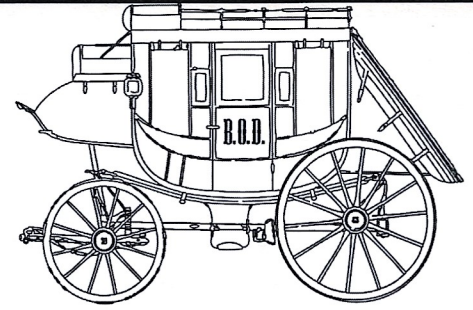


OVERLAND DESPATCH



Volume XIII No. III

Remember the Smoky Hill Trail

Summer 2021

PRESIDENT'S COLUMN

Greetings from the Smoky Hill Trail Association. I trust this newsletter reaches each of you at a time when your lives are becoming more "normal." I believe I have mentioned it to you before but one of the things that first struck me when I joined this organization was the talents of its members and the interest members took in the Smoky Hill Trail and generally the research of historical times and events.



My guess is our communities are full of individuals that we are not aware of with similar interests and talents. I recently ran across one of those individuals as it relates to Smoky Hill Trail and other historical trails in Kansas.

Once every ten years the City of Russell has a celebration known as "Prairiesta." It is quite an event. The first Prairiesta took place in 1941 and there has been a Prairiesta every ten years since. It is thought that we hold it only once every ten years because it takes five years to plan and five years to recover.

Prairiesta commemorates the founding of Russell in 1871. The most recent Prairiesta was held from June 10 to June 13. Prairiesta typically involves a very large parade with longhorn cattle (160 entries this year), heritage demonstrations, carnival, live concerts, quilt show, golf tournament, etc. This year it also included a professionally written and produced opera that was performed in a park.

I was asked if the Smoky Hill Trail Association would like to have a booth under the tent at the heritage displays. I volunteered and then faced the task of provide something of interest to the public. The Smoky Hill Trail travels across Russell County and was about five (5) miles south of town. I have known Richard (Rich) Miller, who works for Russell County in its road and bridge department. One of his duties is to survey properties. A couple of years ago I visited with him about mapping he had done of the trail. I contacted Rich and asked him if he could assist me in this project.

The information he has developed over the years for the Smoky Hill Trail, and other historical trails is amazing. He belongs to no formal "trail organization." Rich used various resources including Government Land Office notes and aerial photography to map the Smoky Hill Trail from beginning to end and various other trails.

Since our project was for Russell's Prairiesta we focused on the trail going through Russell County. He produced a detailed map showing the location of the trail in relation to the Smoky Hill River and highways and county roads. I was amazed how many people lived in the vicinity of the trail but had very little if any knowledge of the trail. Those people's eyes got wide and bright as they thought of the history they had crossed several times without even knowing it.

Rich was a true asset to me and a wonderful discovery of additional knowledge regarding the trail. I wonder how many other "Richs" are out there along the trail that none of us are aware of?

Remember the Smoky Hill Trail!

Ken Cole, President
Smoky Hill Trail Association



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 can be sent via email to the newsletter editor at <trjwilh@gmail.com> or via USPS at **Smoky Hill Trail Association, PO Box 978, Hays KS 67601**. 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**, at the address above. Other donations are always welcome.

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NOTES FROM THE ARCHIVES

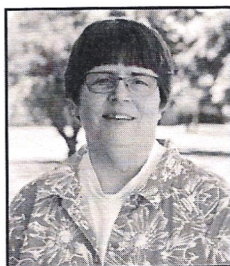
As I drove to and from Salina today, the golden wheat fields interspersed among the beautiful green colors of the land made it a drive to truly enjoy. Even though the travelers along the Smoky Hill Trail didn't see the wheat fields, they still saw the beautiful green grasses of the prairie and a few trees. It makes me wonder what they thought of seeing a land that had a different kind of beauty than they were used to seeing from their homes back east.

Seeing things in a different light can happen when situations change, such as traveling to new places, or adjusting to a life of not abiding by a set schedule every day. I am now officially retired from my position of Library Specialist, Special Collections and Periodicals, at Forsyth Library. I am looking forward to having leisurely mornings and doing some volunteer work several hours a week at the Hays Public Library. Some of the hours will be in the Kansas Room, where I will still be able to work with historical and genealogical materials.

Meanwhile, the Smoky Hill Trail Archives will be in the capable hands of our Special Collections Librarian and University Archivist, Amber Watts (akwatts2@fhsu.edu), and our Coordinator of Special Collections, Brian Gribben (b_gribben@fhsu.edu).

I have enjoyed being the keeper of the archives of the Smoky Hill Trail, and I have enjoyed getting to meet the members of the organization along the way. I plan to still be involved as a member of the Smoky Hill Trail Association. My email address will remain the same:

panicholas@fhsu.edu, so if you have any questions of me, please let me know. Looking forward to seeing you soon!



Patty Nicholas
Archivist
Smoky Hill Trail Association

WELCOME NEW MEMBERS

Duane Gile, Kansas

Deb Miller, Kansas

Valerie Bothell, Kansas

Irwin Porter, Kansas

Charles and Sharon Bowen, Colorado

Jim and July New, Kansas



REPORT OF FRANCIS T. BRYAN

[Editor's Note: It is quite long and detailed describing Lieutenant Bryan's expedition surveying the routes from Fort Riley, Kansas to Bridger's Pass, Wyoming along the Platte River, and then his return trip via the Republican River. If his report were to be copied in this newsletter, it would take up the entirety of the issues for the next two years, to the exclusion of all else. Since our Association is more concerned with the Smoky Hill Route than the Platte River Road, it was decided to reproduce that section dealing with his trip along the Republican. Your editor regrets that the web page address published in our last issue was not a convenient address. After exhaustive research, a web page having a translated copy of the report was found at: [https://www.google.com/books/edition/](https://www.google.com/books/edition/Report_of_the_Secretary_of_War_which_Acc/MoBNAAYAAJ?hl=en&gbpv=1&dq=report+if+the+secretary+of+war+1857+francis+t+bryan&pg=PA481&printsec=frontcover)

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This in itself is a long address and for those who would rather just click a link rather than try to reproduce this by typing it into a search engine, you may email me at rjwilh@gmail.com and I will send you a clickable link.

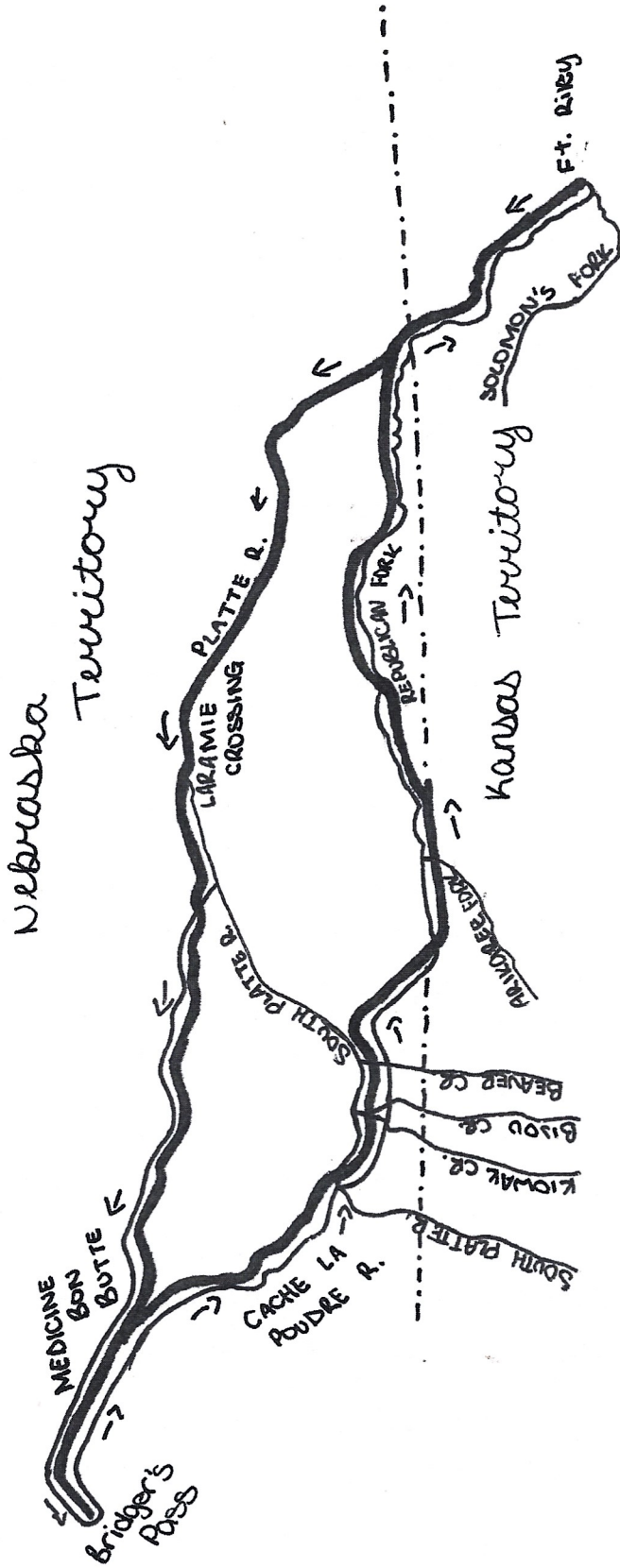
The story ended in our last issue on September 30, 1856. We now pick up the story on October 1, 1856.

Wednesday October 1 1856.— This morning we crossed the river immediately at the camp, and marched for six or seven miles along the left bank to our camp on the bank of a creek. The river had here a hard, fine bottom and we crossed without difficulty, the water at this time reaching only to the axletrees of the wagons. We were compelled to cross at this point, as our Delaware guides report that the bluffs now mostly are on the right bank, and that the face of the country is generally rough. The bottoms, or smooth, level grounds, are now to be found on the left bank. The hills slope away gradually from the river. The creeks which we

passed yesterday, and the one crossed to-day, are reported by the Delaware guides as long streams, well wooded, and with running water. They head within fifteen miles of the Platte and a supply of wood and water for a route from the one to the other of these two streams. The creek called Beaver creek by the Delawares and which is supposed to be identical with the Prairie Dog creek of Colonel Frémont, is also a very long stream taking its rise very near to the Point of Rocks.

Thursday October 2 1857.— Made to-day ten miles down the left bank of the Republican over an excellent country for a road. At eight miles from camp arrived at the banks of a large creek, water about three feet in depth and twenty feet in width. It is reported to be a very long stream having plenty of timber on its banks. It rises very near to the Platte river. To day both sides of the Republican offer smooth country for a road. For the last four days our progress has been much retarded by the almost total absence of grass, and want which tells seriously on our animals. The soil is good and produces abundantly, but the number of buffaloes which have pastured here during the summer have left very little for the animals of travellers [sic].

Friday, October 3, 1856.—Continued our way down the Republican; country same as yesterday; grass everywhere eaten off by buffaloes. The soil is good, and in many places thickly covered by large sunflower plants. Passed, about the middle of to-day's march, a deep creek, which cost about two hours' labor to prepare for crossing. It was called "Parsnip creek," from the quantities of that vegetable growing wild on its banks. Striking from this crossing into the river, we found a sandy soil and no grass; afterwards a good camp was found at a spring branch running into a creek where there was a sufficiency of grass for our trail. The party examining the right bank of the river report a very rough country, which forced them to keep some distance from the stream—a very



MAP SHOWING ROUTE OF LT. FRANCIS T. BRYAN

This map is taken from a map "Routes Surveyed and Improved by the Army Engineers in Kansas and Nebraska, 1854-1858." It was prepared by the Army Engineers. The original consisted of three expeditions through the area, two by Lt. Bryan (on in 1855 and the other in 1856) and one by Lt. Dickerson in 1856. Since the subject of this article in the *Overland Despatch*, is the expedition by Bryan in 1856 and reported by Lt. Bryan to Colonel J. J. Albert, Chief of the Corps of Topographical Engineers and later published in the Report of the Secretary of War in 1857, the route taken by Lt. Bryan in 1856 is the only route depicted in this map. It shows the route from Fort Riley, Kansas, along the Platte Rivers to Bridger's Pass in the west and returning to Fort Riley via the Republican River. In the interest of clarity, only the major rivers, creeks, and locations are listed. (The editor is grateful to Ms. Maysyn Tippy for her faithful rendition of the 1856 route from the original map.)

serious difficulty, as most of the subsistence for our animals lies on the river.

The character of the Republican continues the same as it has been described for the last three or four days up to the point where we left it to cross over to the platte on our outward route. It is, for the most part, a wide, level bottom, lying generally considerably higher than the river. It is intersected by many creeks, which are deeply cut and have very steep ranks. These occur, sometimes, every mile or two; sometimes every three or four miles. The banks are generally well wooded with ash, elder, box elder, &c. From their number and the steepness of their banks we were much retarded in our march. Almost all of them required an hour's labor to prepare their banks for crossing, and some of them two and three hours.

The bottoms on this river afford subsistence to immense herds of buffaloes and elks. The Cheyennes, Comanches, and Kiowahs [*sic*] make it their favorite hunting ground, and on that account have repeatedly expressed their intention of preventing the making of any road along the river. I suppose it would, therefore, be necessary too overawe them by posts, in case a route was laid out along this valley, as they would stop trains and rob them, if they did no worse. Fortunately, the nature of the country is such that many favorable points for the location of posts may be found, and the fertility of the soil would very soon attract settlers, if they were once assured of protection. As compared with the valley of the Platte, this valley is much superior, either for the establishment of posts or settlements. The Platte valley furnishes no wood for fuel or for building, and no cultivable soil. The creeks which run into the Republican are numerous, and the banks of all of them are well timbered with hard woods. The bottom, also, at man points, is of great fertility.

On the 8th of October I left the main body of the train, taking with me a party for the reconnoissance of the Solomon's fork of the Kaw

river and the country between it and the Republican. After my departure the reconnoissance and survey were carried on by Mr. John Lambert. Upon him, also, devolved the reconnoissance and survey of the route along Pawnee creek, from the Platte to the Black hills, and of one along Crow creek, from the Black hills to the Platte.

Report of the reconnoissance of the country along Solomon's fork, and of that between Solomon's fork and the Republican.

On the 8th of October I left the train with a party of men provided with pack mules for the transportation of the provisions, &c. We crossed the river a little below our camp of the 8th. The water was about 18 inches deep, and bottom firm. We made, by estimate, 22 1/2 miles over a high rolling prairie; soil was generally good and covered with curly buffalo grass. At ten miles from the Republican crossed a large creek called by the Delawares Beaver creek; it was about three feet deep and twenty feet wide. The water resembled that of the Republican in color and taste; banks steep and of clay. Leaving this, we kept on for 12 miles, over similar country, to Wolf's creek, where we camped; wood, grass and water convenient.

Thursday, October 9, 1856.— Travelling [*sic*] this morning, over the same high rolling country, we came, in 8 or 12 miles, to the banks of a creek, a tributary of the Solomon's fork. Crossing this creek, we followed the right bank, over a level bottom, for ten miles further. Crossing then, we made our camp at the end of 19 1/2 miles of travel. The country passed over to-day is a good deal cut up by water; buffalo grass covers it. Limestone appears in several places cropping out, and, where the ground is cut, beds of shell and fragments of limestone are seen. The soil contains a good deal of clay, and in the hollows are seen strata of blue clay indurated.

Friday, October 10, 1856.—Remained to-day in camp, detained by a storm of wind and rain.

Saturday, October 11, 1856.—Left our camp to-day at 1 o'clock, and kept our way for about ten miles, to camp on the left bank of the creek whose course we had been following. The country is very favorable for a road, the only obstacles being occasionally a creek with precipitous banks. These are easily crossed, though, after a little labor. The country is still high prairies, covered with a short buffalo grass, which is eagerly eaten by our animals.

Sunday, October 12, 1856.—Our route to-day is still over the same kind of country, crossing many of the affluents of the creek which we are following. These affluents are all of the same character, the beds lying very deep, banks very steep, and now, from recent rains, very slippery to descend and ascend. The soil contains much clay. A good deal of labor must be expended at the crossings to make a good road for wagons; but these places are the only obstacles presented. Camped on Solomon's fork, about three miles below the mouth of the creek which we had followed during the day. Solomon's fork was for a long distance with high bluffs on its right bank; on the left, wide, bottoms, covered with the red top grass, affording excellent pasturage to the immense herds of buffaloes which frequent this stream. The banks where we touched the river, beyond camping, are very high, almost vertical, and much worn by water.

Monday, October 13, 1856.—Detained in camp by rainy weather.

Tuesday, October 14, 1856.—Continues our way down the left bank of the river, keeping generally on the level, lying between what is called the river bottom and the hills. This gives an excellent location for a road, the only obstacles being the numerous creeks which are met with at distances from each other of from three to five miles. Camped at 3 o'clock, being well provided with excellent grass.

Wednesday, October 15, 1856.—Getting out of camp this morning, we left the hills behind us covered with buffaloes. Strata of fossiliferous limestone appeared on the crests of these hills. As we descend the river, the face of the country improves vastly; broad bottoms appear covered with luxuriant growth; the soil is of a rich black mould, covered with a thick growth, in places of large sunflower plants. Many creeks were passed to-day, whose banks were heavily timbered with oak, ash, elm, and other hard woods. Occasionally we distinguished creeks coming in on the other side of the river, though, from our distance from the river, no doubt many escaped our observation. The country to-day has been very beautiful and fertile, resembling much that lying about the Pottawatomie Mission in eastern Kansas. Buffaloes are so abundant that no notice is taken of them, except when it is necessary to kill one for a supply of fresh meat.

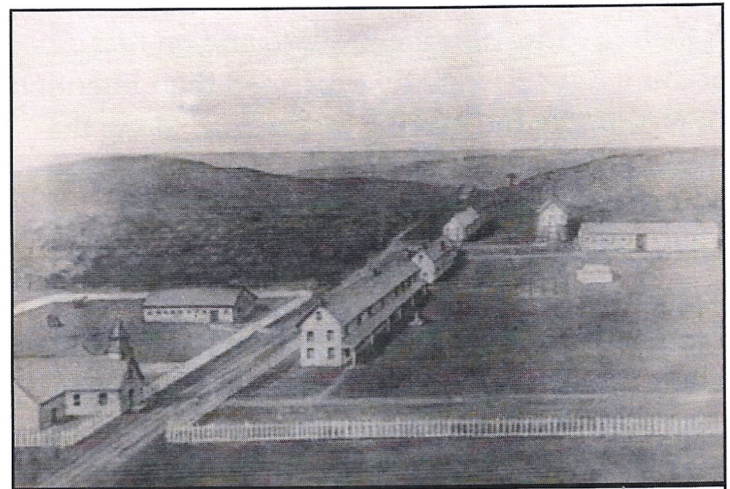


Illustration of Pottawatomie Mission, not included in Bryan's report (from Kansas Memory)

Thursday, October 16, 1856.—The country travelled to-day continues of the same character as yesterday, wide fertile bottoms intersected by deep lying creeks; the bottoms are covered with red grass, as yet no touched by buffaloes. The bluffs on this side of the river have sunk to mere swells, well covered with grass. On the other side they are

precipitous and close to the river, rendering that side unfavorable for the location of a road. Several banks of antelopes appeared to-day, but they were not molested, as there was plenty of fresh meat in the camp. Camped to-day at 3 o'clock in a fine bottom, well protected from the wind and easy of access to the water.

Friday, October 17, 1856.—Travelling [sic] through the same kind of country as yesterday, and still along the left bank we camped at 3 o'clock. Except at one point, where they came close to the river, the bluffs have sunk to mere swells in the prairie. On the other side they are still at times precipitous, and close to the river.

Saturday, October 18, 1856.—Keeping our course still down the river and over the same wide and well grassed bottoms, we arrived at one o'clock at the point of junction of this river with the Kaw, having first crossed the road made last year from Fort Riley to the Arkansas river, and

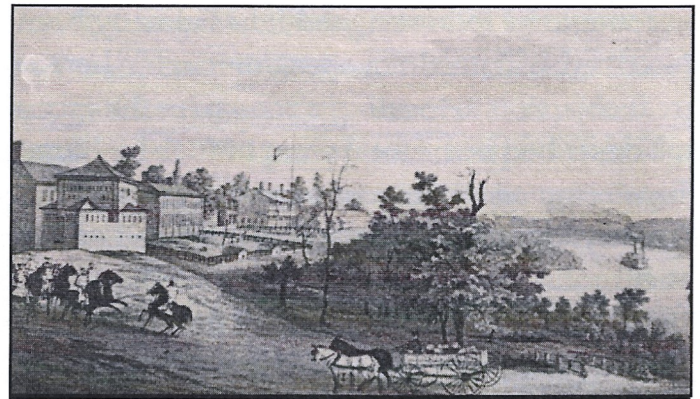
of a party. The left bank of the river presents many favorable circumstances for the making of a road and many inducements for settlements. The face of the country is favorable; soil fertile and hard; grass and water in abundance, and of good quality. The only obstacles to the passage of wagons are the numerous deep but creeks with precipitous banks. A pioneer party, however for any train would very soon make them easily passable, as very little is needed beyond a little cutting and filling.

Having reached the road made last year, I proceeded between, as far as Kaw river, to examine and inspect the bridges built during the summer over the following streams: the Kaw river, Saline fork, Solomon's fork, Armistead's creek, and Sycamore creek. The party then returned to Fort Riley, where it arrived on the 24th of the month. The party left on the Republican not having arrived, I was obliged to wait till the 1st of November for their appearance.

The next day we took up our line of march for Fort Leavenworth, where we arrived on the 7th



Fort Riley, ca. 1860, just a few years after Lt. Bryan was there in 1856 (Kansas Memory)

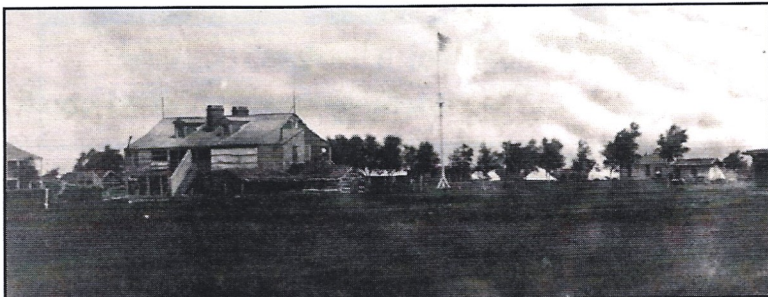


Fort Leavenworth, ca. 1850 (Kansas Memory)

thus terminated this reconnoissance. For some miles back the grass has appeared burnt up, and encampments must be sought close to the river's edge for the sake of the animals. The banks of the Solomon's fork are generally very high and precipitous, and it is only at certain points that encampments can be made conveniently, on account of the difficulty of watering the animals

of the month. The party was then discharged, except such as were needed for office work, and care of animals and property. The material belonging to the survey was carefully packed away in the quartermaster's store-rooms, and the animals left to recruit for service during the ensuing summer.

In considering the several routes that might be followed from Fort Riley to Bridger's pass, I think, having in view the smallness of the appropriation now available for the road, that the route followed in the outward journey presents the greatest claim to be adopted. In its favor are to be mentioned the following facts: It is well supplied with running water throughout its whole extent—first the Republican, the the creeks between the Republican and the Platte: this section is over entirely new ground. From the point where the Platte is touched to the Laramie crossing, the road is already made and it is an excellent hard road, well supplied with water and grass by the Platte. From the Laramie crossing to the head of Pole creek, the supply of good water is constant. The grass is generally short, as on all of the uplands, though there are spots occasionally met with where a more liberal supply than usual may be had. From the head of Pole creek over to the west fork of Laramie no obstacle of any sort is presented, and the streams furnish abundance of grass and water. From the west fork of Laramie river to Bridger's pass there is but one route to be followed; and it has already been described, as I need not speak of it again here. The great objection to locating a road over the ground just described is the total want of fuel, by buffalo chips being all that can be expected from Fort Kearney to the Pine Bluffs, near the head of Pole creek, a distance of about 300 miles. The absence of timber and the inapplicability of the soil to purposes



Fort Kearny, Nebraska, 1852

of agriculture, prevent the establishment of posts and the settlement of the country along the Platte.

This absence of timber, and consequently of fuel and shelter, must always make the travelling [*sic*] along the Platte in the winter hazardous and painful, especially as there are no posts or settlements whereat assistance might be obtained when needed.

The route along the Republican up to the head of Rock creek, and thence over to the South Platte and up Cache la Poudre creek to Laramie Plains, is, in many respects, more favorable than the one just spoken of. For more than 200 miles up the Republican, the soil is fertile, and there are numberless creeks, the banks of which, being wooded, furnish timber and fuel. No obstacle is presented to the passage of wagons, except by the steep banks of the river streams; settlements are already formed some distance out from Fort Riley, and these will rapidly extend, as the country becomes known especially if protection should be extended to them by posts, or otherwise.

The portion of this route which lies along the South Platte is destitute of fuel, resembling much the route along the main Platte. The part lying along the Cache la Poudre and its branches passes over a country somewhat rough, but supplied with fuel and grass, and water, and convenient spots where parties could be sheltered from storms in the winter time. The strongest and only objection to this route is the desert sandy country that must be crossed in passing from the Republican to the Platte. This space is almost 60 miles in width, and may be said to be destitute of fuel, water, and grass, so little of any of these requisites is to be had. In passing over this track coming from the westward, we made two marches of twelve and thirteen miles for the first two days, camping at spots which could scarcely be said to be reliable for water for a road that should be travelled by large trains, and repeatedly during the same season. The third march was of thirty-five miles, to the head of a branch running into Rock creek.

Several points were passed where there was a little water, but not enough for a large party, and what there was did not seem to be permanent. It is very possible that other and more extended reconnoissance's over this tract of country may result in discovering other supplies of water, and a better route than that followed by my party. But with the information now in my possession, I could not recommend this one as the proper one for the location of a permanent road.

After leaving Fort Riley, information was obtained concerning the Republican and some of its larger branches, which were not previously known to exist, which makes it probably that other routes than the two spoken of above may be found from Fort Riley to Bridger's pass, which would possess advantages over those travelled during the last summer by us. It is thought that a very good and direct road might be had along the Republican as far as the mouth of the Viho Mappy, or French fork; then following the French fork to its head, to cross the divide by an Indian trail, leading by water holes, to the Platte. But as this route has not as yet been reconnoitered, I cannot speak advisedly of its merits. The probability that the valley of Solomon's fork might furnish a good location for a road, joined to the fact that there was no information existing as to the character of the country through which this stream flowed, induced the reconnoissance of that region. Its soil, face of the country, and general advantages, it very much resembles the valley of the Republican. It is not more in a direct line between the two termini of the road than the Republican; and, after leaving the head of the stream, the route could be subject to the disadvantages which have been indicated as existing with regard to the route along the upper Republican and the French forks.

Barometrical observations were made throughout the expedition; they are now in process of computation. The approximate altitudes given by some of those computations for certain points are as follows:

Fort Riley	1,180 feet
Fort Kearney	2,250 "
Mouth of Pole creek	3,750 "
Black hills, near head of Pole creek	8,480 "
Dividing ridge	8,680 "
Crossing of North Platte	6,900 "
Camps 45 and 47 on Sage creek	7,500 "
Camp 46, Muddy creek	7,330 "
Ridge north of the pass	8,400 "
Camp 56, Black hills	8,180 "
Mouth of Crow creek	4,800 "
Camp 67, South Platte	4,200 "
Plateau, between Platte and Republican,	4,500 to 4,700 "
Camp 72, Rock creek	3,340 "
Pass in mountains	7,700 "

It will be seen that the altitudes of the pass through the mountains is very much the same as that given by Colonel Fremont for the South pass. The altitudes for the South pass from Fremont 7,400 feet. In passing over the Black hills, altitudes considerably greater are obtained.

During the ensuing summer I propose to go over the route from Fort Riley to Bridger's pass, and work such portions of it as my need improvement, and put up such temporary bridges as may be necessary, so far as the appropriation may extend. I am inclined to think that a route along the Republican river, as far as the fourth of French fork, and thence up to its head, and then over to the plateau, would be most direct; but as before remarked, this country needs examination before anything can be positively stated as to its merits. Until last summer, the existence of the French Fork was known only to a few traders and trappers, and no mention has hitherto been made of several large streams emptying into the Republican on its north side. The whole of the western portion of Kansas is almost completely unknown, and should be examined as speedily as possible. The reconnoissance and survey of last summer made known a kind of country and

Numberless streams that were not supposed to exist. In my opinion, the residue of the appropriation for this road could not be better employed than in the reconnoissance of the large streams flowing into the Republican, the head waters of the Republican itself, and the large stream flowing into the Kaw river, called the Saline fork. All of that country is almost completely unknown, and from my experience of last summer, I think it very probably that it is much better than it is generally supposed to be.

The exploration proposed would at least make known whatever resources might exist. The creeks, according to our Delaware guides and others, are large and better wooded than the main streams themselves. The road between Fort Riley and Bridger's pass, as it now stands, is practicable in every part for wagons, as is shown by the fact that a train of thirty-three wagons was taken over it last summer. I would call the attention of the department to the fact, however, that the road leads through a pass in the mountains, and there suddenly stops. To make the work already done, and to be done, on the road to the east of the pas, available for any purpose, the road should be continued to some post or station where it might be connected with other roads. As it at present stands it leads only to the heart of the mountains. Many parts of this road lie over prairie, and require only use to become well marked; some points require working. The whole work would be best done by the passage of a large train, supplied with its own pioneers, and the track would be made indelible for some years at least. In the mountains some places are passed over that no amount of labor within the command of the appropriation would render good road, still they may be easily passed with ordinary care on the part of the

teamsters. On those parts of this road which lie over prairies the trace would soon be obliterated by successive crops of grass and the fires which generally sweep over them at least once in a year. The track on such country can only be preserved by immediate use; if not used shortly after being made, a guide would be necessary for every train attempting to travel over the same ground.

Along with this report I have the honor to forward the report of Mr. Henry Engelmann, geologist; also the report of Mr. John Lambert, on the topography of the country on Pawnee creek and Crow creek and its branches.

I am, sir, very respectfully, your obedient servant,

FRANCIS T. BRYAN,
Lieut. Top. Engineers.

Colonel J.J. Abert

Chief Corps Top. Engineers, U.S.A.



THE KANSAS STATESMAN

[Junction City, Kansas]

June 30, 1860

The Smoky Hill Route

On Monday last we were visited by P.S. Parks, Esq. of Leavenworth, who came as the agent of the Smoky Hill Wagon Road Expedition, to gather up *[the?]* descriptions which had been *[recently?]* subscribed. He met with *[???*] reception which our *[???*] ever ready to extend to any *[new?]* Public enterprise like this, and had everything arranged for the train when it came along.

On Thursday last the train arrived in our city. The expedition consists of thirty-seven men, six wagons, fourteen yoke of oxen, three mules, three horses, with an abundance of arms, ammunition,

provisions, tools, &c., &c. The officers are H.T. Green, Superintendent; J.T. Burton, Assistant; O.M. Tennison, Engineer; J.T. Green, Assistant, and T.F., Hersey, Guide.

They made their first encampment on the renowned Smoky Hill River, a short distance south of this place, and during yesterday the Superintendent was quite busy in picking up such articles of outfit as had been overlooked—this being the last point on the road, where they could be procured. We were much pleased with the officers, men, and general outfit of the expedition.—The former seemed to be men peculiarly adapted to a work of this kind, and we predict that if energy and industry will make a good wagon road to the Gold Regions of Western Kansas, this company will make one.

The entire train left this m morning in fine health and spirits, with the heartfelt "God speed ye" from our citizens. May their fondest hopes be realized, and their trip a pleasant and profitable one.

Quite a large number of our citizens met at Taylor's Hall on Thursday evening last for the purpose of hearing the plan of operations which the Superintendent of the Smoky Hill Expedition had adopted. The meeting was organized by calling J.R. McClure to the chair. Mr. Green was called for and gave a lucid and frank statement of his past actions and future designs, for which he received a vote of thanks from the meeting. After speeches by Major Downer, Mayor Whitney and P.S. Parks the meeting adjourned—the participants therein evidently delighted with the prospect of an early completion of this truly great work, and fully convinced that their money would be justly and economically expended.

JUNCTION CITY STATESMAN

October 13, 1860

Smoky Hill Route

In view of the favorable result of the expedition, and the safe arrival of those engaged in it, a number of our citizens called at the residence of H.T. Green, the Superintendent, to extend to their congratulations. After the greetings of the occasion were over, many inquiries were made in regard the character of the route, and its merits were reviewed. Those who were present then organized themselves into a meeting, for the purpose of taking steps to bring before public a report in regard to the expedition. Dr. Davis was called to the Chair, and Ed. F. Schneider was appointed Secretary. After a brief discussion of the best plan to accomplish the object had in view, it was, on motion of Mayor McDowel, resolved that the "Smoky Hill Executive Committee" should attend the regular session of the City Council, on Tuesday evening and that the officers of the expedition should, at that time, make a general statement of what has been done. It was further resolved that the two bodies above mentioned, be requested to call a meeting of the citizens of Leavenworth, at an early day, to hear a more extended report of the results of the Expedition, and to take much further action as may be deemed necessary.

Let this public meeting be held by all means. There should not only be such a demonstration as will have a forbade influence in advertising the route abroad, but the people of our city should also have an opportunity of expressing their gratitude to Mr. Green. That gentleman has worked faithfully and energetically for the success of the enterprise; he has given his time and labor in it; without any adequate remuneration, and has notwithstanding many difficulties, attained for it a degree of success which the most hopeful did not anticipate. The importance to the interests of Leavenworth of the opening of the Smoky Hill Route, can scarcely be estimated. The emigration to the gold region will, probably; be greater next year than it has been any previous year. This can all be secured, and Leavenworth made the



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Great outfitting point for the mining country, if her citizens are only active in making known the advantages which her route possess. But, besides this, it must not be forgotten that wagon roads are always the forerunners of railroads. Let the "Smoky Hill" once one established as the great highway for the wagon travel to the mountains; and it will mark the future course of the Pacific R.R. Let us not, then, be content that the road has been opened, but endeavor to direct into it the tide of emigration, which is constantly moving amongst the plains.—*Leavenworth Times*.

TREMENDOUS EXCITEMENT

New Road to Pike's Peak

VIA JUNCTION.

ONE HUNDRED AND TEN MILES SHORTER
THAN ANY OTHER ROUTE

Green Russell has submitted a report to the Council of Leavenworth, showing that the Smoky Hill Route is at least 110 miles shorter than any other and a good natural road. Work will commence on this road immediately, and it is

directed that it will be in condition to accommodate the travel inside of sixty days from this date. In consequence of the shortness of the route, and th many other advantages it possesses over all others now traveled, it will be for eat interest of all Pike's Peakers to take the Smoky Hill Route to the Gold Mines.

This same matter of interest that will prompt Pikes's Peakers to take the Smoky Hill Route, will induce all purchasers of goods in the vicinity to come to Junction to make their purchases; and while here, it they will consult their own interest, as we fully expect they will, they will come to the **New Store of N.S. Gilbert** (*On Washington bt. 7th and 8th Streets*) Where can be found at all times a full and complete assortment of GROCERIES & PROVISIONS of the ferry bus quality, at extremely low prices. I shall have a constant and full supply of all articles, usually kept in a Family Grocery, among which are Teas, Coffee, N.O. Sugar, Dried Apples, Prunes, Raisins, Clarified Sugar, Crushed Sugar, Molasses.

(*The Kansas Statesman became the Junction City Statesman sometime between June and October 1860.ed.*)

