and grass, did not have long stretches of sand to pass through as did the other routes and had several good places to locate military posts. It was presumed that military protection would be necessary for successful stagecoach operations along the route.

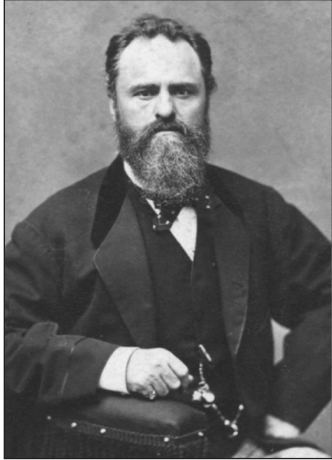
Eaton, who had a stake in this operation, was also impressed with this trail and declared that "the roadbed itself is the best natural one I have ever seen, and I fail to do the Smoky Hill route justice when I say it is 100 percent superior to either the Platte or Arkansas Routes in every respect." By September 1865 Butterfield's Overland Despatch (BOD) began operations. There were many stage stations and some 250 mules were distributed along the route to make possible daily stage operations both directions. (*See list of stage station on SHTA website*)

Stations were still under construction when the first stagecoach left Atchison on September 11, 1865, with Butterfield as a passenger. It arrived in Denver on September 23. Coaches soon left Atchison and Denver each day for the trip. The one-way fare was \$175 per person; it included no meals, which had to be purchased along the way, and baggage was limited to 40 pounds. Almost immediately the BOD was beset by Indian opposition. The military posts were quickly involved in efforts to protect travel on the Smoky Hill Trail. A vivid account of travel over this route in the autumn of 1865, including Indian resistance, was provided by Theodore R. Davis, later printed in *Harper's Monthly* in 1867.

Butterfield also operated a freighting business over the trail which was more economically important than his stage and mail service. The first train sent over the route left Atchison on June 4, 1865, with 150,000 pounds of freight for Denver. On July 15 another train took 17 large steam boilers and 600,000 pounds of supplies. Steamboats on the Missouri River brought freight to Atchison. The railroad to St. Joseph brought freight that was transported across the river. On one day in July 1865, 19 carloads of freight arrived, consigned to BOD. In addition there were other freighting companies, military contract freighters, and individuals traveling the Smoky Hill Route. Indian resistance mounted quickly to protect and defend their last stronghold on the Central Plains of western Kansas and eastern Colorado Territory.

Despite the increased presence of the army, the Indians were often effective in attacks on the BOD and

other travelers through their lands. There were too few troops and the distances between military posts were too great to protect the BOD. Losses of livestock, equipment and employees to Indian raiders forced the BOD to consider abandoning the route. In addition, the railroad was building along the same route and would eventually make the BOD obsolete. The BOD was also losing money, so Butterfield sold out to the major competitor



Ben Holladay
"Stagecoach King"

Ben Holladay, who operated along the Platte River Road in 1866. Holladay did not abandon the Smoky Hill Trail but ran stage service from the end of track of the railroad to Denver. Plagued by heavy losses to Indians as was his predecessor, he sold his entire operation to Wells Fargo and Company Express in November 1866. Wells Fargo sold the Smoky Hill operation on February 1, 1867, to the

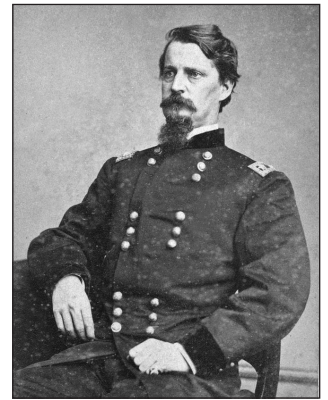
United States Express Company. This company faced the same problems as its predecessors but kept the line in operation for a while. The railroad was receiving more military aid than the stage lines. During that same period the Indian resistance was broken.

The first railroad to build across Kansas, the Union Pacific Railway, Eastern Division, later known as the Kansas Pacific, following the route of the Smoky Hill from Junction City westward, eventually obscuring the Smoky Hill Trail all the way to Denver in 1870. The Kansas Pacific shortened the older Santa Fe Trail, giving yet another perspective of the importance of the Smoky Hill Route. During the last half of the decade of the 1860's, the Smoky Hill Trail was one of the most important overland trails across the Plains.

The Smoky Hill Trail suffered more Indian attacks on travelers and stage stations than any other route across the Plains. Likewise, the tribes involved faced more retaliation along the Smoky Hill than on other routes across the Central Plains. Conflicts between Plains Indians and Euro-Americans increased during the years of the Civil War. Innocent people died on both sides. More violence followed. New efforts were made to remove Indians from the overland routes, and the Plains tribes were struggling to survive. Retaliation against the Indian took many forms, including the Sand Creek Massacre in November 1864 and creation of new military posts along the overland trails. There were efforts made to negotiate removal, and Treaties of the Little Arkansas were signed in October 1865. There was still some raiding, but 1866 was fairly quiet compared to years before and after. The worst year for raids along the Smoky Hill Trail was 1867.

The ill-conceived Hancock Expedition (led by General Winfield Scott Hancock and including Lieutenant Colonel

George A. Custer) created a renewal of warfare in western Kansas, following the burning of a large Cheyenne and Sioux village on Pawnee Fork west of Fort Larned. Indian raids followed, known as Hancock's War. A brief summary is provided here. On May 1, 1867, Indians burned Goose Creek Station. They tried to burn Chalk Bluff Station on May 9 but were driven away. Two days later they tried to burn Pond Creek Station and were again driven off.



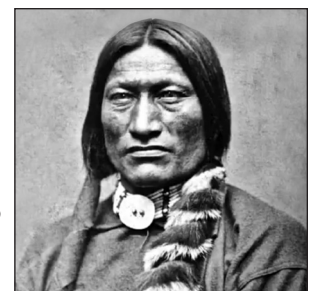
General Winfield Scott Hancock

On May 12, Indians stole the livestock at Willow Creek Station. On May 17, they raided Monument Station. During the night of May 26, Indians stole the livestock at Pond Creek. The attacks on the station along the route continued on through June and July. Raids were made at Smoky Hill Springs on at least three occasions, Russell Springs (Eaton) was attacked four times, Henshaw Station was hit three times, and Pond Creek was attacked three times. Goose Creek was raided twice and Blue Mound was raided several times. The raids also included stations in Colorado. Sometimes stage coaches and wagon trains were raided. Escorts had to be provided for stagecoaches. The construction crews of the Union Pacific, Eastern Division, were constantly harassed by raiders. On August 1, 1867, six men of a seven-man railroad work gang were killed east of Fort Hays, and Indians raided Big Creek Station. Additional troops were posted at Fort Hays and Fort Wallace. There were several serious battles fought near Fort Wallace, including a 3-hour battle on June 26. Hancock's War was disastrous for both sides.

Custer abandoned his command at Fort Wallace and fled over the Smoky Hill Trail to Fort Riley in July 1867 to find his wife. He was arrested, tried by court-martial and relieved from duty without pay for one year.

In October 1867, The Medicine Lodge treaties were signed with the Plains tribes, and many of them agreed to go to reservations in present Oklahoma. Some tribal factions, however refused to go. Thus the Indian War of 1868 was hotly contested on the Smoky Hill Route.

The intense raids of 1868 led General Philip Sheridan to try two new tactics: George Forsyth's Scouts and the Winter Campaign which led to the Battle of Beecher's Island in September 1868 and the Winter Campaign (including the attack on Black Kettle's village on the Washita, 1868-1869). Still the Cheyenne Dog Soldiers fought on, raiding again in 1869, but Tall Bull and others were killed at Summit Springs in Colorado in July 1869, bringing an end to the type of warfare that had plagued the route. There were periodic conflicts thereafter, as Indians fled from the reservation. By the time the railroad replaced the Smoky Hill Trail in 1870, the major Indian resistance and the power of the tribes in the Central Plains had been broken. (END)



Tribal Chief Black Kettle
(Mo'ohavetoo'o)

KANSAS PACIFIC RAILWAY

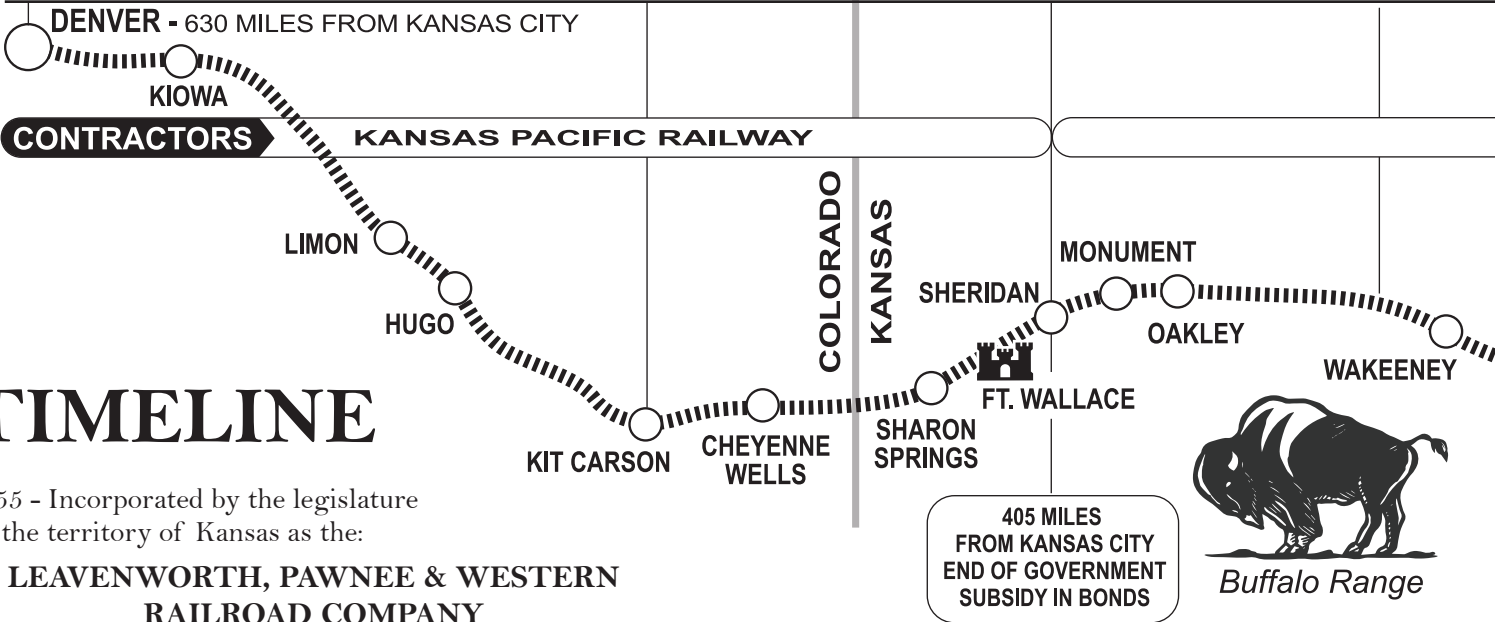
SEPT
1870

TIMELINE

APRIL
1870

MAY
1868

JAN
1868



TIMELINE

1855 - Incorporated by the legislature of the territory of Kansas as the:

LEAVENWORTH, PAWNEE & WESTERN RAILROAD COMPANY

On December 26, 1856 the L. P. & W. opened its books to stock subscriptions. A surveyor was hired in May of 1857 and by the end of the year a tentative route was projected between Leavenworth and Pawnee (Ft. Riley). The Canadian construction firm of Ross & Steele obtained the contract for building the road and began construction from Leavenworth in September of 1862. In the spring of 1863 Samuel Hallett and John C. Fremont took control of the road and relieved the Canadian firm from construction. The act of July 2, 1864 by the Pacific Railway Commission required the company to build its railroad from the mouth of the Kansas River by way of Leavenworth or if that was not the best route then build from Leavenworth to the main stem near Lawrence.

In 1864 John Perry made a request to Congress for permission to build across the Smoky Hill Route to Denver rather than the Republican Valley Route. He stated the route was 134 miles shorter with easier construction. A survey was made of the two routes between September and November of 1865. The surveys

were completed by George T. Wickes on the Smoky Hill Route and P. Goloy on the Republican Valley Route. Both surveys were under the direction of Chief Engineer R. M. Shoemaker. Shoemaker's report favored the Smoky Hill Route.

In June of 1866 Federal Legislation had a direct influence on the construction of the Denver



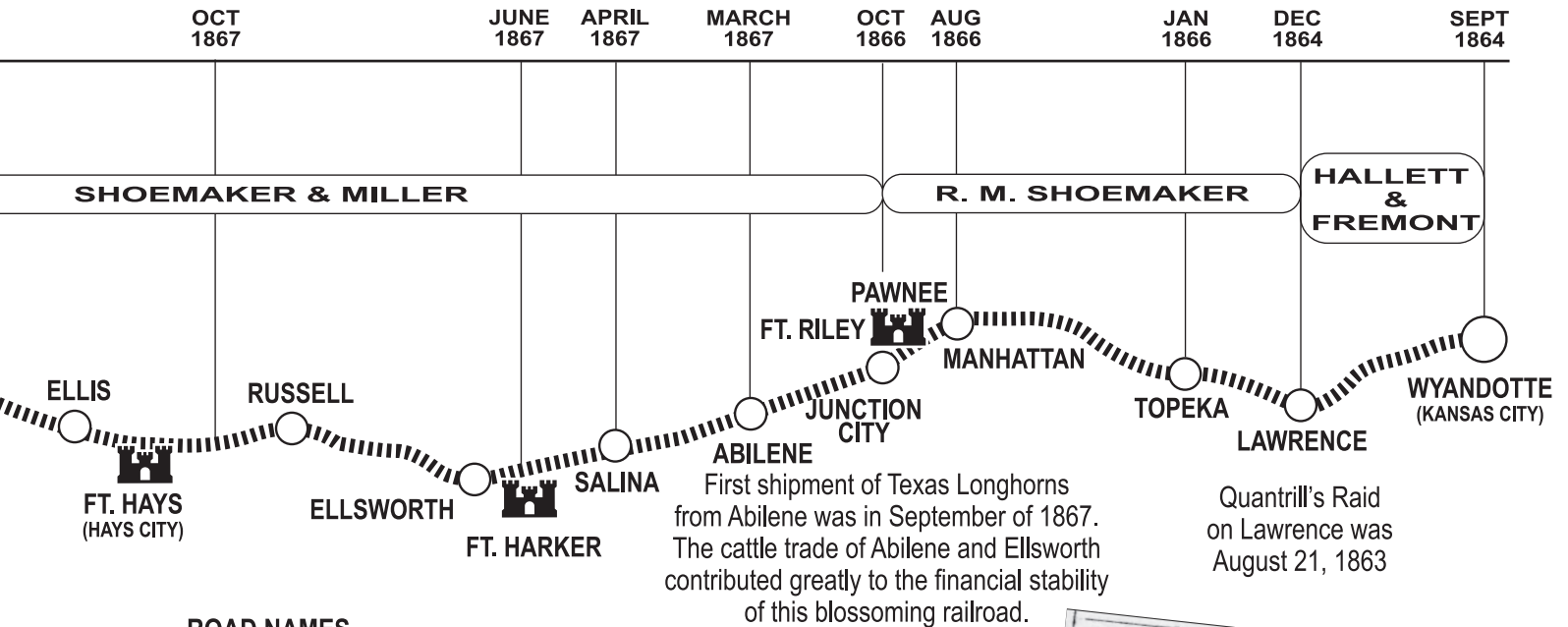
K. P. Ry. Baggage Check
Editor's collection

extension. It required the route to be extended west of Fort Riley on or before December 1866. The company was permitted to make its connection with the Union Pacific Railroad at any point within 50 miles west of the meridian of Denver in Colorado Territory. The bill preceded after advocates of the Union Pacific line (being built through Nebraska) objected. They stated that two lines to Denver would divide traffic between the lines. Missouri Senator Henderson, which was an advocate of the Pacific Railroad Bill, wanted a direct line from St. Louis to Kansas City and onward to Denver. Senator Henderson argued that the Smoky Hill Route was shorter than the Republican Valley Route and has the option of a connecting line to the city of Santa Fe, New Mexico.

The act that passed March 3, 1869 required the Union Pacific Railroad Company, Eastern Division to connect with the Denver Pacific Railway. This act allowed a connecting line to the Union Pacific at Cheyenne. The same day a joint resolution was passed by Congress which authorized the "Union Pacific Railroad Company, Eastern Division" to change its name to the "Kansas Pacific Railway Company".

In 1874 the Union Pacific investor Jay Gould gained effective control of the Kansas Pacific Railway Company. On January 24, 1880 at Gould's direction, acting under the authority of section 16 of the Pacific Railroad Act of July 1, 1862 and section 16 of The Act of July 2, 1864 entered into an agreement for the consolidation of the Union Pacific Railroad, the Kansas Pacific Railway Company and the Denver Pacific Railway & Telegraph Company. The new railroad consolidation takes the name - Kansas Division of the Union Pacific Railway.

Union Pacific Railway Company, Eastern Division



ROAD NAMES

- 1855 - Incorporated by the legislature of the territory of Kansas as the LEAVENWORTH, PAWNEE & WESTERN RAILROAD COMPANY
- 1860 - LEAVENWORTH & FORT RILEY RAILROAD
- 1864 - UNION PACIFIC, EASTERN DIVISION
- 1868 - KANSAS PACIFIC RAILWAY
- 1880 - KANSAS DIVISION of the UNION PACIFIC RAILWAY
- Present UNION PACIFIC RAILROAD

UNION PACIFIC RAILWAY, E. D.,

OPEN TO
COYOTE,
46 Miles West of Fort Hays.

WINTER ARRANGEMENT.
ON and after January 4th, 1868, trains will
Leave Daily Sundays excepted, as follows:

GOING WEST.	
MAIL.	MIXED.
Leave Kansas City	6 40 a. m.
Leave Leavenworth	7 a. m.
Leave Wyandotte	7 10 a. m.
Leave State Line	7 50 a. m.
Arrive at Lawrence	9 54 a. m.
" Topeka	11 25 a. m.
" Wamego	1 20 p. m.
" Manhattan	2 28 p. m.
" Junc. City	3 35 p. m.
" Salina	6 20 p. m.
" Ft. Harker	8 40 p. m.
" Ellsworth	9 p. m.
" Ft. Hays	3 45 a. m.
Arrive at Coyote	8 00 a. m.

GOING EAST.	
Leave Coyote	7 00 p. m.
Leave	
7 55 p. m.	
8 20 p. m.	
12 45 a. m.	
3 43 a. m.	
7 30 a. m.	
9 12 a. m.	
11 30 a. m.	
4 25 p. m.	
7 55 p. m.	
8 30 p. m.	
11 59 p. m.	

THE GREAT Kansas Harvest of 1878!

WAS SOLID FOR
"THE GOLDEN BELT."

The Celebrated Grain Belt of Country, in the Limestone Section of Central Kansas, traversed by the

KANSAS PACIFIC R'Y.

The Statistics for 1878 show Kansas to be the First Wheat State in the Union, raising 32,315,361 bushels. The Fourth Corn State, in the Union, raising 89,324,971 bushels. With only one-eighth of the State under cultivation.

The Kansas State Board of Agriculture Statistics for 1878 show the following Extraordinary Facts, that in productions and increase, the Kansas Pacific Golden Grain Belt—
Leads in Wheat,—Leads in Corn,—Leads in Increase of Population,—Leads in Increase of Acreage,—Leads in bushels per acre, and in fact

LEADS IN EVERYTHING.

- 45 PER CENT.**, Nearly one-half of all the wheat raised in Kansas, (over 14,000,000 bushels) were grown on Kansas Pacific Railway.
- 31 PER CENT.**, Nearly one-third of all the corn raised in Kansas, (over 27,500,000 bushels) were grown on Kansas Pacific Railway.
- 40 PER CENT.** of all the Settlers in Kansas in 1878, located on Kansas Pacific Railway "Golden Belt" Lands.
- 42 PER CENT.** of the increased acreage of wheat in Kansas in 1878, occurs on Kansas Pacific Railway "Golden Belt" Lands.

LEAVENWORTH, PAWNEE AND W. R.

On the 24th inst., at Leavenworth, Hon. Chester Thomas, of Topeka, and Hon. Josiah Miller, of Lawrence, were elected members of the above named company.

Western Home Journal, October 2, 1862

...at Lawrence with L. L. G. R. R. Scott, and all points in Northern and Southern Kansas. At Wamego with stages for Council Grove, Mission Creek, Rock Creek, Emporia and Marysville. At Fort Hays with Sanderson's tri-weekly line of ... Union, Santa Fe ...

Traveling across the Kansas Pacific Railway

DENVER CITY, June 27, 1872

EDITOR REGISTER: I agreed before leaving Iola to write you occasionally from different points during my tour through the Western States and Territories. I left Kansas City at 11 p.m. June 25th, and arrived at this place this morning at 8 p.m. The arrangements for traveling on the K. P. R. W. are such that you spend two nights and one day on the road, consequently one can not see but one-third of the route. I think this arrangement is more for the benefit of the sleeping car than the accommodation of the passengers, otherwise the management of the road is number one.

The first town we noted on the route is Abilene, a neat little place with a number of nice dwellings and many empty business houses. Solomon is a small town between Abilene and Salina, situated in a wide valley - apparently a good agricultural region; corn and oats look well, not much wheat. A short distance west of here we noticed salt works in operation. Brookville is a small railroad town containing a round house; but little sign of agriculture. From this place to Ft. Harker we passed over what is called Smoky Hill Region, a rough, worthless, broken country containing considerable iron ore. From this west we saw but little vegetation except short Buffalo grass, some two or three inches high. Ft. Harker is simply a military post. Ellsworth, five miles west of Ft. Harker, is a brisk little town of about 500 habitants, situated on the Smoky Hill Fork. Building is going on lively, mostly small frame. This is now a great shipping point for Texas cattle, thousands can be seen feeding on the prairies, generally looking well. The lay of the country around Ellsworth is beautiful, and light colored Buffalo grass gives it the appearance of an immense closely nipped sheep pasture, minus the sheep. A man from Southern Kansas, if he wanted land very badly, might be induced to pay ten cents per section for this is some one would pay the taxes. The appearance of the country varies but little from Ellsworth to Hays City, simply a vast wild waste, spotted with carcasses of dead buffaloes. Hays City is composed of a short row of saloons and shanties called boarding houses, with the roughest looking set of occupants I have seen anywhere. About one mile from the railroad is the fort, which looks very neat. Several Mexican trains and droves of Texas cattle are camped near here. At Ellis we had a splendid dinner at a hotel on wheels of one dollar per head. I like the appearance of Ellis better than most of the towns

along this part of the road. There are some fine stone quarries near here. After leaving Ellis we entered what is now called the Buffalo Range, but large herds have passed farther north at this season. One old bull caused considerable amusement for the passengers, he was apparently attempting to corral our train, and dept along parallel with us for a mile or more, and was still running when last seen. At Ft. Wallace we too supper, and soon afterwards climbed into our bunks. - About five in the morning we rolled out, and stepping out of the platform caught our first sight of the Rocky Mountains, apparently about five miles away, but were informed that the nearest point was full fifty miles from us. Pike's Peak, covered with snow, loomed up south-west of us, I should judge fifteen miles, but was informed that it was fully seventy-five miles away. The sun had just risen, and the reflection on the snow-capped mountains was beautiful beyond description.

Today I have been hunting the lion in Denver. It is a city of about 12,00 inhabitants, situated fifteen miles from the foot of the mountains, Pike's Peak lies sought seventy-five miles and Long's Peak about the same distance northwest. Denver is supplied with water by Holy water works, from which every thing that grows in the city is watered. There are many costly residences and business houses, and as well assorted stocks of goods as can be found west of St. Louis. All kinds of business seems fully represented; good business lots are held at \$10,000 each. The business is almost wholly transient. A little farming is done along the Platte valley, but not enough to subsist a town of 500 inhabitants. The hotels are crowded; many are invalids seeking health, and on nearly every corner you can see the thin ans sallow complexion and hear the consumptive cough. Business is lively; costly buildings in progress of erection; provisions are not extravagantly dear in the markets; hotel board \$4 per day.

I had intended to go into the mountains and spend a few days, but the mountain streams are too high for good trout fishing, and will be so for several days to come, consequently I shall leave for Salt Lake in the morning. Here in Denver the thermometer stands at 94 in the shade in the middle of the day, and you need an overcoat morning and evening. I wore my over coat for three hours after sun rise this morning.

You may expect to hear from me soon again from more interesting locations. H. C. Bostwick

DISTANCES	
—FROM—	
Kansas City.	
Brookville	200
Rock Spring	205
Elm Creek	210
Fort Harker	218
Ellsworth	223
Black Wolf	230
Bosland	239
Bunker Hill	253
Russell	262
Walker	274
Hays	289
Ellis	302
Ogallah	312
Parks Fort	322
Coyote	336
Buffalo	349
Grinnell	362
Carlyle	376
Monument	386
Gopher	397
Sheridan	405
Wallace	420
Denver	639



Editor's collection - paper K.P. Ry Layover Check c.1870

BUCHANAN

by Andrew Pankratz, Curator at the Dickinson County Heritage Center

One of the earliest towns in Dickinson County was a little town known as Buchanan. On February 14, 1857, the legislature of the territory of Kansas passed an act to incorporate the Buchanan Town Company. There were nineteen men as the organizers and officers of the town company. The incorporation act stated that Buchanan was located "at or near the junction of the Smoky Hill and Solomon's Fork" and that the town company was given the right to purchase and sell up to 1,000 acres in the land surrounding the town. On February 20, 1857 the legislature of the territory of Kansas passed the act to officially organize the County of Dickinson and established the county seat at Buchanan.

The legislature of the territory of Kansas passed another resolution on February 20, 1857, in which it commended the Buchanan Town Company for founding the town of Buchanan for the purpose of "extending, encouraging and protecting immigration into the wild and unsettled, but fertile regions of the interior of our territory...."

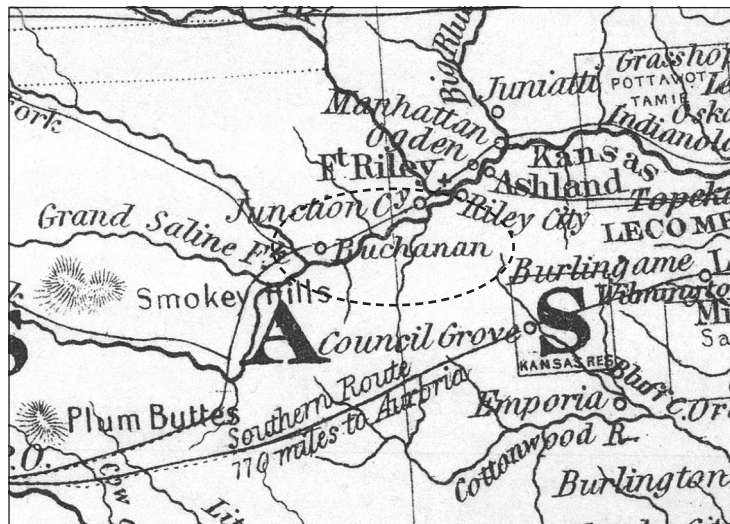
This resolution placed the location of Buchanan at the confluence of the Smoky Hill and Solomon Forks of the Kansas River and being between the second and third standard parallels. According to the resolution, the Buchanan Town Company "has chosen a location far in the interior, in a region untenanted, untilled, and, as yet, unvisited by advancing civilization, beyond the reach of immediate aid and relief from the frontier settlements, and frequented by tribes of hostile savages, the enterprise is bold, difficult and daring, but, if successful, will be of eminent utility to all classes of the public, and will have a tendency to speedily fill with the cheerful and happy homes of an industrious people that broad expanse of territory which, though watered and fertilized by the Kansas and its numerous affluents, has for so long a time remained uncultivated and uninhabited by white men."

A letter printed by the Kansas Weekly Herald on August 8, 1857 argued that Buchanan had "peculiar advantages" and that the town "must necessarily be a point of some importance in future." The writer, going by "KAW," stated that "ten substantial buildings" were already built, with plans to build more, including a lodge or rendezvous point for Buffalo hunters that would serve

as a major congregation point for all buffalo hunters going west. Another claim made was that there were "inexhaustible mines of gypsum, coal, iron, and salt" in the area and that the land surrounding the town was also well suited for agricultural and grazing purposes. "The country surpasses in beauty any portion of the territory" and that "to those who are fond of Indian trade, frontier life, buffalo hunting, and other incidents of the 'Far West' Buchanan possesses peculiar attractions." Unfortunately within a year or two of these claims- these grand aspirations for Buchanan never came to fruition and the town faded into obscurity.

The exact location of Buchanan is not known for sure. In the above-mentioned sources, Buchanan is placed where the Smoky Hill and Solomon Rivers meet up and as the county seat of Dickinson County. Many later sources, though, placed Buchanan squarely in Saline County.

A late 1850s map of Kansas published by J. H. Colton & Company shows



1850's map showing Buchanan

Company shows Buchanan as being located in Dickinson County, on the north side of the Smoky Hill River and not too far from where Solomon now sits. On the other hand, an 1859 Sectional Map of Kansas published by David T. Mitchell shows Buchanan further west between the Smoky Hill and Solomon Rivers and clearly in what would become Saline County. Also of

importance to Buchanan's location were statements made from newspaper articles from 1857 that Buchanan was located near a government built bridge over the Smoky Hill River, that Buchanan possessed one of the shortest routes to the Santa Fe Trail in the area, and that a military trail from Ft. Riley and Ft. Leavenworth passed through the town.

What happened to Buchanan is also not known for sure. Some sources stated that Buchanan quickly disappeared as the settlers moved away and the log cabins as having burned down in a prairie fire. Other sources stated that some settlers continued to call Buchanan home into the early 1860s and that they moved the cabins from Buchanan to Solomon City after that town was platted in 1866. Due to these conflicting accounts of the history of Buchanan, it is difficult to determine just where it was located and what happened to it.

MORE INDIAN DEPREDATIONS ON THE SMOKY HILL ROUTE!

Seven Men Murdered and Scalped.
STOCK DRIVEN OFF

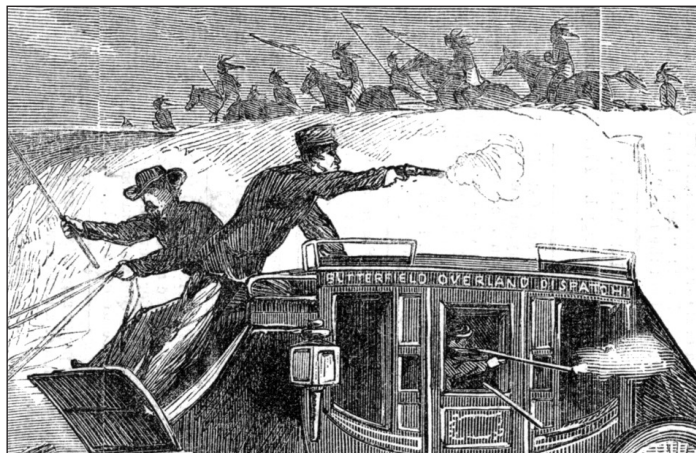
D. C. Collier, Esq of the Miner's Register, Central City, Colorado, who called on us this morning, has kindly favored us with the following report of the recent Indian depredations on the Smoky Hill route:

On Sunday, the 19th inst., a simultaneous attack was made by a band of Indians, composed of Cheyennes, Arapahoes and Sioux, under the leadership of Bob Bent, half-breed, son of Col. Bent, on the stations of the middle division of the Butterfield stage line, burning stations, wagons, and other property, and running off all the stock within their reach.

At Downer's Bend they came upon the station just after the arrival of the coach. At the station were three carpenters, a stock tender and one other. With the coach were Fred Merwin, messenger, Mr. Perrin, of Colorado, a passenger, and the driver. The Indians suddenly gathered around the station from the adjacent ravines. Many of them spoke English very intelligibly and freely. Among the number was a half-breed who announced himself as a son of Col. Bent, and who was recognized as such by persons at the station.

The Indians insisted on shaking hands with every one present, and kept crowding around till they discovered the strength of the party. They then requested Mr. Merwin to give them a written statement to the effect that they had been there, had treated the party with civility, and had departed in peace, which he did.

They then informed the messenger that he might get up his stock and go without molestation, and volunteered to drive up the stock for them. While harnessing the stock the attack was commenced by the Indians by shooting arrows and pistols. No offence had been given by the white man. Merwin fell near the beginning of the fray. Ambrose, a stock tender, was also wounded and a third person killed. The passenger, Mr. Perrin, the two carpenters, and the other man fled and took refuge in a slight excavation known as a buffalo wallow, from which they discharged their guns at the Indians, and succeeded in defending themselves from one o'clock p. m. till sundown, when the Indians left and they escaped. The Indians suffered a loss of several of their warriors, and in revenge cut the tongue of Ambrose from his mouth while he was yet alive, and proceeded to torture him by burning holes into his bowels, holding him over a fire by his hands and feet. A few miles west of this they came upon two carpenters and a stage driver, who were traveling with a wagon and a span of horses. They burned the wagon and killed and mutilated the men, stripping and scalping them



as before. Still further west, they attacked two soldiers, stripped and scalped them, and left both for dead. One of them however, was not dead, but feigned to be so and then escaped and will probably recover. So says the surgeon in whose care he now is.

The raid resulted in burning all the stations which had been erected, except one, for one hundred and fifty miles and driving off the stock. None of these stations had been completed, and at many points no buildings had been commenced. The lost stock was as far as possible at once replaced by the company, so that the coach on which our informant traveled, as well as the one in advance, still came on.

On Saturday, the 25th inst., the Indians made another attack on these coaches and the escort which attended them. The attack was made upon two soldiers whose horses were unable to keep up. The Indians, some sixty or eighty strong, commenced to ride around them in a circle and to shoot at them from every side. The boys acted with great bravery, dismounted and fired with their long range carbines upon the enemy, positively killing five of the Indians and wounding others. They fought their way through in this way for two or three miles. In the mean time the passengers of the two coaches and the escort, under command of Capt. Bladenhiser, started back to repel the Indians and they withdrew. The two soldiers came into camp in safety.

One of them received a wound in the fleshy part of the thigh from a revolver ball which the surgeon was unable to extract.

The bodies of the slain white men were buried; two of them, however, had been disinterred by the wolves and their bones stripped of the flesh, thus serving to increase the loathsomeness of the atrocity.

The body of young Merwin is to be brought down by the next coach and sent forward to friends in New York.

Among the property destroyed was one coach, several wagons, a large lot of lumber, three threshing machines, belonging to Brigham Young, and other machinery. Fresh lodge pole trails were to be seen in several places along the route. The impression is that the Indians were working westward toward Colorado.

Smoky Hill Trail ASSOCIATION

NOMINATIONS REQUESTED FOR ANNUAL AWARDS

Do you know of anyone who might be eligible for one of the Smoky Hill Trail Association Awards? There are many deserving people, organizations, businesses, landowners, etc., that the Association Board members may not be aware of that need to be recognized. Please help us identify these individual(s).

Use the following five categories to help you in your Award selection.



ELTON BEOUGHER MEMORIAL SHTA GRANT

Memorial Mission Statement: This grant fund was established in 2019 to honor Elton Beougher, a founding member and past president of the association. Elton served as president of the association from 2013 until 2017. Elton was more than just an officer and director of the association. He lent his time and efforts to the work of the association both in the field and in the office. This memorial grant is established as a lasting tribute to Elton, and for use by the grant recipient as a financial assistance toward a project or research to preserve the historical legacy of the Smoky Hill Trail.

Purpose: The purpose of the grant is to provide financial assistance to any person or entity proposing a project to enhance the trail or provide scholarly research on the Smoky Hill Trail.

Grant Frequency: To be awarded annually by the Board of Directors or its designate.

Grant Forms: Posted on the association website

Deadline for submission of grant request:

The last day of August of each year.

Grant Award: Announced at the SHTA annual conference.

Amount of Grants: \$300 per year or as otherwise determined by the Board of Directors.

Funding of grant program: Memorial contributions by members and friends and as supplanted by the general funds of the association.



AWARD OF MERIT

(MAXIMUM OF 4 AWARDS ANNUALLY)

This award is given to recognize individuals, businesses, organizations or groups who have made a significant contribution to the purposes of the Smoky Hill Trail Association (SHTA), "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 replace the overland trail. The recipient may or may not be a member of the SHTA.



DONNA MALSON MEMORIAL AMBASSADOR

(ONE AWARD ANNUALLY)

This award is given in memory of Donna Malsom, who was a founder and the first vice-president of the SHTA and is presented to an SHTA member for extraordinary lifetime achievement in research about the promotion of the Smoky Hill Trail.



HOWARD C. RAYNESFORD LIFETIME ACHIEVEMENT AWARD

(ONE AWARD ANNUALLY)

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



HERITAGE PRESERVATION AWARD

(MAXIMUM OF 2 AWARDS ANNUALLY)

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

You may complete and submit the form on our website: www.smokyhilltrail.com -OR- mail the below form to: Smoky Hill Trail Association/P.O. Box 978/Hays, KS 67601
Deadline to apply and submit is August 31st.

AWARD FORM

Please consider the following for the: (Check One)

- Elton Beougher Memorial Grant
- Award of Merit
- Donna Malsom Memorial Ambassador Award
- Howard C. Raynesford Lifetime Achievement Award
- Heritage Preservation Award

Recipients Name: _____

Address: _____

Title: _____

City: _____ State: _____ Zip: _____

Phone: (_____) _____

Email: _____

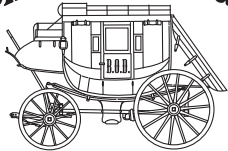
Reasons you think they deserve this award:

Your Name: _____

Your Email Address: _____

Your Phone: (_____) _____

Smoky Hill Trail



ASSOCIATION

PO Box 978
Hays, KS 67601

Atchison Free Press, February 6, 1866

Gold Dust.
THE HIGHEST PRICE PAID FOR
GOLD DUST!

THE SUBSCRIBER having hourly Telegraphic Dispatches from New York, during business hours, is enabled to offer as Fair Rates as can be obtained in New York. Having been in the business for several years, he is generally able to meet the views of all.

HIS OFFICE BEING THE
Head Quarters of
Butterfield's Overla'd Dispatch
Parties can Always Obtain Latest Information from the Territories.

W. H. MALLORY,
34th South Clark street, a few doors North of the Sherman House.

A returned Pike's Peaker says he lived ten days on the flesh of his dog! Very disagreeable dog-days they must have been!

New Orleans Daily Crescent, August 2, 1859

Butterfield's Overland Dispatch Company are now loading sixty mule and forty ox-wagons for Denver and Central City, Col., Salt Lake City, and Bamrock. The wagons take out machinery and assorted merchandize amounting in all to about 500,000 lbs.

Atchison Daily Champion, September 21, 1865



NOTICES

New Additions To The
Website - Check Them Out!

www.smokyhilltrail.com

- Newsletter Archive •
- SHTA Award Entry Form •

You can renew your membership online!

Questions, Ideas, Comments, Newsletter Articles

Please Email ALL Communciations To:

smokyhilltrailassn@gmail.com

Or Mail To: Smoky Hill Trail Association

PO Box 978 / Hays, KS 67601



Don't forget to submit your
SHTA Award Entry!