

History of Kansas and emigrant's guide

Section 1, Pages 1 - 30

The title page of the printed volume indicated that it contained "a description geographical and topographical--also climate, soil, productions and comparative value with other states and territories, including its political history, officers-candidates-emigrant colonies-election, abolition, squatter and pro-slavery contentions and inquisitions; with the prospects of the territory for freedom or slavery." Mr. Chapman was a resident of the territory and the information in the booklet was compiled by traveling through Kansas Territory in 1854. The description covers most of the territory and includes information about Native American tribes and lands.

Creator: Chapman, J. Butler

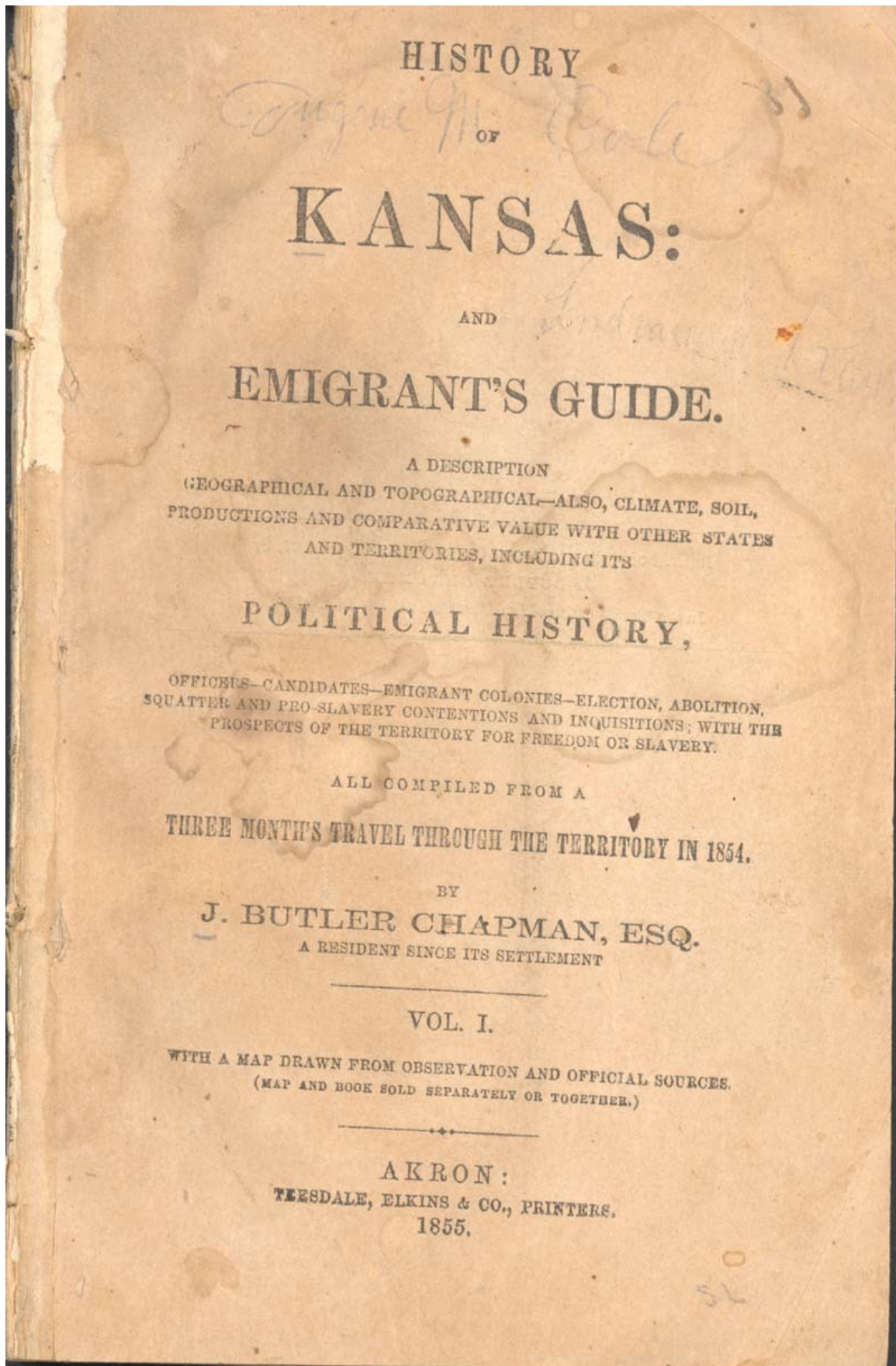
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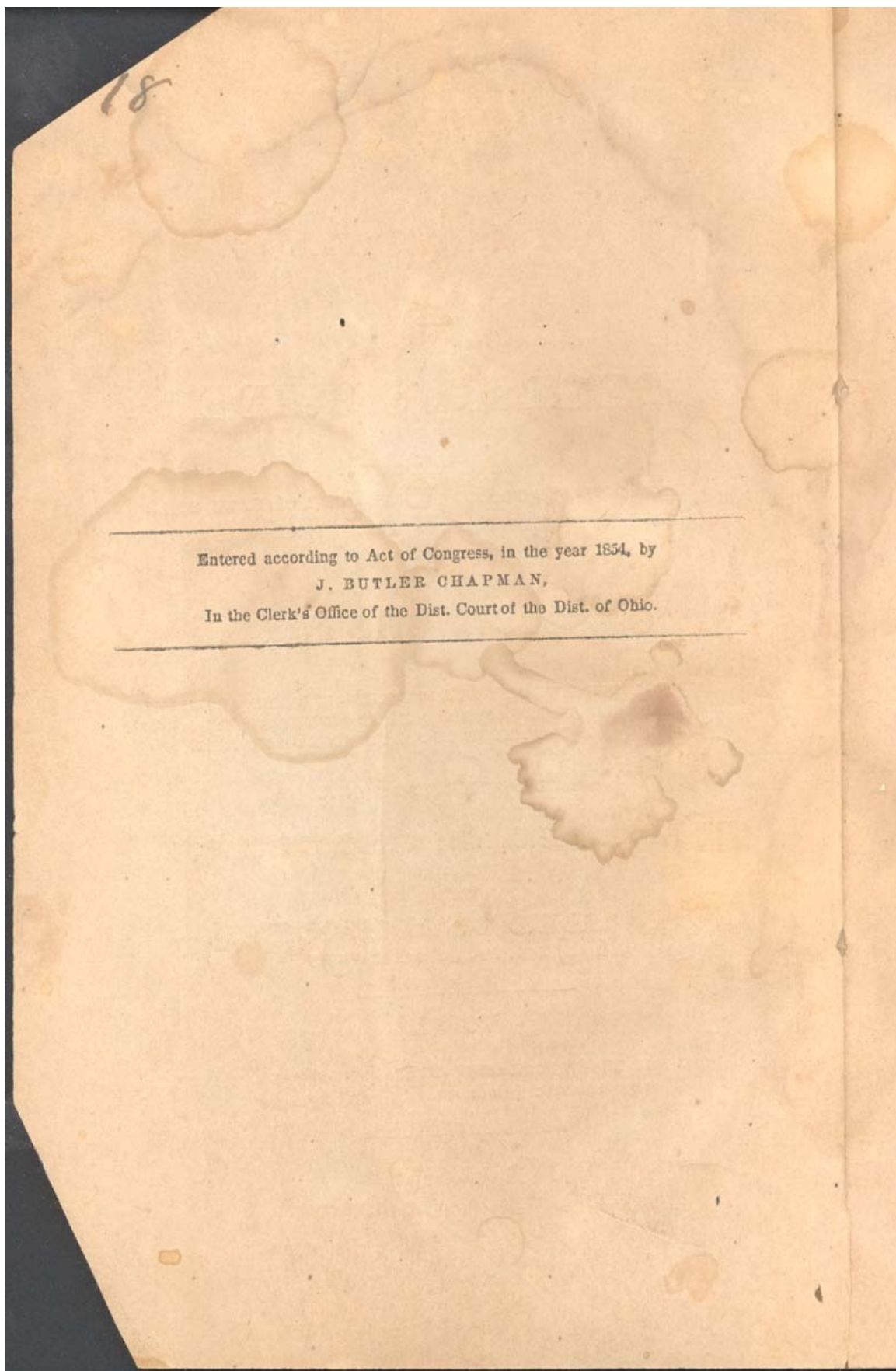
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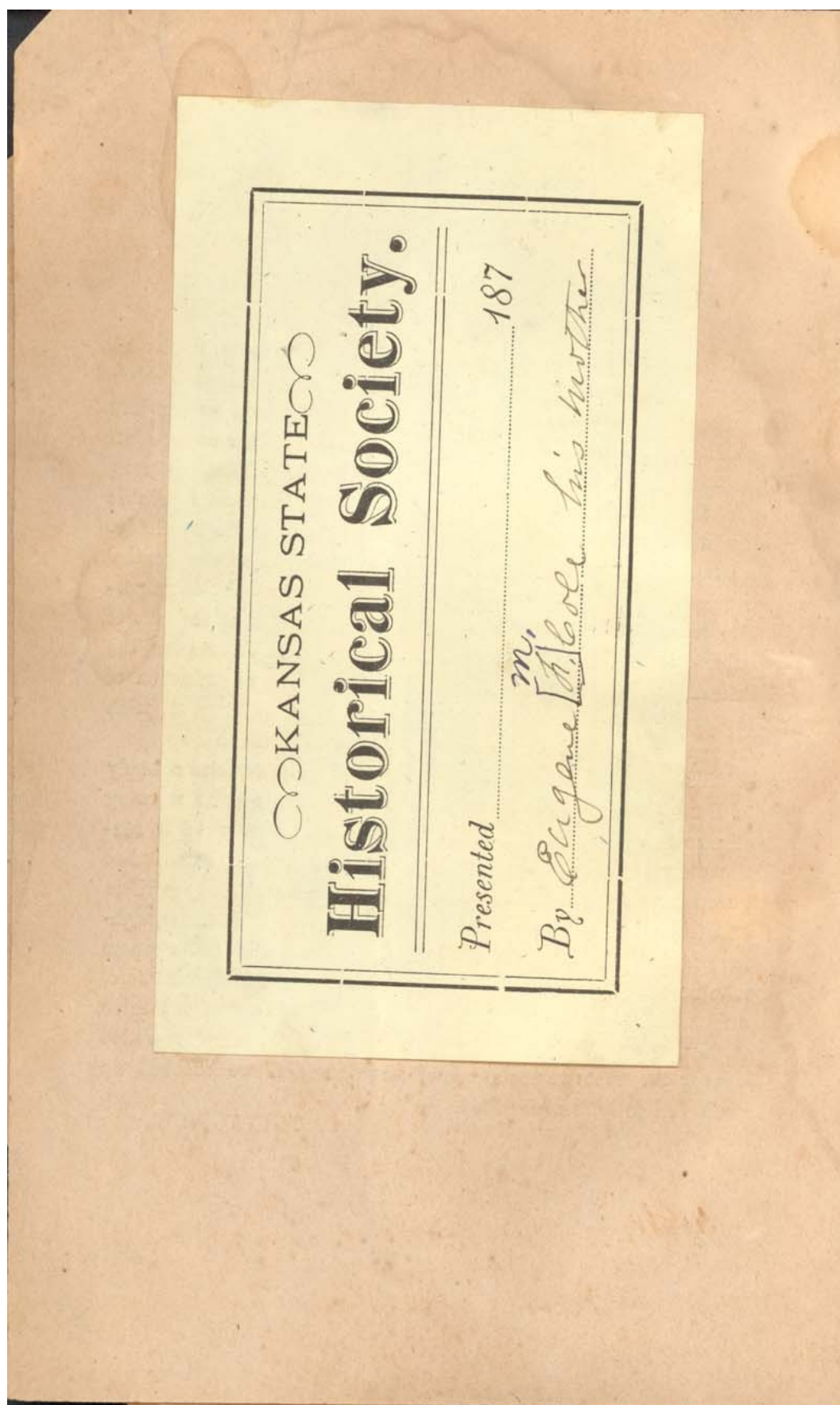


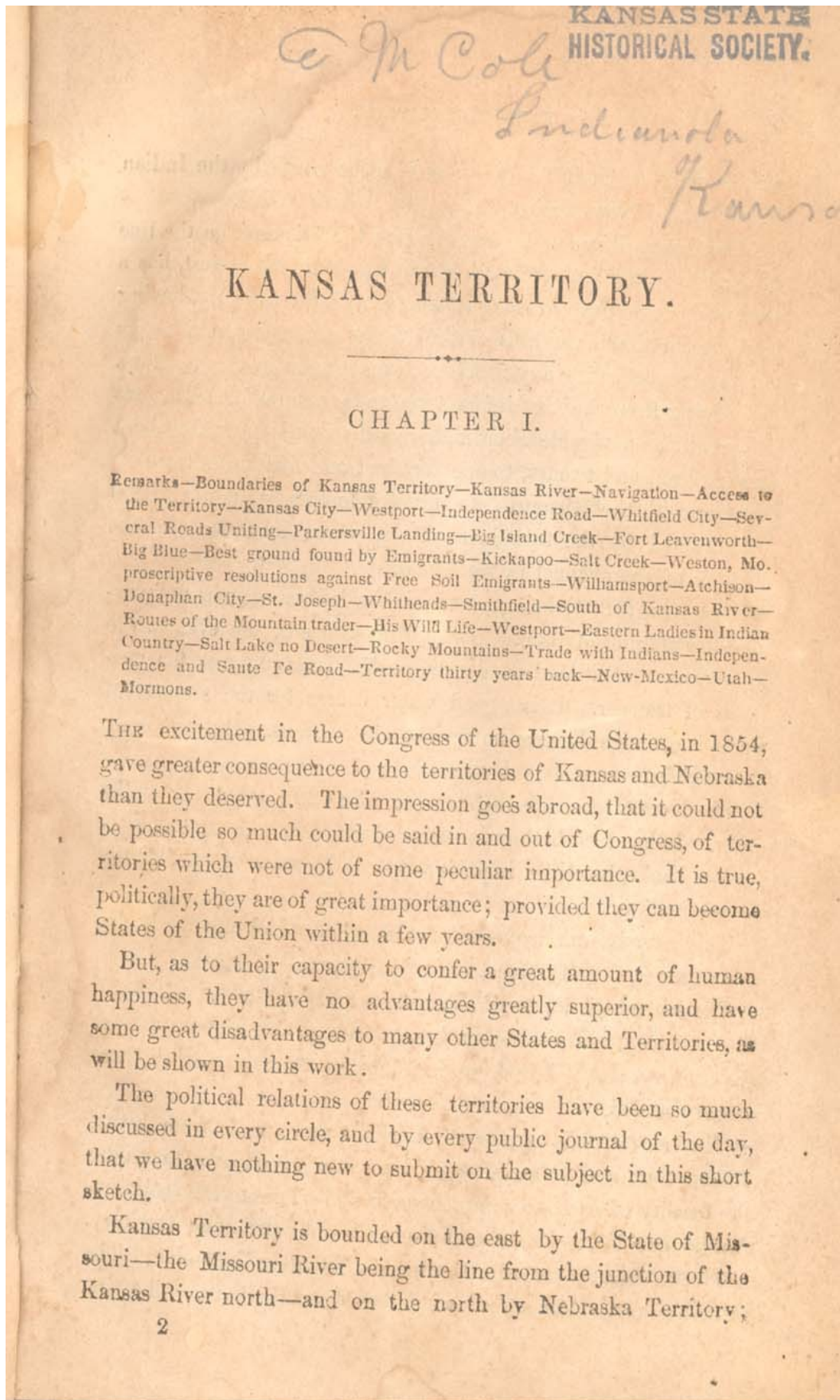
INTRODUCTION.

It is intended in this volume of A History of Kansas, to give an impartial and exact account of the whole territory, geographically and topographically, in soil, climate, timber, minerals, springs and water-courses, towns, perspective, prospective and those really existing; the people, their condition and prospects, politics, negroes, yankees, abolitionists and pro-slavery men, and the most favorable localities for future settlements on every stream in the territory. All made from actual observation by the writer, in a three months' constant travel over the country, to 97° longitude west, and a portion of 98°. With a full and impartial expression of the acts of public men, so far as they could be obtained from observation, the information of others, and the public prints. The organization of the territory and election of Delegate to Congress, giving all with an impartiality that knows no favoritism or exception.

This volume is intended as a guide to the emigrant; and not only to direct his course and destination, but to give him some warning of who and what has preceded him, that he may know what sentiments prevail in certain localities. It is particularly intended to guard the emigrant against any false allurements. Some writers and the most we have observed on Kansas, write with such graphic and novel style, that the reader going there would not suppose it to be the same country described. No man is considered a hero, unless he can describe Kansas as a Paradise. We profess to give its history as we saw it, and understand it, and have endeavored to convey the facts to the minds of others; and if we succeed, we shall feel fully compensated.

THE AUTHOR.







on the west by Utah Territory; and on the south by the Indian Territory and New-Mexico.

The Kansas River which empties into the Missouri, on the line of the State, and latitude 39d. north, longitude 94d. west, has a westward course nearly through the centre of the territory, having its source in the black hills of the rocky mountains, and is the only stream affording any facilities of navigation in the territory.

Judging from the best information to be obtained, the Kansas River will be navigable about four months in the year, for about one hundred and twenty, to one hundred and fifty miles from its junction with the Missouri. In times of low water, its navigation is obstructed by the turbidness of the water and the constant changes of the channel by sand bars.

This year, (1854) being a remarkably dry season, was unfavorable for judging of its proclivities for commerce; but even in the best season, but little dependence can be placed upon it for purposes of transfer. It is a good water course for the amount of water it contains, having no serious obstructions. But the main thoroughfares must be railorads.

The Kansas has high banks on one side, and low bottoms on the other. It has rock bottom in many places, but in consequence of its low banks, but little improvement can be made in its facilities for navigation.

This river has numerous tributaries, all of which are nearly dry this summer, (1854) with but few exceptions.

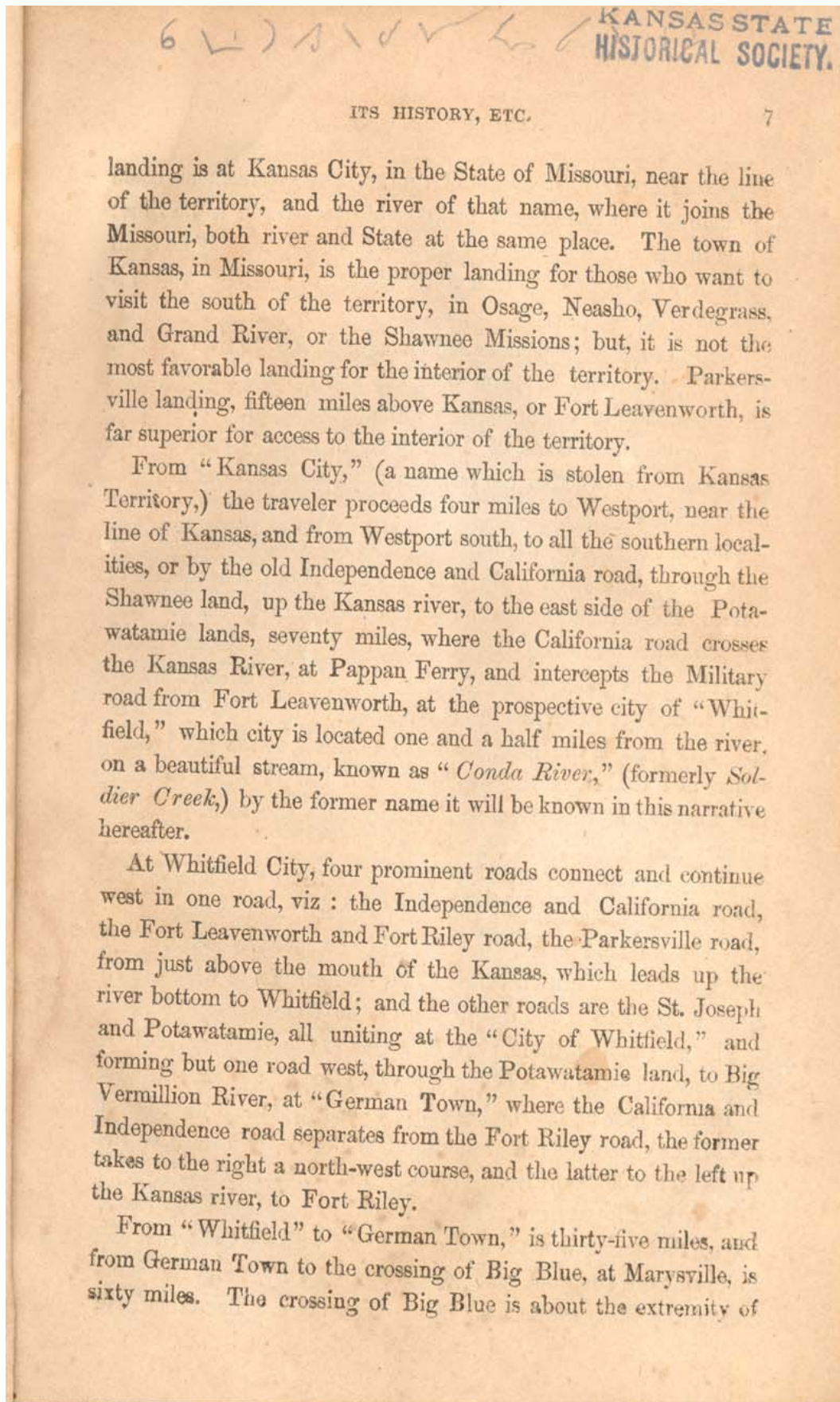
The several tributaries of the Kansas and other water courses in the territory, will be described as we are giving a description of the country, and pointing out localities for settlement, with those already settled.

This narrative is accompanied with a map, made from actual observation: and to avoid repetition we will endeavor to render the locality of each so comprehensive and plain to the emigrant, that he may find it from whatever place he may strike the territory.

The usual access to the territory is from the east side. The principle avenue for access is by the Missouri River. The first



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landing is at Kansas City, in the State of Missouri, near the line of the territory, and the river of that name, where it joins the Missouri, both river and State at the same place. The town of Kansas, in Missouri, is the proper landing for those who want to visit the south of the territory, in Osage, Neasho, Verdegrass, and Grand River, or the Shawnee Missions; but, it is not the most favorable landing for the interior of the territory. Parkersville landing, fifteen miles above Kansas, or Fort Leavenworth, is far superior for access to the interior of the territory.

From "Kansas City," (a name which is stolen from Kansas Territory,) the traveler proceeds four miles to Westport, near the line of Kansas, and from Westport south, to all the southern localities, or by the old Independence and California road, through the Shawnee land, up the Kansas river, to the east side of the Potawatamie lands, seventy miles, where the California road crosses the Kansas River, at Pappan Ferry, and intercepts the Military road from Fort Leavenworth, at the prospective city of "Whitfield," which city is located one and a half miles from the river, on a beautiful stream, known as "*Conda River*," (formerly *Soldier Creek*,) by the former name it will be known in this narrative hereafter.

At Whitfield City, four prominent roads connect and continue west in one road, viz : the Independence and California road, the Fort Leavenworth and Fort Riley road, the Parkersville road, from just above the mouth of the Kansas, which leads up the river bottom to Whitfield; and the other roads are the St. Joseph and Potawatamie, all uniting at the "City of Whitfield," and forming but one road west, through the Potawatamie land, to Big Vermillion River, at "German Town," where the California and Independence road separates from the Fort Riley road, the former takes to the right a north-west course, and the latter to the left up the Kansas river, to Fort Riley.

From "Whitfield" to "German Town," is thirty-five miles, and from German Town to the crossing of Big Blue, at Marysville, is sixty miles. The crossing of Big Blue is about the extremity of



white settlements, for the want of timber. Some settlements could be made on Ten Mile Creek, and possibly may be on Little Blue; but both soil and the want of timber is forbidding. But we shall have frequent occasion to refer to this destination, having visited it from different routes.

The next most conspicuous and favorable access to the territory, where the facility of a steam boat offers, is by the Kansas river. The availability of which we have already described.

Passenger steam boats, of light draught, might always run up the Kansas, but whether the business of passengers would justify it, is doubtful.

The next access to the territory, is at the crossing of the Missouri river, Parkersville, Mo., fifteen miles above the mouth of Kansas, which road passes through the Delaware lands. A fine wagon road continues up the bottom of the Kansas river, and intersects the Independence and California road and Great Military road, from Fort Leavenworth, at "Whitfield City," already spoken of. This road is the most desirable to travel, to see good land, water and timber, in the territory. But few think of entering the territory at this point, and thereby miss the most desirable country and localities in the territory.

This road pursues for a great portion of the way a line west of the prospective Kansas and Whitfield railroad, up the most beautiful bottom land in the world. This prospective railroad, for which there is a petition before Congress for right of way, will be again referred to in the description of the Kansas bottom lands.

The next most notable place of access to the territory is Fort Leavenworth—the U. S. Military post, a place of ancient memory.

There is now an interloping town, so called, at the lower edge of the Military Reserve, three miles south of Fort Leavenworth, on the banks of the Missouri river, named "Leavenworth City."

From Fort Leavenworth, there leads off two great military roads, one of them already noticed in conjunction with the California and Independence emigrant road, at "Whitfield City," and the junction of the Parkersville road, at the same place. The other road



from Fort Leavenworth is known as the Oregon and California Military road, which connects with the Oregon and St. Joseph emigrant road, about one hundred and ten miles from St. Joseph, on the Missouri river, from the junction the two run together, and cross the Big Blue river, at Marysville, and unite with the Independence and California road at Ten Mile Creek. Four or five miles above Fort Leavenworth, is the great crossing of the river, at a steam ferry, from the town of Weston, Missouri, to the salt creek road, which connects with the Military road three miles from Leavenworth.

We make Fort Leavenworth a station and meridian from whence to compute distance. As Leavenworth City, three miles below the Fort, never can be a commercial point, or a depot for the territory, nor can we see how it can be a point conspicuous for any purpose whatever.

Weston, in Missouri, deserves a special notice, not only from its being a notable and popular crossing place for the emigrant, but also in consequence of the inquisitorial tribunals organized there by the pro-slavery oligarchy, on the first commencement of emigration to Kansas.

A meeting of the citizens was held, at which the most inflammatory speeches were made by some of the politicians, and published largely in the public journals of Weston. And as appears by these publications, a man by the name of Stringfellow, made the most fulsome denunciations of all non-slave-holding poor men and working white women, freesoilers and abolitionists in particular. The speech was incredible, and only to be believed by its publication in the journals at the place of utterance, which was in substance that "no honest man did his own work, the poor working men were all d——d *rascals*, and all white women who did their own work, were disreputable." This speech was disapproved of by many of the members of the meeting, and incensed many of the worthy dames of Weston, who had thought it no disgrace to work. And we know many decent and respectable ladies did their own house work; and some distinguished ladies

made strong demonstrations towards applying a counteracting salve by the way of a coat of *tar and feathers*. The resolutions of the meeting, if carried out, were calculated to be exceedingly annoying to the emigrant, by subjecting him to an ordeal of an investigating committee, and all whose proclivities were for freedom were to be denied the privilege of a passage or residence in Kansas.

But these inquisitorial and ejecting resolutions, as well as the inflammatory speech of Stringfellow, were disapproved by a counter meeting of the citizens of Weston; yet the principles of the first meeting were literally carried out at the late election for delegate to Congress in Kansas, all of which will appear in its appropriate place.

Although another meeting was held at Weston to repudiate the odious terms applied to respectable citizens, and the offensive resolutions, yet it was in self-preservation. There are many respectable citizens in Missouri who are non-slaveholders, and no doubt the trade of these is the most profitable to the city. Many incidents took place in relation thereto that would be more amusing than profitable in this work.

But the town of Weston will be forever remembered by the citizens of Kansas for the fanaticism of a few ultra pro-slavery men, and their wild defamatory speeches and resolutions against poor, helpless families, emigrating to Kansas. The feelings of many are wrought up to a degree that will not be forgotten in many generations to come. They run with hound, but hold with the hare.

Williamsport, twelve miles from Fort Leavenworth, is the next place of crossing, which is a prospective town. The town Atchison, twenty miles above Fort Leavenworth, is the next important crossing place. It is a new town just springing into existence, and has a good landing, and is making some improvements; a store-house, a grocery, and two or three dwellings are erected.

Donaphan City, is the next crossing place. It has been a trading place with the Kickapoo Indians; there is no town nor pub-



lie road leading to or from it. Lewis' Ferry, six miles above Donaphan, is a crossing place.

St. Joseph, in Missouri, is the great crossing of the Missouri river, in California and Oregon memory, when, in 1849, the assembled multitude started for the golden regions of California—the writer being among the number. This road crosses the five mile bottom to the Indian village at Kickapoo Creek, the old camping ground of the emigrant after crossing.

Five miles above St. Joseph is another crossing place, at Jas. R. Whitehead's Ferry. That crossing place was made in '49, from the impossibility of all the emigrants crossing at St. Joseph. Seven miles out the two roads connect, and are designated as the St. Joseph and Oregon road, and thirty miles west passes the Iowa Mission, and ninety miles west, crosses the Big Nimehaw, and at one hundred and two miles intersects with the Fort Leavenworth and California road, and crosses the Big Blue at Marysville, six miles above the Independence and California road, and unites with that road between Big and Little Blue, and continues up Little Blue to within a few miles of Platt.

Smithfield, the residence of John W. Smith, of Virginia, ten miles above St. Joseph, is a crossing of some importance; we saw many emigrants passing into the territory from this crossing, six miles out it connects with the Oregon road.

Iowa Point, twenty miles above, is the last crossing to the territory.

The several towns and localities will be more particularly noticed hereafter, when specifying their several merits and prospects, as far as could be ascertained.

South of the Kansas river is another great and ancient thoroughfare, known as the Independence and Sante Fe Road.

It is not intended to write a description of Missouri State, but localities are so blended with the description of Kansas Territory that they must necessarily be referred to. The town of Independence, frequently spoken of, is the county seat of Jackson county, laying four miles from the Missouri river and twelve from the

territorial line; before the existence of Westport, Independence was the most frontier town, and a place of rendezvous in the halcyon days of mountain trade. It was from here that the great caravans of wagons for the Santa Fe trade in New Mexico rendezvoused and fitted out before launching into the great desert of the west. Of which styled desert, Kansas Territory in those days formed a conspicuous part.

No sooner did they cross the Missouri line than every heart beat with a consciousness of having launched into the Great Wilderness Prairie—from under the protection of all municipal laws or society. The history of these caravans would be quite amusing; much wealth was returned to Independence by this trade in Mexico. The numerous tribe of Indians being removed from the States to Kansas, and the large annuities paid out, caused a rival town to start up near the territorial line, called Westport.

Here the Indian agents of the several tribes of Kansas Territory rendezvous, for public business, and millions of money passes through that place and is expended there; hence Westport has become a business town.

The excuse we have for writing thus much of these towns is this: as we were riding into these towns with some ladies of intelligence from the east, as soon as they saw a brick house, exclaimed with astonishment, "why, a brick house here in the wilderness! and here is a church too, oh, *my!*" We told them these were ancient towns of public patronage and frontier trade, but they did not appear to understand one word we said. They had it fixed in their minds that they were in an *Indian country* and they looked for every thing as nature fixed it; they appeared disagreeably surprised at the big brick houses, where they supposed they should have some *honor* of being among *savages*.

These plains through to the rocky mountains were formerly styled "*Deserts*," but properly, there are none in America.

The idea was a fallacious notion of the first exploring parties through these regions. Humbolt styles it a "*desert*." Fremont frequently speaks of approaching the desert of the Great Basin.



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ITS HISTORY, ETC.

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Salt Lake, now Utah Territory, was so styled until the Mormons settled there, in remembrance of which they petitioned Congress to name it the "*Desert State*," and it now has a State population.

But these renowned travelers and explorers lived a hundred years too soon. They neither discovered the *precious metal* nor where settlements could be made.

But this is a digression from our purpose in our little work—it is not intended to go beyond the relations of Kansas Territory, but as we observed some leading localities and geographical position required explanation of their origin and destination.

The Rocky Mountains, which are now a part of Kansas Territory, had long been a field of immense trade and enterprise, and vast wealth had been acquired by many individuals in the trade of buffalo skins and furs, of which, vast numbers were obtained in those wild regions, for which articles of trade and for the gold of Sante Fe, large amounts of dry goods were taken there and exchanged.

These dry goods were first shipped from the east to Independence, and there distributed for their various destinations, in caravans of huge, ugly road wagons, that looked more like a Chinese junk than an Ohio road wagon. Mules and oxen were the motive power.

These goods were taken to the mountain forts and exchanged at enormous profits.

These roads, of which we have been speaking, are very ancient highways—they have been selected with much care and the best route possible is occupied. They have been public highways of this wilderness community for a hundred years before civilization occupied them, or sought them out as avenues of commerce and transportation.

One of these of which we are now speaking, viz: the Independence and Sante Fe Road crosses the Missouri line ten miles south of Westport, and leads through a beautiful portion of the wilderness prairie of Kansas Territory, and leaves the territory

by an exit on the south side some two hundred and fifty miles from where it enters.

The reader will think of all this Territory thirty years back, when the whole plains were black with the multitudes of buffalo, the elk, the antelope, the bear, the turkey, and the Indians, more wild and more savage than the rest of his compeers.

Think of New-Mexico, now civilized American Territory, and *Utah*, once pronounced a desert—where the human family could not exist—now enjoying all the blessings of an eastern state and asking for admission into the American Union. Such is the civilized community on the west of Kansas, numbering nearly seventy thousand souls, whose peculiarity of religious tenets are of world-wide celebrity for eccentricity, now inhabiting the once famed and (*desert*) barren regions of Humbolt and Fremont, now a little world—an empire within itself—as though God had indeed intended it for a peculiar people.

They now have their churches, temples, seminaries of learning, manufactories, commerce, agriculture and financiering—their civil codes, their executive, legislative and judicial systems; in short, all parts, parcels and branches of an independent state.

With New Mexico the territory of Kansas will have but little or no relations, nor yet with the Indian Territory south. But *Utah* is destined to be intimately connected. The great Pacific Railroad will unite them; and in this relation of sisterhood, what the result may be the future alone can tell. It had been hoped that president Pierce, in the plenitude of his power, would have sent among a people charged with doubtful morality, not the regular army to subdue them by force, but in his appointment of officers, he would have sent families, whose example of piety and morality, would have weaned them over to a sense of propriety, even in the exercise of their own religion. But look at the frontier and answer, where do you find more profligacy than in the officers and soldiers of the regular army. This appointment of a military officer to civil government is of



doubtful propriety, and such appointments will be as much resisted yet, as Roman Catholicism is by a certain *fraternity*.

The adventures and romantic scenes that have been acted on the great plains of Kansas Territory, where the mountain trader would leave all restraint and civilization behind; after once entering upon this wilderness of prairie and trusting his destiny to the more wild and untutored savage, would be truly amusing and interesting to the present inhabitants of these grounds, where the hum and din of civilization now prevails.



CHAPTER II.

Kansas River—Wyandots, their Civilization—Delaware Indians, their Lands and Bounds—Outlet—Condition of Treaty—U. S. in Trust—Trespasser On—Quality of Land—Rail Road.

KANSAS RIVER is the principal stream of the territory and the only one affording the facilities of navigation.

Its course is east and west, and occupies nearly a central position in the territory. Its greatest southerly bend is forty miles from its confluence with the Missouri, which is at latitude 39d.

On the north side of the Kansas, at its junction with the Missouri, in the forks of the two rivers, is the land of that ancient tribe of Indians, the Wyandots. They have only about six or eight miles square of land.

The Wyandots are far advanced in civilization; they have many respectable families in the tribe intermarried with Anglo-saxons. The most approved disposition they can make of their land, would be to have it surveyed, sub-divided and granted in personal ownership to each individual of the nation—that would be an inducement to personal exertion.

The Delaware Indians owned a district of country on the north side of the Kansas river, embracing the river from the Wyandot's land up to the Potawatamie land, except twenty-three sections on the Kansas river of half breed Kansas reserves, one mile square each, the Delaware land then extended up the Missouri river, from the Wyandot to the north-west corner of Fort Leavenworth Military Reserve, a distance of thirty miles; thence from the fort a north-west course in an arm shape, called the *Delaware Outlet*, ten mile wide on the north side of the Potawatamie land and one hundred and fifty miles west—this was their great hunting ground.

At the treaty at Washington in 1854, the Delawares ceded all their land to the United States, except ten miles wide on the Kansas river, for forty miles up the river. The outlet was sold absolute to the United States and subject to pre-emption. The remainder over the ten miles is held in trust by the United States, to be surveyed by the government into sub-divisions, and all offered at public sale for the best price it will bring, and after paying the expense of survey and sale, the proceeds to be paid to the tribe.

Immediately on the formation of the treaty, a few speculators, including two officers of the Fort, took possession of a section of trust land, laid out a town about three miles below the Fort, on the Missouri river, and sold lots to a considerable amount, the express orders of the government to the contrary notwithstanding. The troops stationed at Fort Leavenworth were ordered to remove the intruders from this tract of land, but the officers refused to act. In this city speculation Gov. Reader participated.

This daring intrusion in the face of law and force, emboldened others, and the immigrants without distinction or hesitation, settled down on these trust lands from one end to the other.

The reader here will notice that all the land on the north side of the Kansas, ten miles wide for one hundred miles up the river is Indian land, and not open to white settlement.

The Delaware lands on the north side is a fine body of land—containing excellent timber, rock, and stone coal. The bottom land is wide, extending from four to six miles from the river, and but one or two points of narrow strips of highland approaches the river, and that for a short distance.

For one hundred and fifty miles from the mouth of the Kansas up the river bottom is the most natural route for a railroad that can be found for the same distance in the United States.

On this route is the Kansas and Whitfield Railroad contemplated. But the great horse-power thoroughfare for carriages and horse-back, will remain over the ridge road about ten and twenty miles back from the river.



The reason of this variation is, Kansas river after leaving the Missouri, in the course of thirty miles up, has departed from a western course about fifteen or twenty miles south, forming a great southerly bend at the junction of the Wakarusia river—then inclining north a short distance takes a direct west course for sixty miles or more, when it makes another sweep to the north to receive Big Blue, a main branch of Kansas, then turns south.



CHAPTER III.

Stranger Creek—Grass Hopper Creek—Mud Creek—"Whitfield City"—Road from Leavenworth—From Parkersville—Soil—Settlements—Locations—A description of "Whitfield City" and its Geographical Position—Coal—Timber—Water Power, &c.—Distances.

On leaving the Missouri river, either at Parkersville or Fort Leavenworth, and pursuing either of the two roads, the first tributary of the Kansas of importance, is Stranger Creek, about twelve miles distant. Along on the border of the Missouri river is heavy timber of good quality.

The Parkersville road leads into the Kansas bottom land and through the reserved land of the Delawares, for forty miles, and crosses Grasshopper Creek through the Delaware Trust lands, and the Kansas half-breed reserves, to "Whitfield City." It passes through the most rich and beautiful body of land in Kansas Territory, none of which is in market or accessible to legal settlement, for a distance of seventy miles from the Missouri.

By pursuing the road from Leavenworth to Whitfield, already described as the "great Military road," three miles from the Fort, you pass quite a broken district of land, descend a steep hill into Salt Creek valley. Salt Creek winds through a very inviting district of prairie, all of which is claimed and a number of the claims settled on. At Salt Creek is a store and other valuable improvements. Continuing from Salt Creek over a waving prairie studded over with small frame buildings, you ascend quite a hill and find yourself on the high lands of the great plains destitute of timber. On these heights of rolling prairie, the Military road forks—the one leading to the right is the Oregon or Fort Larimie road—the one leading to the left the Fort Riley road—all of which have been described.

In pursuing the Fort Riley road twelve miles, you cross Stran-



ger creek at Dawson's trading house. Stranger creek, although partially dry in the fall, has the appearance of a noble stream, having capacious bottom land of rich quality containing some good timber.

This is still the Delaware trust land, and although the settlement of these lands is forbidden, yet it is nearly all occupied by substantial farmers. The land is truly desirable, and worth the devotion paid to it. Along on the high ridges, between the Missouri and Stranger, it is thickly settled. You can see great numbers of houses in the distance, of all sizes and descriptions, except large ones, some very rude cabins, minus comfort; one stuffed with hay and no door, the inmates had access by the window, as the Indians do on the pacific to keep the bears out.

The Stranger is susceptible of settlement for many miles up, but the timber perceptibly declines as you ascend to the head branches and nearly every valuable location is occupied or claimed by the commencement of a cabin. We found the country towards the head branches not so desirable as lower down; yet the high land was more even but more destitute of timber.

From Stranger creek, pass in whatever direction you may west to Grasshopper, you pass over a high rolling prairie wholly void of timber, except on the little ravine that connects those streams.

On the Military road, Grasshopper is twenty-five miles from Stranger, passing a branch of Stranger known as *Hickory Point*.

Grasshopper is a stream of some magnitude, high banks and flat land on the margin; the bottoms wide and rich, with fine forests of oak, walnut, hackberry and elm; on the tributaries of the Grasshopper are copses of small timber and undergrowth, and in the heads of ravines, clumps of trees of limited extent.

We ought to have mentioned here, as elsewhere, that the formation of the earth is the same, with the exception of the bottoms, it is primitive; the soil a deep, rich, black loam; almost a uniform limestone bed or marl, with flint or gravel points; the rolling prairie produces a luxurious growth of grass.



A town called "Osaukee," is laid off at the crossing of Grasshopper by three brothers, Indian traders, by the name of Dyres. This town is on the Delaware Trust lands and about sixteen miles from the junction with the Kansas river.

On the west side of the Grasshopper, is another town, called Armstrong. The land is all claimed with as much earnestness as though it was owned on the first occupancy. After the survey of the land, there certainly will be more vacancies for settlement than now acknowledged. The best country of land is near the confluence of the Grasshopper with the Kansas River. At the mouth of this stream, Governor Reeder bought one of his half breed sections, and it is certainly the best land and timber in the territory.

From Grasshopper the traveler again ascends the high waving prairie, looks all over creation, and the *rest of Kansas Territory*; passes several little streams of minor importance; thinly timbered and claimed, or settled on. And among the rest Mud Creek, in seven miles of its junctions with the Kansas, in the vicinity of which is much good timber, and land of the best quality, and but few settlers on it when we left in December. Twenty miles from Grasshopper, we arrive at the city of "Whitfield," on the Conda river, one and a half miles from the Great crossing of the Kansas at Pappan's Ferry.

"Whitfield City" is located upon the bank of the Conda river, in one of the most central and commanding situations in the territory. It has an elevated situation and commanding prospect, immediately on the Fort Leavenworth and Fort Riley roads, and on the old Independence and California emigrant road, and at the junction of the Potawatamie and St. Joseph roads. No place in the territory can have more public access to roads. "Whitfield" contains some fine large springs, an excellent coal bank, and one of the finest mill powers in the territory; surrounded with valuable and large forests of timber and rich land—every thing conducing to make it one of the most valuable town sites in the territory. It being equal distance from almost every settled

point in the territory. We venture to say that no other place has the claims for the seat of Government, that Whitfield has.

One mile from the town, is one of the finest free stone quarries in the country. Rocks one hundred feet long could be split off from the beautiful mass.

The geographical position of "Whitfield" can be readily perceived, by reference to the several distances from the most conspicuous and remote localities in the territory. And for the benefit of the reader, we will here enumerate some, which will be more satisfactory by reference to the map we have prepared for this work.

Whitfield is distant from the mouth of Kansas river seventy-five miles; from Westport, Mo., seventy-five; from Fort Leavenworth, sixty-five; from Atchison sixty-five; from St. Joseph, eighty; from "Arbana," on the Big Nimehan, eighty-five; from Marysville, on Big Blue, eighty-eight; from Fort Riley, seventy-five; from Osawattamie, on the Osage, eighty; from Osage, ninety; from Fort Scott, one hundred and ten; from Sante Fe, Mo., eighty five; and from Arkansas, one hundred and twenty miles.

The location is thirty miles farther from the extreme southern boundary of the territory, than from the northern boundary; but the southern portion is much more of an inland section of country, and never will be as densely populated as the the north. The prospect of settlement terminates beyond Fort Riley and Marysville, for beyond these points it never can be densely populated.

The roads designated leading to these various destinations, are the finest imaginable; rendering carriage traveling the most delightful in the world. To Fort Leavenworth it is an easy day's drive, in the summer time—a distance of sixty-five miles from Whitfield town. Over this route for miles on either side of the road, splendid farms could be made, and will be in process of time, as soon as people learn to dispense with that most diligently sought for article—timber.



CHAPTER IV.

Location—Origin—Description of Whitfield City—Proprietorship of Town—Conda River—View of the Country—Settlement—Wolf River North—Near Kansas River Prospect—Town once named Delaware City—Changed—Literary Purposes.

WHITFIELD City, a name of ancient remembrance among all christian denominations, is laid out on a splendid and magnificent scale. Its peculiar locality and advantages of good springs, mill-powers, coal banks, and beautiful groves of young trees, as well as the commanding situation at the junction of several public roads, induced the original proprietor, JOHN B. CHAPMAN, to select this site for the establishment of a public school and other benevolent and literary societies, to promote the happiness and better the condition of its inhabitants. No place in the territory could he find, in all his investigations, so admirably calculated for public institutions of learning, as this location.

He first named the place "Delaware City," and associated Mr. JAS. A. GRAY and F. SWIGGE as partners in the location, and they immediately set about erecting a school house, and Mr. C— returned to the States to procure teachers, designing at the earliest possible period to establish a protestant institution of learning. Subsequently, on petitioning for a post office, it was found that there was already a "Delaware" post office, when it was changed to "Whitfield." Below, we give a full description of the town and country. It is laid out at right angles, with a number of large public squares for schools, churches, etc.

In the south view is a densely luxuriant forest of timber, that encircles the base of the elevated prominence; and beyond the timber, a mile and a half from the public square, flows the Kan-

sas river. In the distance, beyond the river, for miles you behold the high rolling prairie. On the west margin of the plat of the town, meanders the rippling and limpid, serpentine Conda river, with a dense copse of woodland. On the east and west of the town plat and public square, are clumps of shade trees overshadowing two large and limpid springs of water. On the north is a boundless view of the waving prairie, with a long view of the great military road. To the north-west you behold the smooth, serpentine windings of the Conda river, studded with a black looking forest, shooting off to the north through the Potawatamie lands, like the great hydra for which it was named, retreating from view in the high rolling prairie.

Whitfield City is laid out with a view of encouraging scientific, literary and religious institutions; liberal donations are made for school houses and churches, and the fine springs ensure comfort and convenience. The central position to any part of the territory will render Whitfield a convenient location for men of business. The Kansas river, navigable only a small portion of the year, is near enough for all commercial purposes. The road leading to the river is a beautiful dry sandy ground, without any obstruction from mud, ravine, or other matter, at any season of the year. No country in the world contains a richer soil than in the vicinity of this town, and one year's crop will furnish all the luxuries that earth can produce. A rail road up the Kansas river will soon supercede every other thoroughfare.



CHAPTER V.

Country North and West from Whitfield—Wolf Creek Settlement—Distance—Nimehaw—Potawatamie Land West—California Emigrant Road—Catholic Mission—Heart Creek—Settlements On—North of Potawatamie Land—Open for Pre-emption—Crossing Big Vermillion—German Town—Forks of Military and California Road—Fort Riley—Big Blue—Rock Creek—Army—Uselessness—Extent of Territory Proper.

NORTH of the town of Whitfield there are no settlements, although there is much good land open for pre-emption, until you reach the head of Wolf river, a distance of thirty-five miles, and the head of Nimehaw which interlocks with it, on which are extensive settlements. Proceeding west from Whitfield, the four roads all lead off in the old California and Oregon emigrant route through the Potawatamie land and up the wide bottom of the Kansas river passing a number of improvements of the Potawatamies and traders very little timber prevailing. Heart creek affords considerable timber and heading outside their lands on the north, will admit of good settlements on lands subject to preemption; twenty-two miles is the catholic mission. Here is a large farm and several, extensive buildings, and a school for the Indian children, but of what number or how taught or managed, or what the appearance of the inside of the buildings, we had no means of knowing.

We took lodgings at Mrs. Bertrands, an old acquaintance from Michigan, had kind treatment and good fare. The good houses and farms belong to the half-breeds and traders, the latter are numerous. The full blooded Indian while he has a dollar of annuity pending will not work. The annuity is only twenty dollars per head, and that amount they are five times indebted for before it.

becomes due. The best thing the government could do with these Indians would be to subdivide their lands and require each Indian to take a personal location, he would then have some inducement to labor and improve his farm, they should be paid no annuities only in implements, and that applied under the superintendence of the agent. But under the present arrangement the agent of the Potawatamies is of little or no advantage whatever to the Indians. Instead of being among the Indians and attending to their wants, he resides at a hotel in Westport, looking more like an English esquire than a business man; he sees the Indians once a year at the payment, and then reserves a portion of the funds in *case of need!* How does he know when they are in need a hundred miles distance from them?

Twelve miles to the west side of the Potawatamie's land you arrive at Big Vermillion creek, at the crossing is a new town called Germantown, Augustus Becker proprietor. Vermillion is a fine, bold stream, the bottom land well set with copses of timber; six miles from its confluence with the Kansas it enters the Potawatamie land, just at the crossing of the California road, immediately after the road crosses the river it forks, as heretofore stated, the Fort Riley road keeping up the Kansas, crossing Rock creek, Big Blue and Wild Cat, all these streams contains excellent land and timber. The Vermillion is a long stream and will admit of a dense population; a large opening presents itself to the emigrant on all these streams the land is all open to pre-emption.

Coal, rock, rich land and plenty of timber are predominant in this region of country, but beyond Big Blue the land becomes of a lighter, sandy cast. Beyond Fort Riley and little Blue it is exceptionably soft in wet weather, being interspersed with flinty points, some good locations could be made but are not desirable. Forty miles from Germantown brings the traveler to Fort Riley, a very beautiful locality. The frontier settlers are in danger and fearful of Indian depredations. The Pawnees have no lines of demarcation by which the soldiers are required to guard them; they could kill every settler before the army could be notified,

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and then whip the army if they left the Fort. These stations are useless appendages, an unnecessary expense, consuming the worth of all the lands in Kansas every two years. The land should be given to the pioneer for settlement, and send the army into the mountains, and require them to travel from one station to the other all the time, and let the Indians know that they shall not visit the emigrant route at all.

Fort Riley is situated immediately below the junction of the Republican Fork and Smoky Hill Fork of Kansas river. Solomon's Fork and Saline Fork are tributaries of the Smoky Hill Fork. As you pass west on these main branches of the Kansas river the timber very perceptibly diminishes—the soil becomes thin and poor; a few good selections may be found west of Fort Riley and west of little Blue, but not any that we have seen more than forty miles beyond; and that distance, we should say, ought to be justly conceded to be the terminus of the territory proper, making about two hundred miles west from the eastern line, and a great portion of this must always be thinly settled. The fair estimated dimensions of the inhabitable part of Kansas is from latitude 37d. 30m. north, to 40d. 10m.; longitude west from Missouri State line 94d. 30m.; 97d. longitude west from Washington—making a square of two hundred miles east and west, and two hundred and forty north and south.

Pawnee town, a few miles below Fort Riley, on the north side of the Kansas, is supposed will be the temporary seat of Government, fixed for the time being by the Governor; it certainly will be out of the way of the Missourians so far as the small fry is concerned, but not the leaders; they will go any distance; such an idea of promoting foreign influence is preposterous.



CHAPTER VI.

California Road—Big Vermillion to Big Blue—Rock Creek—Cedar Creek—Springs—Land—Timber—Lower Crossing of Blue—Upper Crossing—Marysville—Ten Mile Creek—Little Blue—Sandy—Flinty—Marl—Room for Settlement on Blue—Cedar, Rock and Ten Mile.

At the forks of the California and Independence emigrant road at the crossing of Vermillion river, we have already said the country is delightfully good in land, timber, water and coal; pursuing the California road, the emigrant will find abundant inducement to look out a location. The prairie rolling with a few clumps of trees in the ravines, and a plenty of coal. Rock Creek, a tributary of the Kansas, fifteen miles from Vermillion, is a desirable stream, every requisite for farming; but one house, when we passed, and to our misfortune and dismay, no family in that. The house had been prepared and abandoned for the winter. The writer anticipating a lodging there, traveling east from Blue river, arrived just at dark; the weather was extremely cold, and he and his horse were exhausted, and being alone and without any means to make a fire or aught to eat, after a journey of forty miles that day, and twenty more to the nearest settlement, the disappointment nearly cost him his life; two or three times he became drowsy on his horse and dismounted to lay down in the grass, which he had done, he certainly would have frozen. At another time the horse lost the road and a whole night in the prairie, cold, hungry and without fire, appeared inevitable.

Another year this inconvenience will be remedied, but at present the emigrant would be in danger of the Pawnee Indians by locating so far on the frontier; Fort Riley, although at a short distance would be no protection whatever.



Here on this stream a number of families can obtain valuable farms and all open to pre-emption.

Between Rock and Cedar Creeks you pass several small streams, with copses of timber; the prairie is sometimes very high, giving a magnificent prospect when on the summit, viz: a view of the Kansas, Big Blue, and far beyond, probably sixty miles, some noted peaks of prairie we have observed that far.

Twenty miles from Rock Creek is Cedar, a tributary of Blue: the bed of Cedar is deep, banks high and narrow, good running water, the domain inviting, timber abundant, and every encouragement for a large settlement, both up and down the stream. From here the prairie is more broken to the crossing of Big Blue, yet good locations may be had, but the upland is not so rich, twenty miles from Cedar to Big Blue. At the lower crossing there are several cabins erected on the old emigrant road; good bottom land, and on the east side high broken prairies, gravelly and soft white rock. Six miles up Blue from the old California road is the crossing of the St. Joseph and Oregon emigrant road, at a town now called Marysville—a trading post of Mr. Marshall, with the Pawnees, whose locality is west. Blue river is a clear bold stream, whose banks overflow in the spring season. Ten miles beyond Blue is Ten Mile Creek and the union of the two great emigrant thoroughfares. The country beyond this longitude presents no inducement for settlement for many years. Mr. Marshall keeps a large stock of cattle; he had two hundred tons of hay consumed by fire this fall. The land is first rate but the timber shows but little inducement for the emigrant.

On little Blue about forty miles farther west there are small groves of young timber, but limited. An emigrant had settled on little Blue but was killed this summer by the Indians; it is not probable any more pioneers will attempt a location there until some arrangements are made for their protection from the Pawnee Indians, who have no annuities and we believe no agency. The troops are housed up in their barracks and never visit the frontier to awe the Indian.



CHAPTER VII.

South
Kansas on the North side Described—Independence and California Emigrant Road—Shawnee Reservation and Treaty of 1854—280,000 Acres open for Settlement—Now open to pre-emption—Good Timber on Reserve—Half Breeds—Civilization—White Men married in Tribe—Full Blood—Speculation—Lemon Acid—Locomotive Grocery—Description of Shawnee Reserve—Methodist Mission, Buildings, Rev. Mr. Johnson—Baptist Mission—Quaker Mission—Efforts to civilize the Indians—Stream through Reserve—Cedar Creek—Mill Creek—Kill Creek—Rock Creek—Timber—Dr. Stillman's Mission not patronized.

HAVING described a district of country along the north side of the Kansas river, showing the several water courses emptying into the Kansas, with a sketch of the resources of all these streams and of the towns, cities and settlements, actual and prospective, the writer proposes in this chapter to commence again at the junction of the Kansas and its tributaries on the south side, giving a full statement of all the important localities, towns and cities, prospective and in *essee*, describing only the tributaries of the Kansas.

The emigrant starting from Westport, a town in Missouri, situated near the line of the territory and taking the Independence and California emigrant road immediately enters the Shawnee reserve made at the Treaty at Washington in 1854. The Shawnee lands previous to the treaty extended about one hundred and fifty miles west from the Missouri line, bounded north by the Kansas river from its mouth to the Potawatamie lands, a distance of seventy-five miles, then by the Potawatamie lands and sixty miles beyond the southwest corner of these lands to its western