

The Happenings

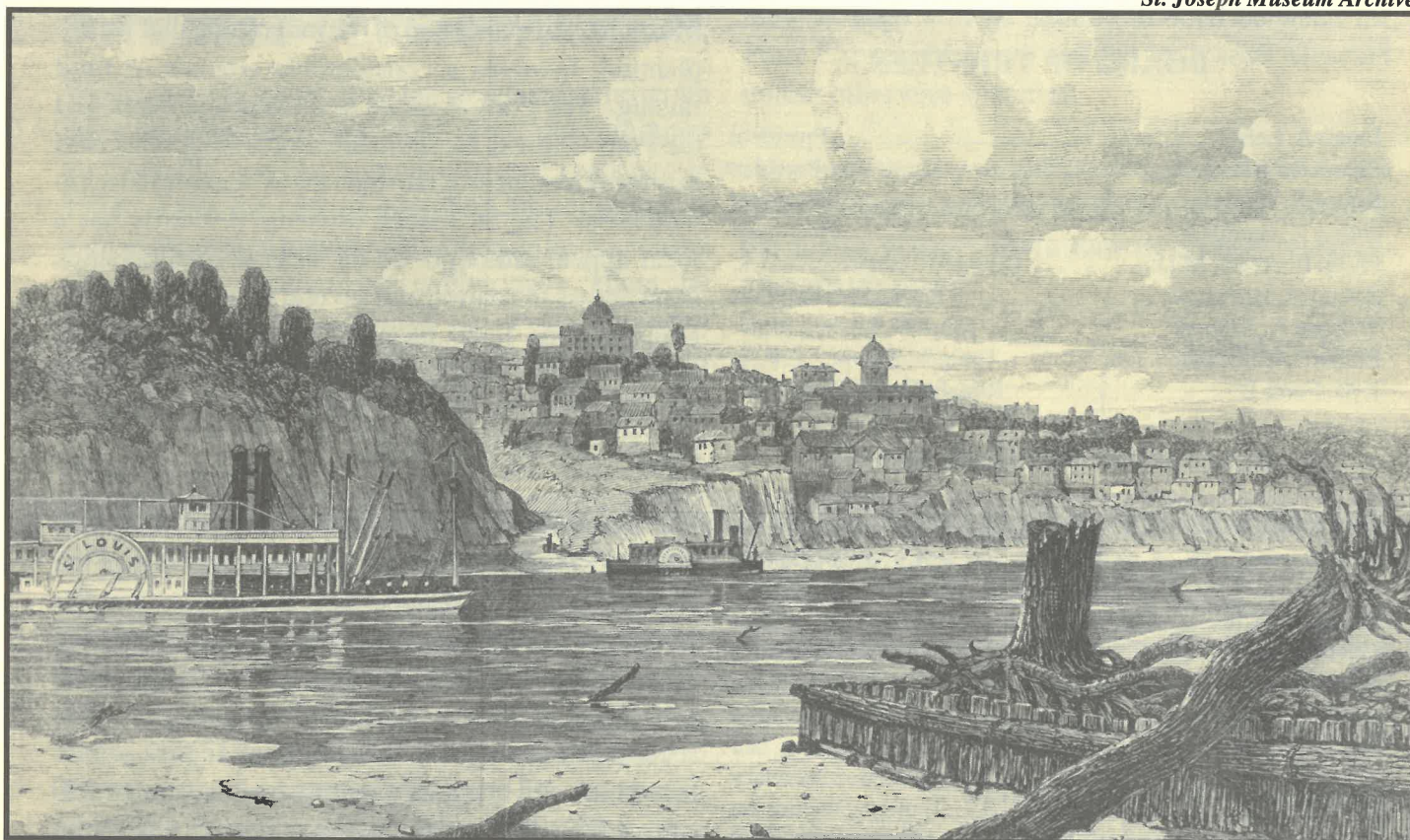
ST. JOSEPH MUSEUM
PONY EXPRESS MUSEUM

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St. Joseph Museum Archives



VIEW OF ST. JOE, MISSOURI, FROM THE KANSAS SIDE

"Illustrated London News", 1861

From the Director

Over the last several issues of *The Happenings*, reference has been made to the Pony Express expansion. We have talked about the history of the stables and about the archaeological excavation taking place. We have also talked



about the overall conceptual plan of the expansion. One of the elements of this expansion is the need to separate the Pony Express Museum and the St. Joseph Museum. An expansion of the magnitude that we are planning involves a considerable amount of fund raising. The Pony Express as a historical event and the Pony Express Museum are more easily marketed in a development program than the St. Joseph Museum would be. The St. Joseph Museum primarily has a local appeal although we do receive memberships from across the nation and several foreign countries. However, the Pony Express is clearly recognized nationally and internationally, and therefore when seeking funds for the expansion, our intention is go beyond just the local area.

We have divided the overall expansion into two phases. Phase one involves the reconstruction of the back portion of the historic stables and is the smaller of the two phases. This first phase will add approximately 4,000 square feet to the existing 3,000 square feet providing us with 7,000 square feet. The second phase will add an additional 13,000 square feet which will bring the total expansion up to 20,000 square feet. It is anticipated that the majority of the cost of the first phase will be raised locally, while the machinery for a national campaign to support and finance the second phase is being developed.

The separation of the Pony Express Museum and the St. Joseph Museum, of which I spoke of earlier,

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involved the creation of a separate corporation which is entitled *Pony Express, Inc. - A National Memorial*. In the last issue of *The Happenings* in the "From the Director" article, I spoke of the need to create two separate budgets, one for the St. Joseph Museum and the other for the Pony Express Museum. As a part of both budgets, memberships will be a vital source of our operating revenue. Even though the two institutions are now different entities, the boards of trustees have made the decision that all memberships will be jointly shared unless otherwise specified by the donor. This decision, on the part of the boards, came about as a result of the need to separate the membership programs of each. We wrestled with how to handle the logistics of two separate membership programs. We did not want to deal with two separate membership files and our current members probably do not want to deal with that either. Therefore, the easiest solution was to share the membership monies unless otherwise specified.

While we were researching the membership program three items became very clear. One, our minimum membership was last upgraded twelve years ago in 1978. Two, the cost of operating the museums as well as the cost of membership benefits has increased substantially over these past twelve years. Three, the quality of *The Happenings* has been upgraded significantly in size, quality, breadth and depth. It has grown from a simple newsletter to a small journal with major articles and lots of supporting photographs about your museums and what they do. The board of

trustees therefore decided to increase the minimum membership to \$25 with the next increment being \$50. A large number of our members are already giving more than \$25 and we greatly appreciate this level of giving. I would suppose that this action may cause a few members to drop, but I am confident that the vast majority will understand the need and rise to the occasion and not be offended by the increase.

We feel that the contributions the St. Joseph Museum and the Pony Express Museum make within the community are significant. Our impact on the tourism industry in St. Joseph is very high and the educational programs we offer through exhibits, research and special programs contribute to the overall quality of life in St. Joseph. You will receive a different membership form when your membership comes up for renewal next time. This new form will clarify that all memberships are family memberships and that all memberships will be equally divided between the Pony Express Museum and the St. Joseph Museum unless otherwise specified.

I sincerely thank you, and I look forward to the future of the museums and your continued support, because the quality of these institutions are directly related to your involvement.



THE CZECHS ARE COMING!

The Czechs are coming! Join the Pony Express Museum in welcoming them on Sunday, June 17. They will be arriving with the members of the National Pony Express Association (NPEA) who will complete their annual reride from Sacramento, California, by riding into St. Joseph at 2:30 P.M. A special welcoming ceremony sponsored by both the Patee House

Museum and the Pony Express Museum will be held on the front porch of the Patee House Museum.

A NPEA rider, accompanied by other members of the NPEA and the six Czechoslovakian riders, will have commemorative letters which have been carried all across the Pony Express trail. These letters will be flown to

Czechoslovakia and carried on a "pony express" ride there.

A joint celebration is being planned by the Pony Express Museum and Patee House Museum to welcome the Czech riders. The Pony Express Museum will have special attractions in the stables and in Patee Park on Sunday from 1 P.M. to 5 P.M. These special attractions

Dig Starts at Pony Express Museum

The archaeological dig at the Pony Express Museum began its 1990 season the end of May. The museum is very fortunate to have Mike Fisher, president of the St. Joseph Archaeological Society and past president of the Missouri Archaeological Society, continue as dig supervisor at the site. Many new squares will be opened this summer in hopes of discovering the answers to some questions raised by the excavations last year.

This is your chance! If you have ever wanted to participate in an archaeological dig, please contact the St. Joseph Museum - 232-8471. Volunteers are needed and no previous training is necessary. You will be taught everything you need to know. This is an experience you don't want to miss. Please call the museum for the schedule of the dig this summer.

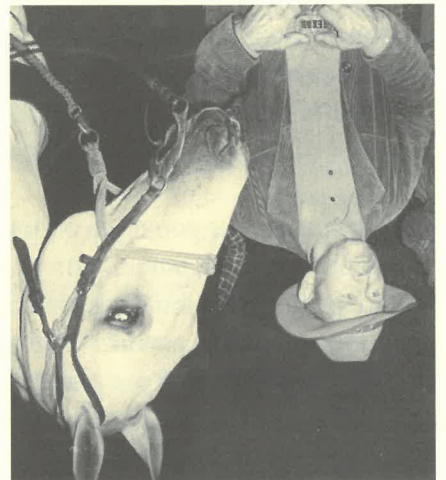
Bonnie Watkins, Curator of Collections

The Patee House Museum will be celebrating the Pony Express-Jesse James Festival on both Saturday and Sunday (June 16 and 17). Events taking place there, in addition to the welcoming ceremony for the Pony Riders at 2:30 on Sunday, include a melodrama, shoot-outs and other entertainment. Members of the St. Joseph and Pony Express Museums. Membership in our museums is one of the top honors awarded their riders, and it would be fantastic to have a large turnout to welcome our international members. A fun afternoon is planned for the whole family. Join in the celebration of this historic event promoting "Peace and Unity Among Nations," the theme of the international ride. Remember Sunday, June 17, at the Pony Express Museum and the Patee House Museum.

Jackie Lewin, Curator of History

A variety of food will also be available at both museums. In Patee Park the ladies of the St. Joseph Ukrainian Catholic Church will offer some of the delicious baked goods that have made them a favorite at Prairie View Festival. The Pony Express Neighborhood Network will have an old fashioned lemonade stand. At Patee House Museum you can buy ice cream in their Japanese Tea House. At other locations around Patee House

Bohumil Kasparek, Czechoslovakian Pony Express rider. He will be one of the Czech riders in St. Joseph on June 17.



St Joseph Museum Archives

include International Dancers from Kansas City who will be performing Czechoslovakian dances as well as dances from other eastern European countries. Musicians will entertain in Patee Park while old fashioned games will be available for the public to play. Games planned at this time are marbles, jump rope, checkers, jacks, sack races, three legged races, a hoop and stick contest and croquet. Pony Express T-shirts will be awarded as prizes.

Pony rides for children will be available. A wagon pulled by mules will shuttle people between the Pony Express Museum and the Patee House Museum. At various times during the afternoon, Russ Mooney will be demonstrating the making of a mochila. At scheduled intervals, a horse and rider will demonstrate how the mochila was exchanged at Pony Express stations. In the Pony Express Museum, the video of the Czechoslovakian Pony Express celebration will be shown.

A TRAVEL GUIDE

EMIGRATION MID-1800s

From the *MISSOURI RIVER* to the *IOWA, SAC & FOX MISSION*

By Jacqueline Lewin and Marilyn Taylor

In August 1988 the Oregon-California Trails Association (OCTA) held its national convention in St. Joseph. The St. Joseph Museum and the Gateway Chapter of OCTA hosted this event. In preparation for the field trips to be offered during the convention, the St. Joseph Museum staff spent many hours researching and documenting ferry crossings and the St. Joe Road and its feeder trails from the Missouri River to the St. Joe Road's junction with the Independence Road. This article on the ferry crossings between St. Joseph, Missouri, and White Cloud, Kansas, is a partial result of the field research of Marilyn Taylor, Heidi Hornaday, Jackie Lewin and Rich Nolf. Marilyn and Jackie wrote the script for the tour.

Since the museum has had many requests for copies of our field trip scripts, the staff decided it would be a good idea to publish the research for others to enjoy. It is presented for your use in the form of a travel guide so that you may drive your car and visit the sites described. River mile markers are also given for those who choose to travel by water - although this would be only an approximate tour since in many instances the river has moved away from the ferry sites of the mid 1800s. At the time of this writing (June 1990) U.S. Highway 36 is being rerouted in the area around Troy. After that construction is completed, this travel guide will be updated and reprinted. Another article dealing with the remainder of the St. Joe Road through Kansas will be published in *The Happenings* at a later date. That article will be added to the reprint of the river crossings travel guide.

Before you begin the travel guide, we would like to give you some background information about the Missouri River. For many years, it was thought that the Missouri could be ascended only by canoes since it was too swift for oars, too deep for poles, too crooked for sails and

too shallow for keels. Also, there were no stable banks where tow paths could be established. The Lewis and Clark Expedition of 1803 did the first extensive survey of the river. That expedition used all of the just mentioned methods for getting up the river.

In 1819 the first steamboat was launched on the Missouri River. Steamboat trade continued to grow until the 1860s and then began a gradual decline due to the growth of the railroad system.

The Missouri River begins in Three Forks, Montana, where the Madison, Gallatin and Jefferson Rivers converge. After a 2,500 mile journey, the Missouri joins the Mississippi 18 miles above St. Louis. The current normally flows at seven miles an hour. Today the Missouri River is used for both commerce and recreation. Above Sioux City, Iowa, most of the traffic is recreational, but downriver from that point, the Missouri is an important commercial thoroughfare.

The United States Corps of Engineers has been working since the 1930s to stabilize the channel and the banks of the Missouri in order to improve both flood control and navigation. Before the Corps' work, the river meandered back and forth in its five mile valley between the bluffs. During a flood, the river might seek a new channel, cutting off one of its old loops. This old loop would remain for many years as a crescent-shaped

Channel marker on the right bank of the Missouri River near St. Joseph



Robbie Sipes

the Kansas side (the right bank). Right and left banks are determined by standing at the source of a river and facing downstream. The left bank is on your left - the right bank on your right. The numbers above the channel markers tell the mileage from the mouth of the Missouri River at St. Louis.

In the emigrants' day, the river was wider and shallower, its current was slower and in many places, the river was inaccessible because of marshy areas along the banks. Today the Corps of Engineers maintains a channel for navigation at least nine feet deep. In the St. Joseph area the Corps does not have a problem keeping that depth since the channel naturally varies from 13 to 30 feet deep.

We hear so much about the overland trails across the Plains that we sometimes forget that almost all emigrants going to Oregon or California began their journey with a boat ride on the Missouri River. Many emigrants came to St. Joseph by riverboat, arriving from the south. The river mile marker at St. Joseph is 449. They outfitted in St. Joseph and waited in line to cross the river. Others came overland already outfitted and ready to head west.

In the mid 1850s, an emigrant coming to St. Joseph by river might expect to pay two cents a mile for passage on a steamboat. This included bedding and food. Deck passage (where one had to provide his own bedding and food) was

as, on land, the wind forms sand dunes. These dunes constantly shift and move. When water pours over the crest of one dune into the valley below and then rolls up the side of another dune, a boil occurs. In shallow water, the boils will be small and rise above the surrounding water surface, but in deep water, the boils will be large and flat. If the boil is single or stationary, it could also mean there is a snag or obstruction under the water at that location. Sand from the bottom and soil from the banks are constantly churned, boiled and swirled by the river which is why the water is so muddy.

Just as the Missouri River runs serpentine through its five mile wide valley, the channel runs serpentine through the river itself. That is why boats move from one bank to another as they travel on the river. In most rivers, the water moves and the bottom stands still. But, in the Missouri River, the sand bottom also moves and not always in the same direction as the current. The "boils" on the river's surface are caused by several things including the current and the sand bottom. The current pushes the sand on the bottom into dunes just

left it.

depression which would fill with rain water and ground water making an "ox box" lake. In various instances, towns that had been established on the river were left high and dry when the river cut a new channel - sometimes as many as several miles away. Amazonia, Missouri, which you will visit later during this tour, is an example of a town whose destiny was changed when the river

less. Many emigrants came to St. Joseph overland from the north and east. However they got here, once in St. Joseph, the Missouri River had to be crossed. In 1852 it cost \$5.00 a person and 50 cents per head of livestock to ferry across the river from St. Joseph.

Emigrants began gathering on the banks of the Missouri River in early spring. They would outfit their wagons and make preparations to begin their trip west. During the spring of the years in the mid 1800s, the streets of St. Joseph became alive with the hustle and bustle of emigrants preparing to cross the Missouri River and head west to present-day Oregon, California or Colorado or places in between. It is estimated that 350,000 people traveled west from Missouri River jumping-off towns from 1841 to 1866.

The earliest emigrants' destination was Oregon. They were families who were looking for the opportunities offered by a new home. During the years 1849, 50 and 51, the peak years of westward emigration, the St. Joseph area had more emigrants depart than any other jumping off point on the Missouri River. Before 1849 most emigrants were leaving from the Independence area. After 1851 Council Bluffs began to take the lead as a jumping off point, but the St. Joseph area continued to be an important departure point into the 1870s. St. Joseph was particularly active in the late 1850s and early 1860s when gold was discovered in the Colorado Territory drawing goldseekers to that area. The

slogan "Pike's Peak or bust!" was a common sight around town in those days.

The earliest wagon train to leave the St. Joseph area was the Gilliam party bound for Oregon Territory. It departed in 1844 and crossed the Missouri River at Caples Landing near present-day Amazonia. In 1848 gold was discovered in California causing a new type of emigration to begin. This time most emigrants were not going in search of a new home. They were going in search of gold and hoped to return to the east as rich people. These emigrants were usually wagon parties of men not family groups.

Emigrants began their journey in the early spring, as soon as the grass on the prairie was green and could support their stock. Although grass usually appeared on the prairie as early as mid-April, most emigrants (according to their journal and diary accounts) left during the first ten days of May. Since the journey to California or Oregon led across both the Rocky Mountains and the Sierra Mountains, it was important for the emigrants to leave early enough to traverse passes in these mountains before snow storms began.

There were a number of ferry crossings on the Missouri River between St. Joseph, Missouri, and White Cloud, Kansas. Although the largest number of emigrants crossed the river at St. Joseph, many used other ferry crossings in the vicinity because the wait in St.

Joseph was so long. Those crossing to the north followed feeder trails into the main St. Joe Road. The main road extended west from St. Joseph to just past present-day Marysville, Kansas, where it junctured with the Independence Road. To get a feeling of what the emigrants experienced in St. Joseph, read what they wrote in their diaries:

April 24, 1849 - James Tate:

"St. Joseph is a very Flourishin place at situated on the Mo. river where it makes a great bend to the east. ..."

and on May 3 Tate added:

"Went in to St. Jo and took our place at the ferry. about 40 teams ahead at each boat They cross about 35 teams per day on Each boat and some times there is great contention about these rights, and at a landing 5 or 6 miles above this there was two men killed in a conflict for their rights, this is the finest place I have seen on the river for crossing an eddy on both sides, and very narrow and good landings on both sides. St. Jo is beautifully situated and improving very fast, it now has a population of 14 hundred, three churches, Presbyterian Methodist and Catholic."

May 2, 1849 - John Banks:

"We arrived at St. Joseph, a dirty town on the frontier of Missouri. Its growth has been very rapid, but its appearance is uninviting. Here we begin to see what an excitement



Potawatomi Indians at the Mouth of Blacksnake Creek by Rudolph F. Kurz, a Swiss artist who lived in St. Joseph 1848-50. The mouth of Blacksnake Creek was at the foot of Francis Street where the emigrants boarded the ferry to cross the Missouri River. This picture was a sight similar to that described by Lodisa Frizzell on April 29, 1852.

California has created. On the 1852 emigration picked up and the river then (Lexington) was

confusion enough; here it is a

complete jam."

On April 30, 1850, Eleazar Ingalls wrote:

"St. Joseph is quite a village, and doing a great deal of business at this time. But the way they fleece California emigrants is worth noticing. . . . The markets are filled with broken down horses jockeyed up for the occasion, and unbroken mules, which they assure you are handy as sheep. It is the greatest place for gambling, and all over rascality that I was ever in."

The year 1851 was a low point in the numbers going west, but in

On May 1 she continued:

Lodisa Frizzell wrote on April 29: "We proceeded to the ferry, but could not cross for 2 hours for the crowd of teams which were in before us; while waiting there, some 200 Indians of the Pawlatimes & Winewabagos came down the street. . . ."

"Teams crossing the river all the while, but there is not half ferry the consequence, besides the pushing & crowding, to see who shall get across first. There is every description of teams &

waggon; from a hand cart & wheelbarrow, to a fine six horse carriage & buggy; but more than two thirds are oxen & waggon similar to our own; & by the looks of their loads they do not intend to starve. . . ."

And on May 8 she added:

"This morning I went out walked up a hill which overlooks the town & river, never saw such a bustle, there was a large drove of cattle, filling the streets for some distance, which they were crossing to the other side as fast as possible. . . ."

On April 5, 1853, Agnes Stewart wrote:

"Arrived at St. Joseph today. Was quite disappointed at the appearance of this place. I had expected to find log houses and frame shanties, but instead I find brick houses, and plenty of whiskey. Every man I meet looks like an ale cask himself. To my opinion St. Joseph would rise a great deal faster if the people did not take so much advantage of the emigrants. But still, it will be a great place some day."

Emigrant diaries also illustrate the mass of people leaving St. Joseph.

J. Goldsborough Bruff wrote on May 7, 1849:

"As far as we could see, over a great extent of valleys & hills, the country was speckled with the white tents and wagon-covers of the emigrants. There were but two very indifferent scows at the

ferry, and these were being plied from earliest day till midnight, every day; had been so for weeks, and from the mass here, would continue for several weeks more. From the principal street in St. Jose, down 300 yds. crossing a bridge, to the river bank, was one dense mass of wagons, oxen, and people, and as soon as a wagon entered the scow, the next moved down to the water's edge, and the mass in the rear closed up to the front, affording the opportunity to one or more lucky wagons to fall in the extreme rear, &c. Fighting for precedence was quite common. . . ."

John Clark, aboard the Missouri River steamboat *Midas*, noted on April 27, 1852:

"On nearing the City it shows a glowing front with high bluffs or baren banks to the rear. These, with the rich valley below are dotted with waggons, tents, horses, mules & other stock to the number

of 20,000 with a great portion of other equipage. . . ."

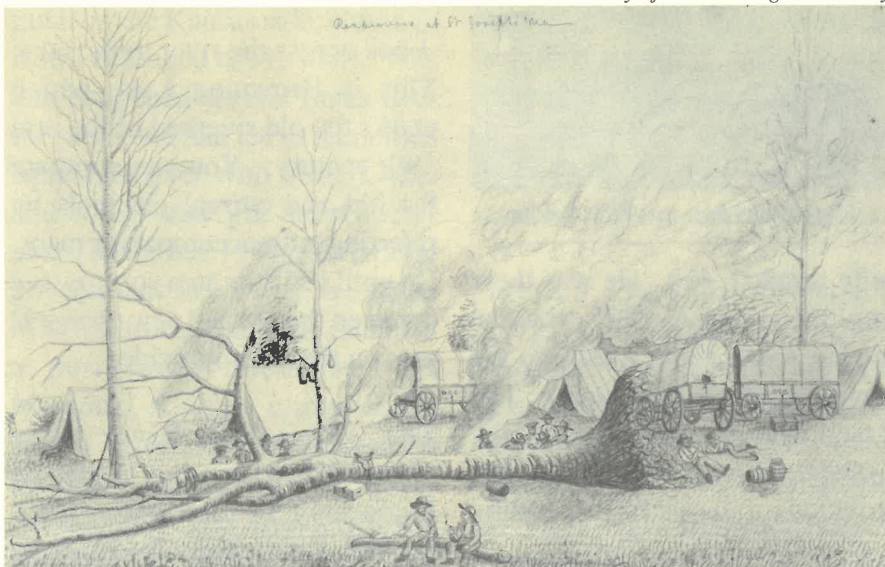
Clark continued on April 30:

"I visited the heights to the rear of the city where I had a full view of the great encampment. The numerous waggons, tents & so many thousand head of stock on the ground is a sight thats seldom seen by one so old, or during a life time."

In the same month, on April 28, 1852, the *St. Joseph Gazette* reported that:

"Hundreds of California and Oregon emigrants, arrive in our city daily. From present appearances, the emigration will be larger than it was in 1849 or 1850. We learn by a gentleman who came through from Hanibal by land, that the road is crowded with teams, and hundreds are daily crossing the Mississippi at various points. We notice among the

Courtesy of the Huntington Library



J. Goldsborough Bruff made this sketch of his camp in St. Joseph in early May 1849.

emigrants several families, who go out with the intention of making permanent settlements. The ferries at this city, are crossing large numbers every day. . . ."

And, that same day (April 28, 1852) Lodisa Frizzell recorded:

"Arrived at St. Josep(h) this evening, the banks of the river & all around the town were white with waggons, & tents;"

On May 6, 1852, Mary Colby said:

". . . I could not begin to tell you how many their (are) in St. Joseph that are going to Oregon and California but thousands of them it is a sight to se the tents and wagons on the banks of the river and through the country they are as thick as camp meeting tents 20 or 30 miles and some say for 50 miles. . . ."

Begin your tour of ferry crossings by visiting Houston Wyeth Park which overlooks St. Joseph and the Missouri River flood plain. To reach Houston Wyeth Park, take exit 6 B (St. Joseph Avenue) off of I-229 North. Go to first stop light (Main Street). Turn left (north) on Main to Poulin (2 1/2 blocks) and turn left (west) on Poulin (4 blocks) to Elwood Street. Turn right (north) on Elwood to Houston Wyeth Park (1 1/2 blocks). This will give you a panoramic view of the river and ferry crossing sites near St. Joseph.

From Houston Wyeth Park look south to the Riverfront Park area



The above photo was taken from the Houston Wyeth Park overlook. The Missouri River is in the foreground. The arrow on the left is pointing to the old riverbed (pre 1952) which is now an oxbow lake, Browning Lake. The arrow on the right is pointing to the site at the foot of the bluffs where emigrants using Parrott's Ferry or Duncan's Ferry would have landed after crossing the Missouri River. Several years later this was also the site of Belemont Landing which was in use through the early 1900s.

It more closely resembled today's Platte River in Nebraska in that it was wider and shallower. It flowed at a rate of about two miles an hour while today the flow (as mentioned earlier) is about seven.

The 1952 flood cut the area off and put it on the Kansas side, although it still belonged to Missouri. This had happened several times over the years and had led to numerous squabbles over who owned what and which state got the property taxes. In the late 1940s, the federal government instructed the states of Missouri and Kansas to establish a permanent boundary. A Missouri-Kansas commission finally agreed that the permanent boundary would be a line down the middle of the Missouri River channel as it was when the agreement was reached. Even if the river moves (and it did in 1952)

the boundary stays where it was when the line was established in the late 1940s. That is why you have to go through Kansas to get to the St. Joseph, Missouri, airport.

You can compare the above photograph taken from the Houston Wyeth Park overlook with the view before you. In this way you will be able to locate the sites of Parrott's (Puh ro) Ferry, Duncan's Ferry, Belemont Landing and the old riverbed.

Parrott's Ferry and Duncan's Ferry, both frequently used crossings, were four miles up river from St. Joseph. These ferries may have been in operation at the same location, but at different dates. To get to these ferries, emigrants had to drive across the river bottom through a dense forest. Diary references indicate that

Parrott's Ferry was in operation by the 1846 emigration and Duncan's by the 1849 emigration.

A March 27, 1846, *St. Joseph Gazette* ad for Parrott's ferry read:

"Ferry Notice. The shortest road to Wholf River, the Iowa Sub-Agency &c, by crossing at PARROTTS FERRY, four miles above St. Joseph. A god lot for the safe keeping of animal immediately at the landing. Rates of Ferrage established by law. Evan Parrott."

Here are descriptions of Duncan's Ferry from emigrant diaries:

J. W. Berrien wrote on April 11, 1849:

"The Ferry Boat is an old flat Boat which the passengers have to row

across themselves and is an unwieldy and unmanageable affair."

One month later on May 10, 1849, John Banks agreed with this:

"Crossed the river rowing a flat boat against the stream; not easy work."

The early emigrants crossed in flat boats, but by the time of the later emigration, steam ferries were in use.

Gustavus C. Pearson used the flat boat in 1849:

"On the first of May our wagons were ferried over the Missouri River at what was called the Upper Ferry, five miles above St. Joseph. The motive power of the scow-shaped, flat-bottomed boat was the strong current of the river. A large hawser was fastened to a tree on the bank some distance up stream from the point of crossing, and was attached by a smaller rope to both ends of the boat. . . . Five dollars per wagon was paid for ferrying four wagons a trip, and the cattle swam across."

Crossings were often dangerous, as emigrant diaries show:

John Benson, May 6, 1849:

"As I was crossing with my wagon it was with the utmost effort that a collision with a steamboat was averted. It missed us by only a few feet and the waves nearly capsized our little craft. For an instant I thought we were gone. . . ."

Agnes Stewart, wrote on May 3, 1853:

"The ferry ran onto a root of a tree in the water and upset. All the men were drowned, and the cattle, although yoked together, swam out and were recovered next morning. The men had been drinking too much and were reckless."

If the emigrants crossed in St. Joseph, they landed where the town of Elwood, Kansas, is now. The ferry went from Francis Street, which is the entrance street to the Riverfront Park, across the river to what was then Indian Territory. Then, they traveled through six miles of river bottom before ascending the bluffs.

Platt & Slater in their 1852 *Travelers' Guide Across the Plains Upon the Overland Route to California* described what emigrants could expect to encounter: "From the Ferry you pass over a heavy-timbered bottom, which in

many places is soft and miry, and in wet seasons of the year is exceedingly difficult. This is the heaviest body of timber through which the road runs in passing from the Missouri river to the Nevada mountains."

If they crossed at Duncan's Ferry, the emigrants landed at Whitehead's Trading Post (later named Belemont). Refer to the photograph on page 11 and note March 14, 1845. Isaac Butler wanted to marry Tabitha Tucker of St. Joseph. Her father said no and forbade the marriage. Rather than chance a long and possible permanent separation, Tabitha accepted a last minute proposal. The couple made their way to the St. Joseph ferry which left minutes after their arrival. During the trip the couple engaged the services of Reverend William Harrison and upon landing on the opposite side, were ready for their honeymoon.

A June 1, 1853, *St. Joseph Gazette* notice stated:

"...two good Boats in good order," and could "cross from 5 to 700 cattle per day."

In the same *Gazette* issue was an advertisement signed by "Simeon Mattingly, Ino Johnstone, and Jno. W. Martin," stating that they were:

"bound for California, via the Plains, having over 800 cattle, horses, wagons &c., take pleasure in recommending to all emigrants, Whitehead's ferry. . . ."

Two other ferry crossings in operation a couple of miles up the river were Bonton in use in 1849 and Jamestown Landing, which was in use as early as 1841. Those sites are too far north to be seen from the Houston Wyeeth Park

overlook. Bonton, which means good manners, good breeding or high class, was named by the French settlers on the Missouri side. At the site where the Jamestown Landing ferry operated, the river channel has not changed over the last several hundred years. The little town of Jamestown, which no longer exists, was about 3 1/2 miles to the east of its landing. **Bonton was located approximately at 452.1 river miles and Jamestown Landing was near the mouth of Dillon Creek which is between river mile markers 453 and 454.**

Drive to I-229 South by returning to Elwood Street and turning left on Poulin. Follow Poulin (4 blocks) to Main and turn right. Go the 2 1/2 blocks to the stop light. Continue on Main (4 blocks) and turn left on Jules for 1 block. Turn right on Second (1 block) and enter I-229 North. Drive along I-229 to Exit 11 (County K). As you enter I-229, please note that this is the area where emigrants lined up while waiting to cross the Missouri River.

On April 14, 1849, Dr. Samuel Mathews was camped in this area and wrote of the muddy water of the Missouri River:

"At length we have reached St. Jo's, after floating just a week on the prolonged mud puddle, the Missouri river. It seems impossible that any other water can hold, either in solution or mechanical mixture, as much earthy matter as this. ..." It is good water to drink, if you shut your eyes. ..."

Today the water has been purified and is, of course, perfectly safe. Over the years, there have been some interesting methods of improving the water. The simplest way was to let the water set so the mud would settle to the bottom. Another method was to sprinkle dry oatmeal on the surface. The oatmeal would sink to the bottom as its got soaked and take most of the mud with it. A third way was to pour freshly beaten eggs over the water surface. The egg film would sink slowly and strain out nearly all the mud. You will be happy to know that the company supplying St. Joseph's water today (Missouri American Water Co.) does not use any of these methods.

As you travel on, you can obtain a good view of the loess (luss) soil that makes up the bluffs. Loess soil was produced during glacial eras by the scraping action of glaciers on rock. It also came from the dried floors of temporary lakes and the flood plains of streams fed by melting glaciers. Wind picked up the fine silt and deposited it in upland areas in the valleys of the Missouri and Mississippi Rivers, in eastern Oregon and Washington, in central Europe and in northern China. Thick loess deposits like these are hard packed and stand firmly in the sides of road cuts, almost like masonry.

Continue on County K to where it meets County T in Amazonia (4 miles). (MILEAGE FIGURES MAY VARY SLIGHTLY DUE TO ODOMETER DIFFERENCES.) This is about two miles east of river mile marker 460.

At this point in our research, we know that several ferries were located in this vicinity. Several rival towns sprang up here including Nodaway City (later renamed Boston), Elizabethtown and Amazonia. Amazonia survives. In the mid 19th century, the Missouri River channel was just across the road on your left, and the area where County T meets County K would have been the river bank. Now the channel is about two miles away. Emigrants approached this crossing from the south as you did, or (if they were coming from the north or east) down present day County T on your right. Following are a couple of emigrant comments about the landings in this area.

Isaac Pettijohn arrived at Caples Landing April 30, 1847. He wrote in his diary:

"Arrived at this point this day 12 mi above St. Joseph where we are crossing and intend strikeing west for Oregon. ... The grass is rather short oweing to the dry season but the emigrants are beginning to cross and we wish to be amongst the fore-most.

"Amongst the emigrants are people from all parts of the world and of all grades but all about the same colour it being a kind of dirt color but full of life and glee not in the least daunted at the long and wearisome journey which is just before them."

In 1849 Israel Hale left St. Joseph to cross at Savannah Landing. He wrote:

remnants of a stone house to the left of the gravel road. (This house is on private property)

You are now in the vicinity of Iowa Point. Note on your maps that Iowa Point really was a "point" on the river. A thick limestone ledge extended into the river there and during dry periods, the river could be crossed on horseback. It was first known as Jeffrey's Point after Jeffrey Dorway who claimed the "squatters rights" to this area. Dorway was an interpreter who could speak English, fluent French and several Indian dialects.

In 1841 William Banks purchased Dorway's quarter section for \$600 and renamed the site Iowa Point. He set up a trading post known as "Banks Store" and established a flatboat ferry at the Point in the summer of 1844. Major Clifton Wharton and 300 dragoons were the first to use Bank's new ferry paying \$50 for the privilege. Hundreds of Oregon and California bound emigrants crossed the river at Iowa Point. Bank's Ferry frequently cleared \$144 a day.

Banks continued to operate his hand-powered ferry until 1856 when he sold it to John Pemberton and Harry Forman. Pemberton and Forman were authorized by the Kansas Territorial Legislature to operate a ferry and keep a landing on the west side of the Missouri River in Kansas Territory. So they ran their ferry directly across the river from where Banks had operated his ferry in Missouri. Pemberton and Forman laid out a town site at their landing and

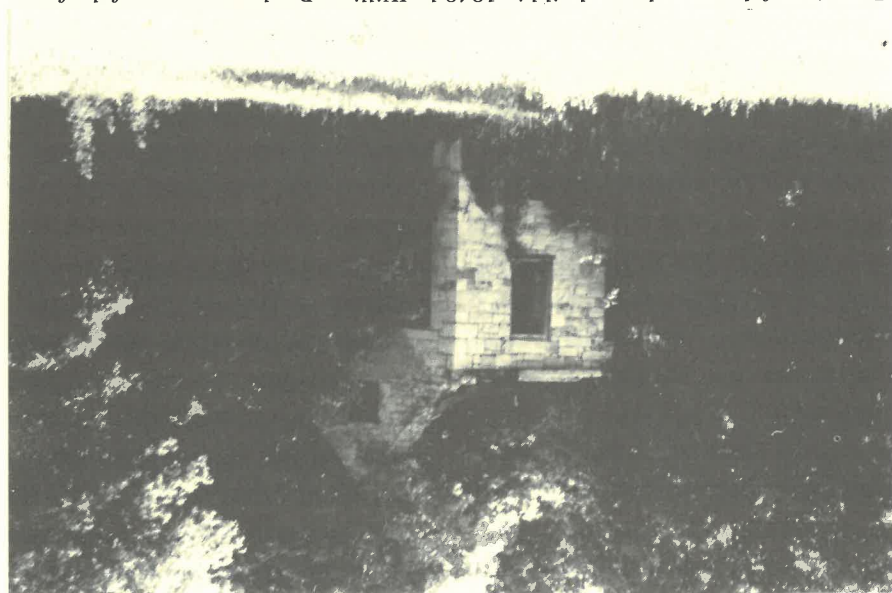
"Found at the landing about thirty wagons ahead of us waiting to cross. Spent the balance of the day in cooking, cleaning up etc. Got the privilege of using the boats at night by manning them and paying an extra price for the crossing. Mine was the thirteenth wagon and was crossed about sun rise Monday morning."

Turn left (west) on County T at the apex of the curve in the road becomes County T for approximately 4 1/2 miles to Andrew County Road 400 in the town of Nodaway. Turn left on Andrew County Road 400 and drive for just under 4 miles. This is a gravel road. You will cross the Nodaway River. Nodaway comes from an Indian word

Andrew County Road 400 will end where the gravel ends and the road becomes County T again. Continue on County T. In this part of the tour you will cross two sets of railroad tracks. There are just under 7 miles between the two sets. After crossing the second set of tracks you will notice a gravel road coming in on the right. Stop here and you will see the

house which will be your next stop. material used to build the Bank's outcroppings. This is the type of bluff on your right the limestone several miles north. Notice in the longer to dry out than the land Even today this farm land takes almost impassable for wagons. was marshy bottom land and flood plain. The area to your left good views of the Missouri River Road 400 you will have several As you drive along Andrew County

Remains of the stone house build in 1848 by William Banks, operator of the ferry at Iowa Point.



Jackie Lewin

received Bank's permission to name the new town, in Kansas Territory, Iowa Point.

In August 1868 the Missouri River flooded and changed its course overnight. The site where Banks, and later Pemberton and Forman, operated the Iowa Point ferry was left high and dry and was no longer a crossing point since the river was now one and one half miles to the east.

The original crossing point was almost 2 miles west of river mile marker 482.

Banks chose this site (a couple of miles from his ferry crossing) for his house because a big, gushing spring was located here. It was one of the largest, purest springs in the Missouri River bluffs between St. Joseph and Council Bluffs. This house, built in 1848, is the oldest building in the county. It is constructed of 2 1/2 foot thick blocks of native limestone like that in the outcroppings you saw earlier. Remains of kilns used to burn limestone to obtain lime mortar are located in the bluffs just behind the house. (Limestone, crushed and heated, produces lime which is mixed with sand and water to make mortar.)

Although Banks eventually sold this house, he lived in this area until his death in 1895 at age 84. He is buried in the Forest City Cemetery.

Continue on County T to where it meets Missouri 111 in Forest City (just over 1 1/2 miles).

You are passing through Forest City which was laid out as a town in 1857. The first store here was erected by Tootle, Fairleigh and Company in the summer of 1857. Forest City was an important river town and hemp shipping point until the 1868 flood when the river moved west from this point approximately two and one half miles. Later, both Tootle and Fairleigh moved to St. Joseph where they became wealthy, prominent citizens.

Turn left on Missouri 111 and continue driving north on Missouri 111 until it meets U.S. 159.

As you leave Forest City, fields will come into view. Thanks to today's soil conservation practices, the area produces an abundance of crops including soy beans, corn, milo and wheat. Watch for the White Cloud grain elevators to come into sight. They are in the distance at White Cloud, Kansas. You will pass through that town later on this tour. You can get a really good view of White Cloud as you drive north on Missouri 111. The river has never moved away from the town, and Main Street still runs straight to the river where the ferry landing was.

You will notice that a levy has been built to contain the flood waters of the Missouri River. This was done after the 1952 flood when the Missouri River was channelized by the United States Corps of Engineers. Along with other water control measures, they built levies to contain flooding.

The levy in this area was finished in 1954 and dirt for it came from the bluffs. A community-elected levy district board now maintains it.

Turn left on U.S. 159 and continue until you cross the Missouri River Bridge and enter Rulo, Nebraska. Rulo is at river mile marker 498.

The Burlington Railroad Bridge on your right was built in 1977. It replaced one built in 1887. The highway bridge was built in 1939. The Corp of Engineers maintains a 9 foot river channel at this point.

Turn left on the first road after crossing the bridge. This road cuts back to the left making a sharp turn. Then go 1 block and turn right on the first gravel road, Nebraska 200. Drive just under 2 miles to a "Y" in the road. Turn left at the "Y" and continue just over 2 miles. You are now at the Nemaha River Bridge. The mouth of the Nemaha River is at river mile marker 495.

Nemaha is an Indian word meaning "no papoose." The Lewis and Clark Expedition camped on an island opposite the mouth of the Nemaha on July 11 and 12, 1804. The following is from Captain William Clark who with five men:

"...assended the River Ne-Mahaw about three (2) miles to the Mouth of a Small creek. . .on a Sandstone Bluff about 1/4 of a Mile from its mouth on the Lower Side I observed some Indian

and walk back north on the road an initial point. John P. Johnson, with a government survey party, set the initial point in 1854 and extended the base line 108 miles due west.

The six foot cast iron marker at this location was placed in May 1855 by a government surveyor, Charles Manners, who was going to extend the base line to the sixth meridian. Manners and a party from Fort Leavenworth came to St. Joseph on May 6, 1855, where they picked up the cast iron monument that had been shipped up river from St. Louis.

Manners and party proceeded to the Kansas-Nebraska border where they placed the monument on the bluff on May 8, 1855. The monument has raised letters on all four sides. The south side reads "Kansas," the north - "Nebraska," the east - "1854" and the west - "40° N. LAT."

If you do not want to make the climb, you can stay in your vehicle and stop at the levee road on the east side of the road you have been traveling. At this point look up the bluffs to obtain a view of the marker at the top of the bluff.

If you would like to get out of your vehicle, you can follow a path up the bluff to the survey marker. Park your car at the county line

at river mile marker 489.8. **The Kansas-Nebraska border is very steep and that rattlesnakes and copperheads are a possibility.**

At the Kansas-Nebraska border the road becomes Kansas 7. Continue south until you reach White Cloud, Kansas, which is at river mile marker 488.

White Cloud was laid out in 1857. It was named for the chief of the Iowa tribe. In the 1860s 1,200 people lived here, and it was an important steamboat landing. Note Main Street which you first saw from the Missouri side. The point where Main Street strikes the river was the site of the landing.

In 1913 ten year old Wilbur Chapman of White Cloud raised and sold a pig to help support a boy afflicted with leprosy. His example started the idea of a "piggy bank" as a savings container. By 1938 10,000 piggy banks had been distributed by the American Mission to Lepers, Inc., and more than a million dollars had been raised to combat leprosy.

Today, twice a year, White Cloud flea markets which attract thousands of people.

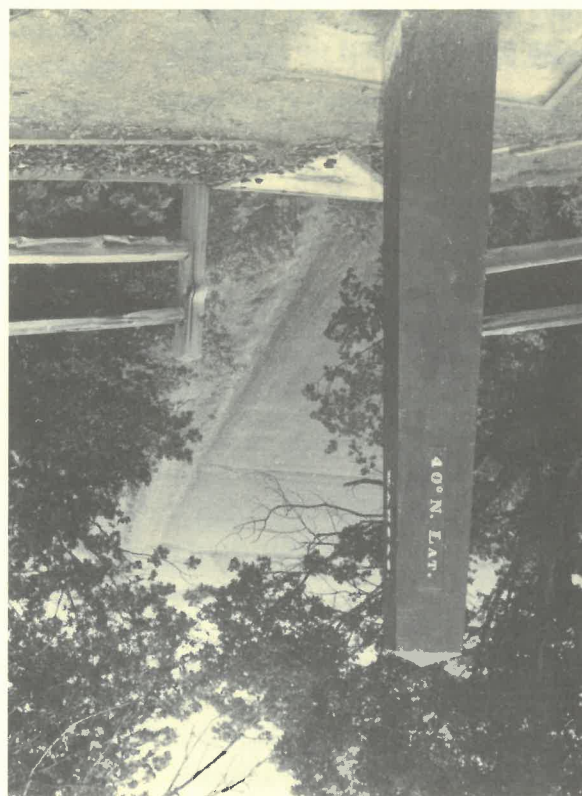
Continue south on Kansas 7. At approximately 4 1/2 miles you will come to a road curving off to

Marks, went to the rock which my name & the day of the month & year." (The site of this inscription has not been found.)

Continue driving south for just under 3 1/2 miles to the Kansas-Nebraska line. This is also the northern Doniphan County line and there is a sign, "Doniphan County Line," at this point.

You are at the Nebraska-Kansas border at the site of the 40th north latitude. On the bluff to the west is a monument marking the initial point from which every tract of land in Kansas and Nebraska and the greater portions of Colorado and Wyoming was surveyed. To complete a survey, a base line has

Survey Marker placed in 1855 at the Kansas-Nebraska border. It can be seen from the road, but you may want to climb the steep bluff for a closer look.



David Mead

the right. This is Iowa Point, Kansas. As previously noted, Iowa Point is 2 miles west of river mile marker 482.

As mentioned at the Banks house, Iowa Point, Kansas, was laid out in 1856 by ferry operators Pemberton and Forman. It was the second largest town in the territory in 1858 (Leavenworth was first) and served as a major steamboat landing on the Missouri River. A leading Iowa Point merchant said, "It is a poor day if I don't take in a \$1000 in yellow money. I am tired of handling gold." In 1862 most of the town was leveled by a fire, and the ferry boat sank. The town never recovered from the two catastrophes. Its fate was completely sealed when the river rerouted itself away from the town in 1868.

Continue south on Kansas 7 to U.S. 36. You will be passing this point again later in this tour. Now we are directing you back to the vicinity of the Missouri River so you may approach Mosquito Creek, Wolf River and the mission area as the emigrants would have. Turn left (east) on U.S. 36 and drive a little over 15 1/2 miles to the east edge of Wathena.

You are driving on U.S. Highway 36 which in its day was a major east-west link. Built in 1923, it was called the Pike's Peak Ocean to Ocean Highway. Up into the 1950s, there was even a beauty contest to select "Miss 36," who ideally should measure 36-24-36. Lately, efforts are being made by communities along Highway 36 to

redevelop the highway as a major cross-country route. Their most recent accomplishment was the designation of the portion of the road between St. Joseph and Washington County, Kansas, as "The Pony Express Highway."

It should be noted that the look of the land has changed since the emigrants passed through. Upon leaving the bluffs, there were trees only along creeks. The rolling hills were prairie - no trees. Also, the creeks were smaller since the prairie grass soaked up rain like a sponge and decreased the amount of run-off. As soon as settlers began to break the sod, soil erosion became a problem.

Stop at the east edge of Wathena where the bluffs on the north side of U.S. 36 end.

When crossing the Missouri River at St. Joseph, emigrants landed near present-day Elwood. From there they drove through six miles of wooded bottomland and followed Peter's Creek (which flows through Wathena) to a gradual rise through the bluffs to the prairie.

If the emigrants used the ferries four miles north of St. Joseph, they crossed the bottomland on the Missouri side, landed at the foot of the bluffs and immediately started a steep climb. Now you will follow that steep climb up the bluffs.

Turn left (north) on the paved road at the foot of the bluffs and go about two car lengths and

turn left again onto the gravel road. Continue on the gravel road for just over 2 miles to where another gravel road cuts back and climbs the bluffs.

This is the approximate site of Belemont, a ferry landing for those who crossed about four miles above St. Joseph. It was established by James Whitehead in 1852. In 1852 the Missouri River was immediately to your right. This is one of the areas emigrants landed when, in their diaries, they mention camping in the river bottom on the Missouri side, crossing the river and immediately climbing the bluffs.

Belemont was about 3 miles west of river mile marker 451.

Turn left on the gravel road to climb the bluffs and continue (just under 2 1/2 miles) to the T. Turn left (west) at the T and go .4 mile to the crossroads (the last .2 mile is dirt). Turn right (north) and go 1 mile to the next crossroads.

Emigrant Hunt chose to take the bluff road on May 7, 1849, and described it in his diary:

"In starting up the bluffs, after leaving the river bottoms, the California and Oregon trail winds around very much so that several miles of it are closely in view at once. The whole length of this, as far as the eye could range, was covered with moving wagons, with ox and mule trains of every variety - whilst almost every ravine and grove by the road-side, within a

mile, contained a camp of one to a dozen wagons, with tents pitched and, in many instances, the United States flag waving over them, in the bright sun and pleasant breeze of a lovely spring morning."

Turn left (west) and drive 1 mile to the crossroads. Stop at the crossroads and look off to your left to the southwest at the ridge on the horizon. The original trail came across this ridge heading northwest. Continue going straight for another 1/2 mile. *There is a short section of dirt

for 1/2 mile.

This is the site of the "paper town" Arizona. Although platted, it was never settled. The trail from the Amazonia ferry crossings joined the main St. Joe Road here.

Continue 1/2 mile to the T. Turn right (north) for 1/2 mile. Turn left (west) for 2 1/2 miles to the T. Turn right (north). This is Mosquito Creek Road in Mosquito Creek Valley. Drive about 1 mile.

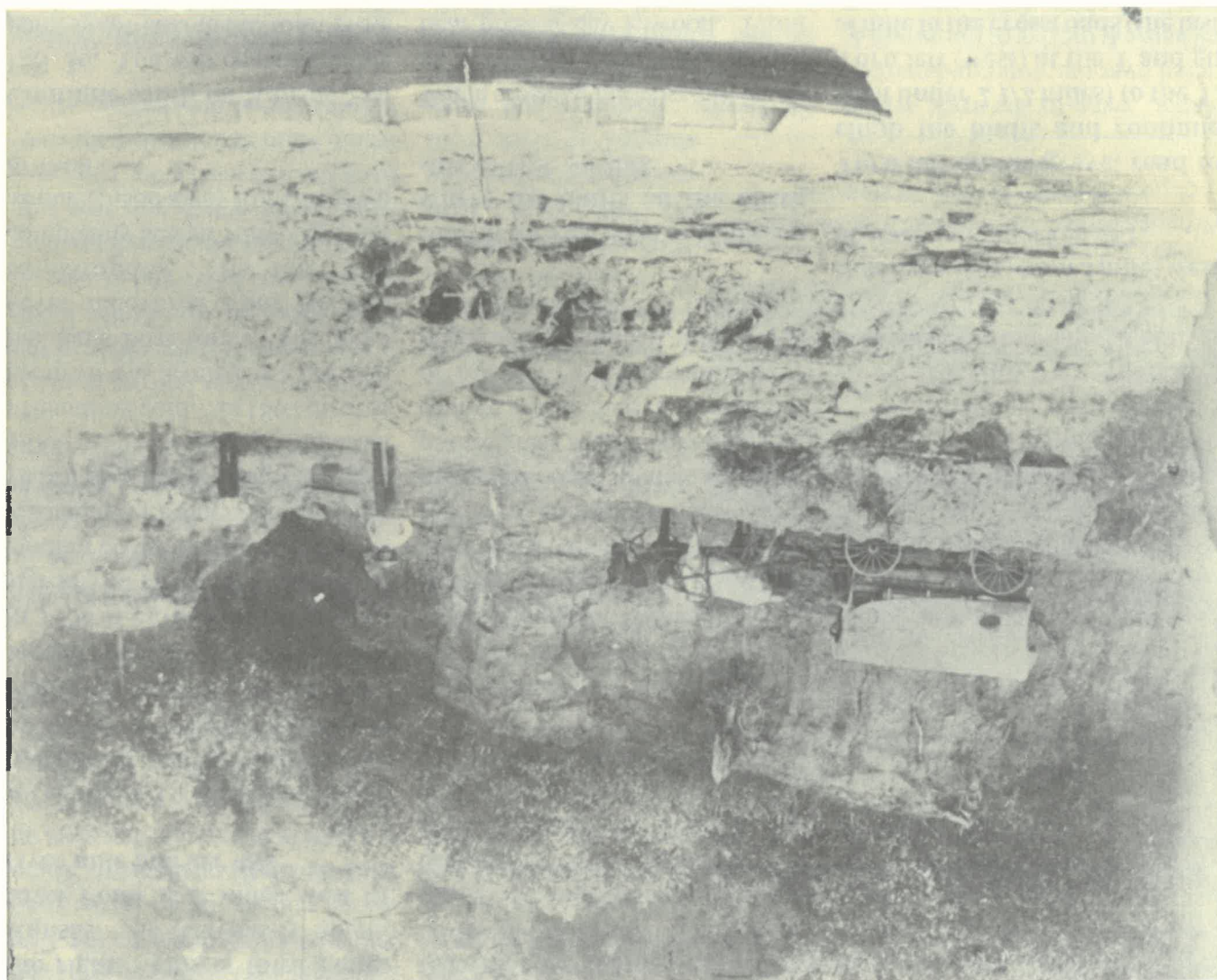
This is the Courter Ritchey Cemetery. It is located on the St. Joe Road and local tradition says that the first graves in this cemetery were those of the early emigrants.

Turn left (west) and go approximately 2 miles to the cemetery on the left.

If it has not been raining, continue straight ahead for 1 mile to the T. Turn right (north) for 1/2 mile.

you may want to turn left at this point and drive to U.S. 36. Turn right (west) on U.S. 36 and pick up the tour in Troy (on the next page).

This photo from the St. Joseph Museum files is thought to be of Belemont Landing on the Missouri River. Note the river in the foreground and the steep bluffs to the rear.



St. Joseph Museum Archives

To your left as you drive along is an often used campground on Mosquito Creek (sometimes called Spider Creek). For some it would have been the first campground after leaving the Missouri River. Hundreds of people camped here in the spring of the year, and following are some of their comments.

Isaac Pettijohn wrote on May 2, 1847:

“finished crossing our stock this day and drove about fifteen miles and came up with another company of about thirty waggons. . . we are encamped for the night at a small stream called Musquetoe but it is too cold for the vermin to sing.”

One sight at Mosquito Creek was mentioned frequently:

On April 30, 1847, C. W. Cooke noted:

“...here an old dead Indian warrior wrapped in his rug, and sitting high up in an oak tree was a striking example of the peculiar mode of interment. . .”

May 14, 1849 - Vincent Geiger wrote:

“The rain fell in torrents & continued for several hours. At about 4 o'clock we came to Spider Creek, a very small stream but an excessively bad crossing. In the forks of a tree on the bank of this stream, about 30 feet high, there is a coffin containing the bones, beads &c. of an old Indian Chief who died about 4 years ago. He was of

the Iowa tribe. I got a bead from the box.”

You should now be at the point where a bridge crosses Mosquito Creek. Cross it and turn left on the gravel road and go to the top of the hill (just under 1/2 mile). You have turned on to a part of the old trail. At the top of the hill, stop and look at the terrain the emigrants had to travel in their wagons.

Emigrants camped all along the valley, but crossed Mosquito Creek at the foot of this long slope. Some wagons probably came up the more gradual slope, but others probably took the road you did to reach the top. The terrain here is not as bad as the emigrants would face in the Sierras, but at this point they were not “trail toughened” yet, and this would have been a difficult area for them to pass through.

Continue on the road until you find a place wide enough to turn

around since this road becomes dirt soon. Retrace your route back to the T which is Mosquito Creek Road. Turn right (south) at this T and drive to U.S. 36 in Troy (about 3 1/2 miles). Turn right (west) on U.S. 36. After about 5 miles, at the west side of Fanning, Kansas, you will see a ridge on your right sloping down to the Wolf River floodplain. The trail descended this ridge on its approach to the Wolf River Crossing.

Also on that ridge is the Fanning archaeological site. A 1937 excavation by the Smithsonian Institution determined that this was the location of a large Kansas Indian village in the late 1600s and early 1700s.

Continue traveling west on U.S. 36. Just less than 2 miles west of Fanning, you will cross the bridge over Wolf River.

Robbie Sipes



The Wolf River makes many twists and bends as it winds its way to the Missouri River. This view of the Wolf River is just north of the emigrant crossing.

In this area emigrants often carrying a note from the Indian agent requesting that payment be given to them since the emigrants were crossing their land.

James Hutchings described such an encounter with the Indians on June 9, 1849:

"We were soon met by 7 or 8 rather tall, well-built men, one of whom, the tallest and finest looking Indian I had seen, was the spokesman. He understood enough English to ask for 50 cents toll, and since we were passing through their territory we thought that just, we gave the sum asked."

At this point, emigrants would be a couple days out of St. Joseph. The highway crosses Wolf River just north of where the emigrants crossed.

There seemed to be a variety of charges for crossing the Indian toll bridge on Wolf River. On May 7, 1852, Lydia Rudd reported paying six bits.

In that same year, John Hawkins Clark wrote:

"Here was not the d-1 to pay, but instead a large Indian sat at the receipt of customs demanding \$1 per wagon for the privilege of crossing over. California should be full of gold if the immigrant expects to get back all his outlay in getting there: \$5 per wagon and fifty cents for horses, mules and oxen for crossing the Missouri river at St. Joe; and here again, \$1 per

wagon for passing over a bridge fifty feet in length, costing perhaps \$150. This stream is called Wolf river, and crossing in any way except by the bridge would be a hard job... The Indian was making a "good thing," not less than 1,500 wagons passing over to-day."

This was on May 9 and it would seem Clark was overcharged. Four days earlier, the Indians were charging 50 cents per wagon and earlier still on April 29, they charged 25 cents.

Lodisa Frizzell wrote on May 11, 1852 about the Indians:

"...there were several of them here, quite fine looking fellows, but of the real copper color, said they were of the Sacs & Fox tribes. One was a chief, he was dressed in real indian stile, had his hair shaved off all except the crown lock, which was tied up & ornamented with beads & feathers, he, & one or two others, had various trinkets upon their arms, legs, & heads, but their main dress was their bright red blankets."

In 1849, Hutchings crossed Wolf River before the bridge was built. He had Indian help, but was not quite as impressed as Mrs. Frizzell had been:

"By signs, we requested these men to help us push our wagon to the opposite side of Wolf Creek. The chief consented and the whole number put their shoulders to the back part of the wagon. By the noise they made you would have

supposed they were pushing the whole weight, the horses not pulling a pound... If their tongues could have done it, there might have been some use, but the load was too heavy for the horses, and we had to unload and carry the whole of the provisions on our backs up the steep bank."

At a little over 9 miles west of Troy, you will pass Kansas 136 (on the right). This is the road to the Iowa, Sac and Fox Presbyterian Mission. This tour will end later at the mission. If the weather has been rainy you may want to end your tour now by turning right into the mission. If you do end your tour here, continue reading to learn about the Iowa, Sac and Fox Mission. There will also be more about the mission on page 20.

The trail is now one half mile to your left and will cross the highway in Highland. Just a few miles past Wolf River, emigrants came to the Iowa, Sac and Fox Presbyterian Mission which is to your right about one-eighth of a mile. In the mid 1800s the Great Nemaha Subagency was located about a mile southwest of the mission. Almost all diarists passing this area mention one or both of these.

The mission and agency were established in 1837 when the Indians were moved here from Northwest Missouri according to the terms of the Platte Purchase Treaty (the treaty was ratified in 1837). The Iowa, Sac and Fox Indians were given this land in exchange for land that makes up the six



The Iowa, Sac and Fox Presbyterian Mission, built in 1846. Visited and written about by many emigrants, it is today operated as a museum by the Kansas State Historical Society.

counties of northwest Missouri including Buchanan County, the site of St. Joseph. These six counties were added to the already existing state of Missouri (statehood was granted in 1821) and settlers were legally allowed to move in.

In 1854 the Indian reservations in Kansas were diminished. The Iowa Indians moved to what had been the northern boundary of their reservation on the Nemaha River between present-day White Cloud, Kansas, and Rulo, Nebraska, in the area where you looked at the survey marker. The Sac and Fox moved to the west of the Iowa.

The Iowa, Sac and Fox Presbyterian Mission was in use until 1863.

Continue on U.S. 36 for 1 1/2 miles into Highland. Turn left across from the Highland High School. This is Main Street and it cuts back east to the Highland Cemetery then swings right

River Cemetery. Stop at the Wolf River Cemetery on your right.

Walk into the cemetery to get a good view of the Wolf River Valley. You are now overlooking the Wolf River valley and another fording site of the river.

One trail from St. Joseph took a southern route before joining the main trail. It appears that the earliest trains out of St. Joseph took this route which became the Elwood to Marysville Territorial Road in 1859. Note the farm house in the valley to the east of the cemetery. The trail came over the ridge behind the house and followed a line to the northern edge of this cemetery. The trail was heading toward the Iowa, Sac and Fox Presbyterian Mission.

According to Doniphan County history books, the first nonIndian woman buried in Doniphan County was a Mrs. Comstock who died of cholera in 1844 while traveling in

(south). **Go south from the cemetery for 1/2 mile where the road will swing to your left (east). Continue east for another .4 mile to the first road to the right (south). Go south for 1 1/2 miles. Turn left (east) and go 1 mile. Turn right (south) and go 1 mile. There is a dirt road curving to the left (east). Take this road for the 1/2 mile to the Wolf**

a wagon train, and this is the place where she was buried. There are 10 or 12 very old stones in this cemetery that are probably marking emigrant burials. We do not know if any of the stones mark Mrs. Comstock's grave.

Turn around and go 1/2 mile to the T. Turn right (north) and go to U.S. 36 (approximately 3 miles). Cross U.S. 36 to Kansas 136 and enter the grounds of the Iowa, Sac and Fox Presbyterian Mission.

As noted earlier, the mission was a prominent feature on the early part of the trail. It was established by the Reverend and Mrs. Samuel Irvin who were sent out by the Presbyterian Board of Foreign Missions in 1837. In April 1837 they joined the Iowa, Sac and Fox in Missouri and, later that year, moved with the Indians to their new home in Indian Territory here in present-day Kansas.

The building you see was constructed in 1846. The stone came from the area, and the brick was made on site. A portion of the building was torn down in the late 19th century. By 1863 the Indians had been moved further north, and there was no longer a need to maintain the mission. The Irvins moved into the town of Highland that had grown up near the mission. Reverend Irvin was a prominent citizen of the community and was instrumental in the establishment of Highland University which today is Highland Community College. The Irvins are buried in the Highland Cemetery.

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There is a swale (a depression with sloped sides which is a remnant of a trail) about 30 yards east of the mission building. It is probably a remnant of the road from Fort Leavenworth to Iowa Point.

Emigrant Vincent Geiger wrote on May 15, 1849:

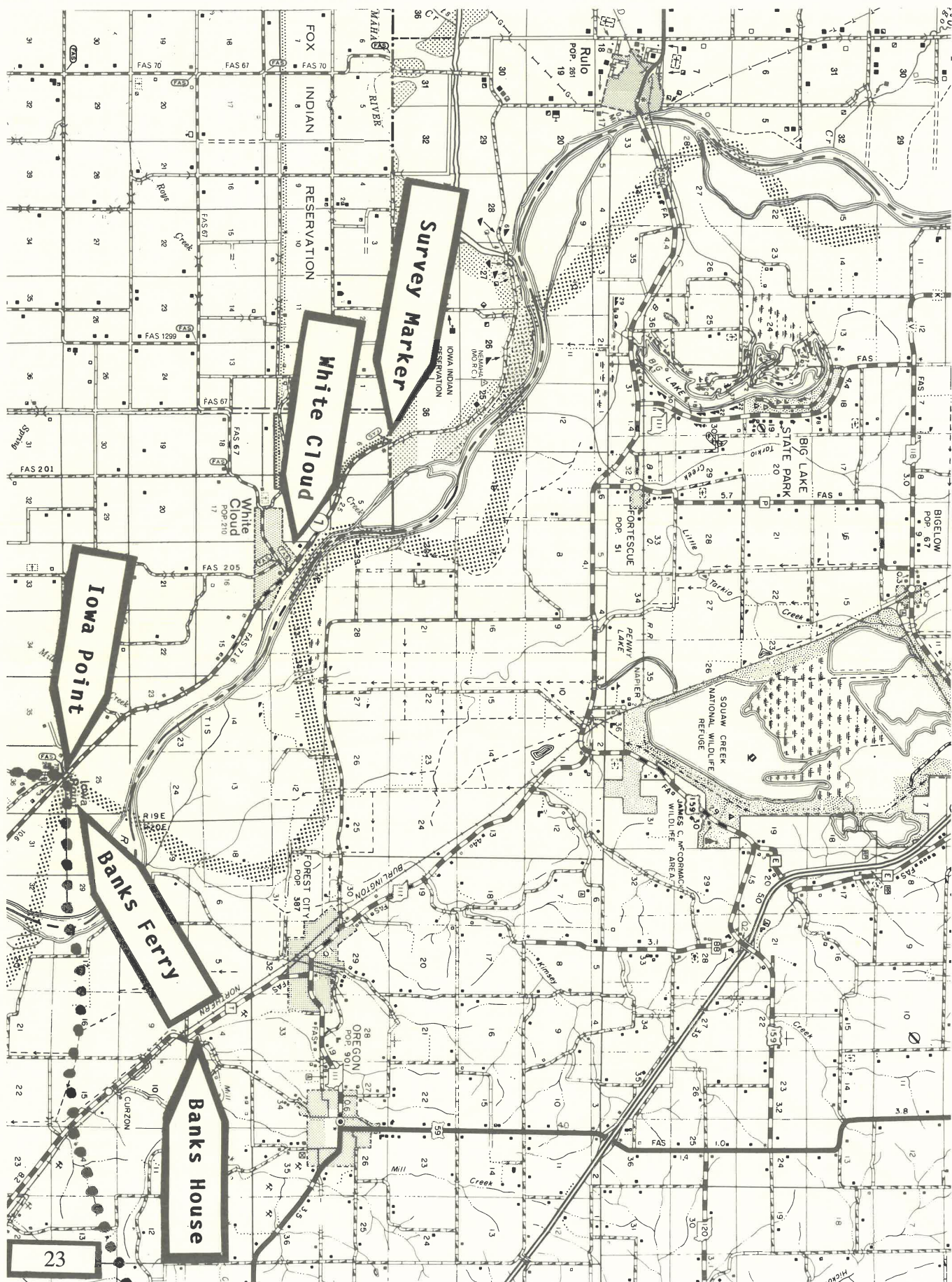
"I learn from B. F. Washington, Esq., who visited the mission, that he witnessed an examination of a school of about 40 young Indians at the station. They sung many very pretty songs & gave indications of great advancement... Everything about the farm & house looked well. The schoolhouse is of brick & about 70 feet long, with a stone foundation."

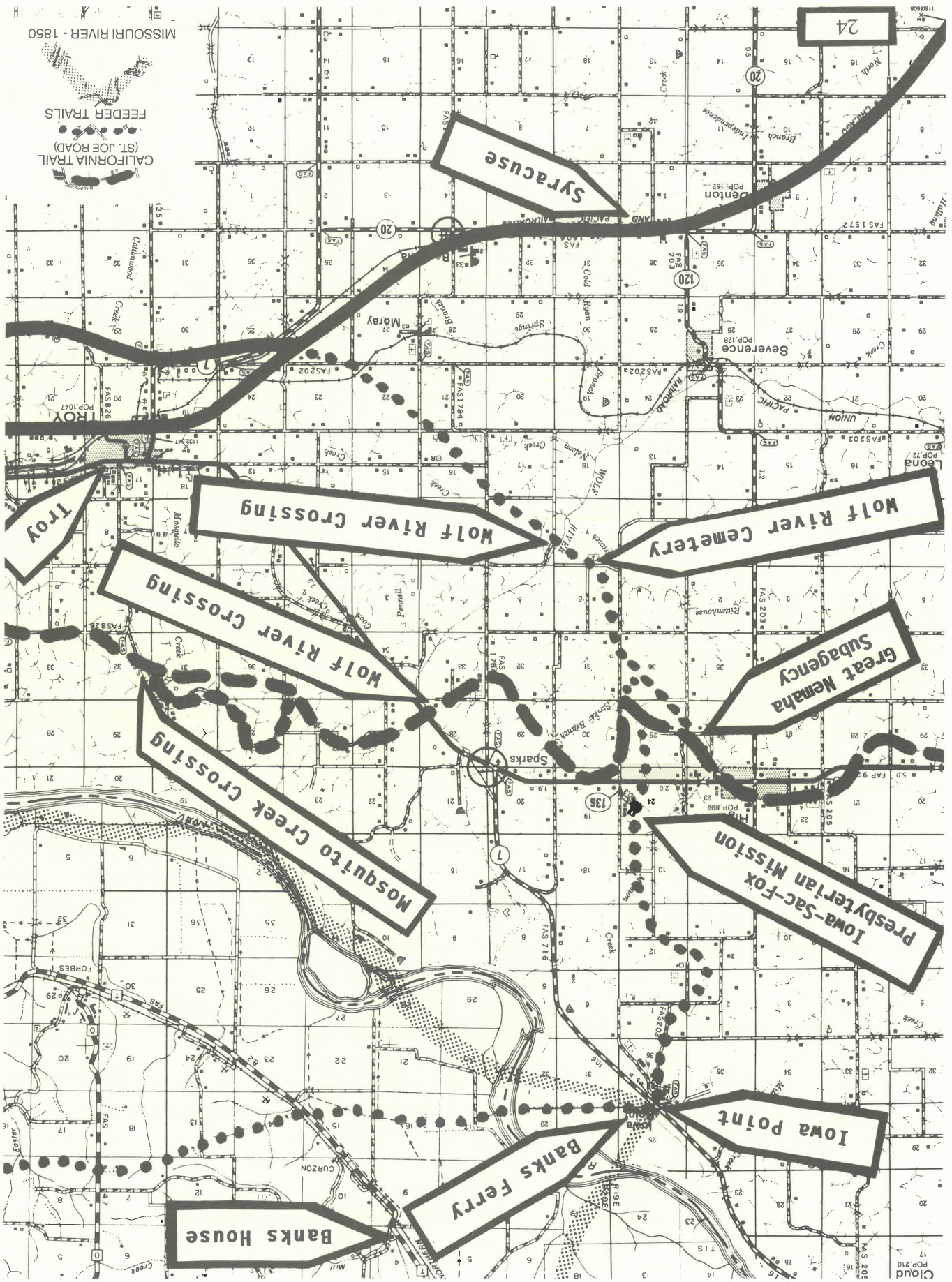
In 1852 John Clark wrote of the mission:

"Here we find a Smith to mend our broken wagon, also we see here a large farm under excellent cultivation with store & schoolhouse where they teach the young Indians & learn the old ones how to raise corn. This settled the West.

is a beautiful spot indeed; land rich & rolling, scattering trees, & small groves in the distance. Many fine looking indians here. . . They had come in here for the purpose of buying trinkets, but hearing the cholera was in our crowd left with the speed of an antelope. Four emigrants had just been buried. Many sick, & some turning back. We dread the epidemic but push forward. . . ."

The distance from the ferry crossings in the St. Joseph vicinity to the Iowa, Sac and Fox Presbyterian Mission would have taken emigrants from two to four days to travel. It would have been a time of adjustment to travel and a time of determining the rules of each wagon party. The first days on the trail were a time of wonder, excitement and sometimes fear for those who were beginning the long journey across the Plains. Hopefully, your several hours of following the trail through this guide will give you some appreciation of the pioneer Americans who





MISSOURI RIVER - 1850

CALIFORNIA TRAIL
(ST. JOE ROAD)
FEEDER TRAILS

Syracuse

24

Independence

Denton

Severence

Sparks

Sparks

Sparks

Sparks

Sparks

Sparks

Sparks

Sparks

Sparks

Sparks

Sparks

Sparks

Sparks

Sparks

Troy

Wolf River Crossing

Wolf River Crossing

Mosquito Creek Crossing

Wolf River Cemetery

Great Nemaha
Subagency

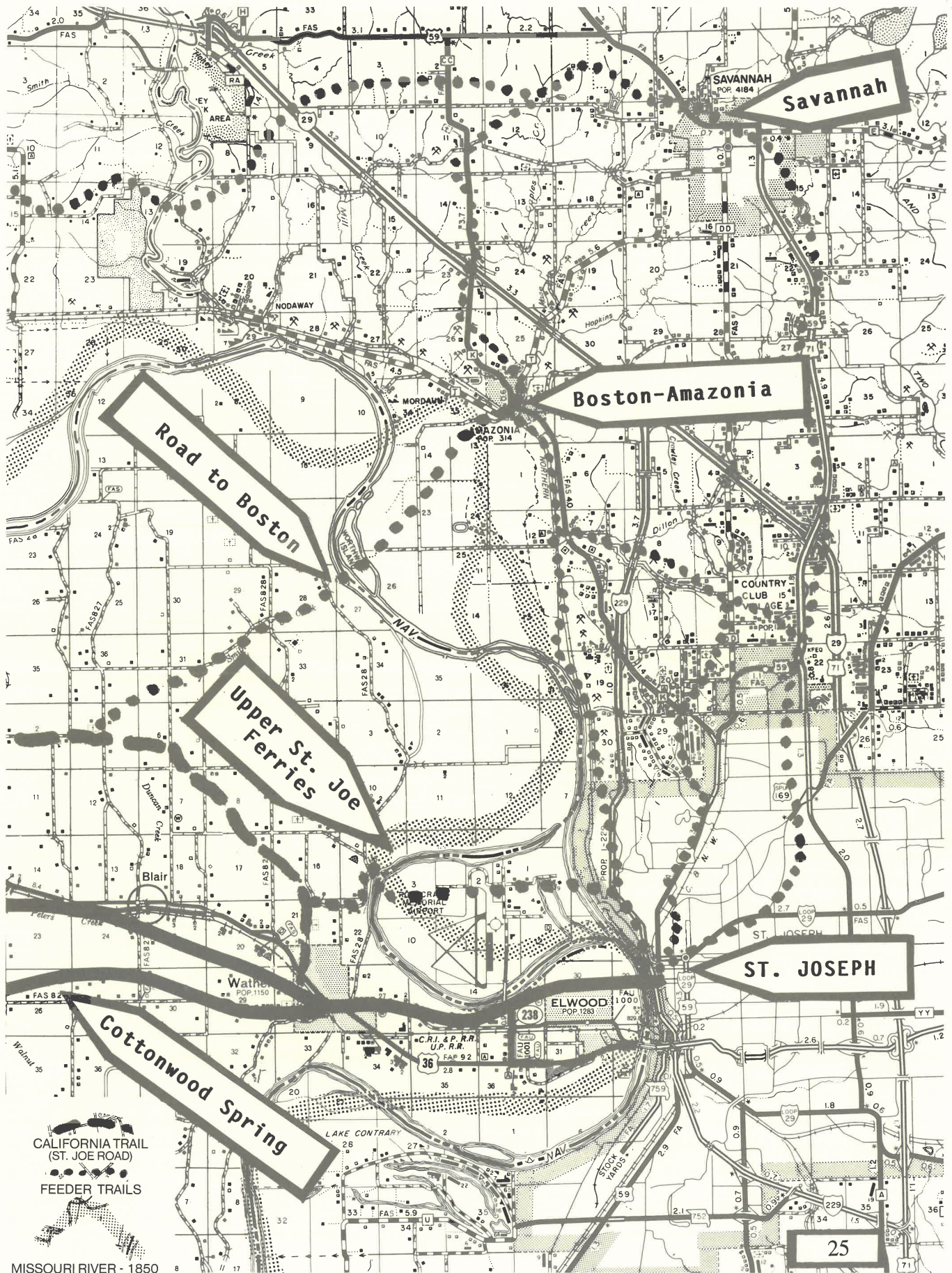
Iowa-Sac-Fox
Presbyterian Mission

Iowa Point

Banks Ferry

Banks House

Cloud
POP. 210



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Jacqueline Lewin has been on the staff of the St. Joseph Museum since 1974 and is a lead curator. She is Curator of History and holds a Masters Degree with honors in History from Northwest Missouri State University, Maryville.

Marilyn Taylor has been on the staff of the St. Joseph Museum since 1972 and is a lead curator. She is the Curator of Ethnology and serves as an administrative assistant to the director.

MUSEUM WELCOMES NEW STAFF MEMBER



The St. Joseph Museum staff is pleased to welcome Pamela Pritchett. Pam began work as the administrative secretary on November 1, 1989. She has had an interest in the museum for some time through her affiliation with the Midland Empire Audubon Society where she served as secretary for two years.

Pam is a St. Joseph native who graduated from Benton High School in 1978. She also attended Missouri Western where she has completed two years as a secondary education major with an emphasis in history. Pam's hobbies include birdwatching, reading, gardening, sewing and working with the Audubon Society.

Robbie Sipes, Curator of Exhibits

UPCOMING EVENTS

JUNE 14 Pony Express Neighborhood Network (P.E.N.N.) meeting in Patee Park at 6:00 P.M. For further details contact Jackie Lewin.

JUNE 17 Czechoslovakian Pony Express riders and the annual Pony Express Association ride. See accompanying story for further details.

JUNE 30 M.E.A.S. Native Prairie Grass and Birds field trip. Contact David Mead for further details.

JULY 10 M.E.A.S. "Snakes of Northwest Missouri" program presented by David Mead, curator of Natural History. The program will be held at Missouri Western State College's Learning Resource Center, room 102, at 7:00 P.M.

JULY 19 P.E.N.N. Picnic in Patee Park at 6:00 P.M.

Pam Pritchett, Administrative Secretary

PONY EXPRESS NEIGHBORHOOD NETWORK

The Pony Express Neighborhood Network (P.E.N.N.) has had a busy spring. In April the group sold soft drinks at the celebration of the 130th anniversary of the beginning of the Pony Express. The celebration was held at the Pony Express Museum and in Patee Park. A week later P.E.N.N. sponsored an Easter egg hunt in Patee Park. On May 5 they had a float in the Apple Blossom Parade.

On June 17 the group will participate in the events surrounding the National Pony Express Association - Czechoslovakian ride by selling lemonade in Patee Park. Plans are under way for the building of a shelter house in Patee Park and for the restoration of the train in the park. Material has been donated for the train and work should begin within a few weeks.

Jackie Lewin, Curator of History

NEW AND REINSTATED MEMBERS

The St. Joseph and Pony Express Museum staff and board of trustees would like to welcome the following new and reinstated members. We are pleased by their interest in the museums, and we thank them for their support.

Mildred Lord
Carrie Abmeyer
Mike Wylie, Strathmann Photography
Joseph Nardone
Julie A. White
Weldon and Linda Judah
Wayne and Gimie Cole
Mr. and Mrs. Ricardo Cordero
Tilton, Thomas and Morgan, Inc.
Dr. John W. Rushin

Kathy Reno, Membership Secretary

arti-FACTS

David Mead

Artifact number 468/11511 is a two-wheeled contrivance that you probably will not see cruising down the parkway this Saturday afternoon. It is a bicycle called the "highwheeler," "penny-farthing" or "ordinary," dating back to the late 1800s. By today's standards, however, this contraption can not be called ordinary. Most modern cyclists in their bright-colored outfits and fiberglass helmets would have some difficulty just climbing on this bicycle.

The first ancestor of the bicycle was developed in Germany in 1818 by Baron Karl von Drais de Sauerbrun. Appropriately named the *Draisienne*, it was merely a two-wheeled coaster. Although it resembled the modern bicycle, the *Draisienne* had no pedals and the seated rider walked it with his feet on the ground. In 1839, Kirkpatrick Macmillan improved the *Draisienne* by adding swinging pedals which had to be pushed back and forth like pistons. About 20 years later, bicycle makers discovered they could make pedals more efficient by fastening them with cranks to the front wheel so that they could be pumped around by a circular motion of the feet. This invention increased speed and led to the additions of shoe-type brakes, precursor of handlebar-operated ones. These early bicycles had a crude "spoon" brake or no brakes at all. The "spoon" brake was activated by a lever on the handlebar causing it to press the tire slowing the vehicle.

In England, the demand for bicycles - preferably faster ones - continued to grow during the 1870s. Manufacturers began to enlarge the front wheel to increase the distance gained by each revolution of the pedals which increased speed. To offset the weight added to the front wheel, the back wheel was made smaller. This was the origin of the vehicle variously called the "high-wheeler," the "ordinary" or, more quaintly, the "penny-farthing" - an analogy between the wheels' size disparity and that of the largest and smallest of British coins.

Highwheelers became enormously popular, and by 1878 there were 50,000 of them in England. However,



Robbie Sipes, Curator of Exhibits, shows the highwheeler.

their heyday was shortlived because they were so dangerous. Since the rider was perched high over the front axle (as much as 5 feet off the ground), a pothole or bump could send him flying over the handlebars in a "header." In such an accident, legs and handlebars often tangled, complicating the disaster and causing the rider to land on his head, hence the term "header." When the bicycle was speeding downhill, the spoon brakes were incapable of stopping it, increasing the hazard. Prudent cyclists sped downhill with their legs draped over the handlebars. That way, they could be thrown clear of the vehicle and, with luck, land on a hedge or some other relatively soft feature of the landscape.

Eventually, chain drive was introduced in the bicycle, revolutionizing the industry. The chain sprockets could be of unequal size to provide the gearing advantage previously attained by using a dangerously large driving wheel. Thus came the modern bicycle - known originally as the "safety" - with wheels of equal size. Although the modern bicycle is admittedly safer and easier to ride, the highwheeler offers a certain charm and challenge to the cyclist.

David Mead, Curator of Natural History

THE 130TH ANNIVERSARY OF THE PONY EXPRESS

The Pony Express Museum and St. Joseph Museum sponsored a variety of events to celebrate the 130th Anniversary of the Pony Express.



Jackie Lewin

Allen Macfarlane and Lawrence Chapman, mountain dulcimer players, entertain at the public celebration on Sunday, April 8.



Ryan Sipes, who is son of Robbie Sipes, Curator of Exhibits, was the youngest guest at the members' reception on April 3, 1990, the 130th anniversary of the of the Pony Express.



Jackie Lewin

Senator Truman Wilson reads a resolution recognizing Pony Express Days for the 130th Anniversary. The special program took place

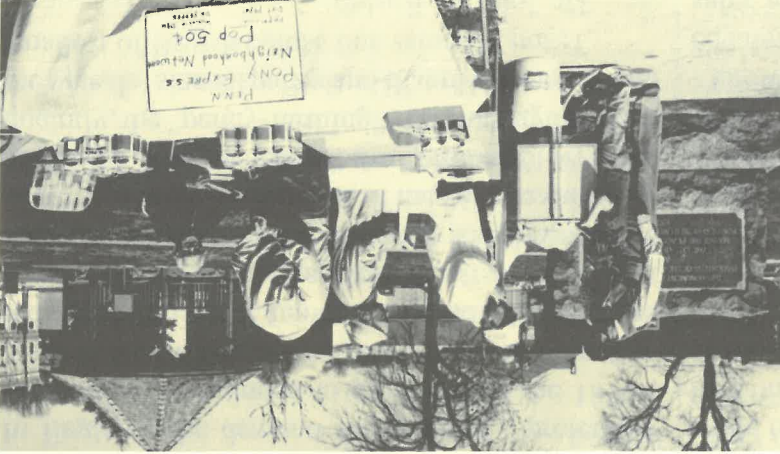
Sunday, April 8.

Jackie Lewin



Russ Mooney shows the Pony Express Museum visitors how a Pony Express saddle and mochila was made.

Jackie Lewin



Members of the Pony Express Neighborhood Network sell soda pop in Patee Park for the Pony Express celebration.

A COMMEMORATIVE PHOTOGRAPHIC GALLERY

Sandra Aspey



Pony Express rider Richie Masoner visits the playground of Neely School for "The Rider Comes Through" program.

David Mead



Russ Mooney prepares to ride off with the mail from Skaith Elementary School students.

Sandra Aspey



Neely Elementary School students place their letters in the mochila during the rider's visit to their school playground.

Jackie Lewin



Pat Barbosa and John Verssue, Boy Scouts from Troop #47 of Cathedral School, decorate graves of the Pony Express riders buried in St. Joseph.

Sandra Aspey



Esther Kreek and Bob Gasch entertain students with Pony Express songs and stories.

COMMUNITY ACTIVITIES AND PROGRAMS

MARCH 1	David Mead gave a presentation to the Host Lions Club at the Holiday Inn. His subject was snakes and the museum's bullsnake accompanied him.
MARCH 16	Jackie Lewin served as a judge in the Media Projects division of History Day held at Northwest Missouri State University at Maryville.
MARCH 22	Marilyn Taylor gave a program on the history of the St. Joseph Museum to residents of Saxton Care Center.
MARCH 27	Rich Nolf spoke to the LMN class at First Baptist Church. Rich's program was a brief history of the St. Joseph Museum and a look at the future of the St. Joseph and Pony Express Museums as related to the Pony Express expansion.
APRIL 5	Jackie Lewin was interviewed about the celebrations for the 130th Anniversary of the Pony Express by Bob Orr of KFEQ-Radio.
APRIL 25	Jackie Lewin presented a slide program on the history of St. Joseph to North Side Lions Club members.
APRIL 27	Marilyn Taylor spoke to a class of Missouri Western State College students using items from the museum's collections to illustrate various Native American cultures. The class, "North American Indian Art," was taught by museum curator Bonnie Watkins. Marilyn met with the class four times throughout the semester.
APRIL 28	David Mead attended the annual spring meeting of the Audubon Society of Missouri at Swan Lake National Wildlife Refuge near Sumner, Missouri. While there he also attended the Missouri Audubon Council's quarterly meeting. This council consists of representatives of several Missouri Audubon chapters.
APRIL 30	Marilyn Taylor, along with Nancy Sandehn, gave a program to the St. Joseph Archaeological Society on the Iowa Indians - Mid 1700s to the Present.
MAY 1	Dr. John Rushin and David Mead presented a snake program to 100 4th and 5th grade students of John Glenn School and their visiting French exchange students at Missouri Western State College.
MAY 2	Heidi Hornaday presented the "Trails West" traveling exhibit to 50 Mid-Buchanan 5th graders for their "Feeling Good" week.
MAY 3	Jackie Lewin and Marilyn Taylor spoke to the entire student body of Mid-Buchanan Elementary. In numerous fifteen minutes sessions Jackie spoke about the Pony Express and Marilyn gave presentations on Native Americans.
MAY 4-6	Bonnie Watkins attended the annual meeting of the Missouri Archaeological Society in Columbia, Missouri. Bonnie is a trustee of the society.
MAY 15	Heidi Hornaday presented the "Trails West" traveling exhibit to 30 people at the Amity United Methodist Women's meeting.
MAY 17	Rich Nolf, along with the St. Joseph Museum's resident bullsnake, hognose snake and red milksnake, presented a program to Diane Watson's 6th grade class at Pershing School. Rich was also queried about how he chose a career in the museum field.
MAY 19	Rich Nolf was invited by Dick DeShon, president of the Robidoux Riverboat Company, to attend the first all day riverboat cruise. This cruise was attended by approximately 100 tour operators from the midwest area banking industry. Periodically throughout the day, Rich interpreted various historical sites along the river on the trip to White Cloud, Kansas, and back to St. Joseph.
MAY 22	Heidi Hornaday presented the "Trails West" traveling exhibit to 45 Pickett School 4th graders.

Pam Pritchett, Administrative Secretary

St. Joseph Museum Loans to "PATCHWORK & PALMETTOS"

In February 1989 the St. Joseph Museum was contacted by the Fort Lauderdale Historical Society (FLHS) about the loan of the Seminole big shirt in the collections of the St. Joseph Museum. FLHS was planning a major exhibition on the evolution of Seminole folk art from the early nineteenth century to the present. The St. Joseph Museum is always pleased to loan articles to other museums, but before a loan is made there are several criteria that must be met. The borrowing institution must agree to provide insurance, security and proper exhibit procedures. In the case of ethnological material, the borrower must also agree to provide courier service for the article or articles.

As curator of collections, Bonnie Watkins worked with Don Zuris, assistant director of the FLHS, to iron out the details of the loan. It was decided that Marilyn Taylor would fly to Fort Lauderdale to deliver the big shirt several weeks prior to the start of the exhibit so there would be sufficient time for photographing the shirt for the exhibit catalog. When the exhibit closes, Bonnie will fly to Fort Lauderdale to bring the shirt back to the St. Joseph Museum.

On January 27, Marilyn flew to Fort Lauderdale with the big shirt where she was met by Susan Gillis, Curator of Collections at FLHS. After the shirt was unpacked, Susan showed Marilyn around the Fort Lauderdale Historical Museum where the exhibit, "Patchwork and Palmettos: Seminole/Miccosukee Folk Art Since 1820," will be held from March 1 to September 1, 1990. After all the loan forms had been signed, Susan very graciously showed Marilyn around Fort Lauderdale.

"Patchwork and Palmettos" is being guest curated at the FLHS by David Blackard and Patsy West. They had toured the St. Joseph Museum several years ago and had noted the Seminole big shirt which was on display at the time. Other artifacts in the exhibit are being loaned by individuals, Indian families and other public institutions including the National Museum of Natural History, Washington, D.C.; Museum of the American Indian, Heye Foundation, New York City; Denver Art Museum and Denver Museum of Natural History, Denver; and in Florida, the Florida Museum of Natural History, Gainesville; Historical Association of Southern Florida, Miami; Norton Gallery of Art, West Palm Beach and Gulf Coast Heritage Association, Osprey.

Marilyn Taylor, Curator of Ethnology

WET FIELD TRIP FAILED TO DAMPEN SPIRITS

On Thursday, May 3, 1990, thirty-four hardy people set out at 7 A.M. on one of the wettest, muddiest, most enjoyable field trips ever sponsored by the St. Joseph Museum. Maybe it was the luxurious new motorcoach, or the excellent lunch at Beauregard's in Brookfield, or the morel mushrooms several people found

or a combination of things that added up to a congenial and warm atmosphere in spite of the drizzly day. Everyone who made the trip is to be commended for being such a good sport about the weather.

Jane Lale, park superintendent at Pershing State Park, met the bus at the beginning of a nature trail to

give our group some background information about the park and the flora and fauna found there. We suspected we were heading into a muddy undertaking when Jane greeted our group in knee-high rubber boots. We were only about half way along the path to the prairie where we expected to view some wildflowers when the mist

SHOP TALK

turned to a downpour and sent us all back to the bus. The rain also caused a change of plans at Swan Lake National Wildlife Refuge where instead of a hike to view ducks and geese, we visited the small, but excellent museum, in the refuge headquarters.

mud pie everyone had for dessert was excellent and certainly fit the theme for the day. At the General John J. Pershing Boyhood Home State Historic Site, Mike Brown, the site administrator, welcomed us and related some fascinating history about General Pershing before our group toured the home. Mike is also in charge of the Locust Creek Covered Bridge, our next and last stop, and again we knew we might be in for some mud when Mike put on knee-high rubber boots to

accompany us to the bridge. It was definitely muddy, and as the quarter mile hike to the bridge progressed, people began turning back to the bus. Only six made it all the way to the bridge - two field trip participants, three museum staff members and Mike. Once again, our thanks to the field trip participants for being such good sports, and an added thanks to Jane Lale, Mike Brown and Beauregard's Restaurant for helping to make the best of a wet, muddy field trip. *Marilyn Taylor*

An impressive new statue has been added to the St. Joseph and Pony Express Museum shops. It is a reproduction of one of H. A. MacNeil's most famous sculptures, the 7,200 lb. life-size statue of "The Pony Express" that graces St. Joseph's Civic Center at 9th and Frederick. This bronze statue was unveiled on April 20, 1940. It has now been reproduced in a 7 inch by 7 1/2 inch solid bronze replica of the original.

H. A. MacNeil was born in Chelsea, Massachusetts, on February 27, 1866. He created his first sculpture out of mud on the way home from school when he was eleven. His formal training took place at the Massachusetts School of Art, the Julianne Art School in Paris and the Academy of Art in Rome. But, it was his western trip deep into the Colorado and Arizona hills that changed the focus of his work. There he traveled many miles on horseback to see first hand a ritual snake dance to bring rain. He was fascinated with what he saw and his interest in Native Americans shaped the direction of his work for the rest of his life.

MacNeil specialized in American Indian and pioneer subjects for memorials and public buildings in cities throughout the United States. He opened a studio in 1900 which became his home and workshop for forty-seven years. Out of this workshop came the statues, "Sun Vow" and "Primitive Chant," owned by the Metropolitan Museum of Art. Some of his

other works include the "Coming of the White Man" in Portland, Oregon, "The Pilgrim Fathers" in Waterbury, Connecticut, and the War Memorial in Flushing Park, Flushing Queens, New York. He also sculpted numerous busts for the Hall of Fame and the Hall of Artists at the University of New York. MacNeil's works won medals at numerous expositions. He was president of the National Sculpture Society. He was also a member of the New York Architectural League, the New York Municipal Art Association, The American Federation for the Arts, the National Academy of Arts and Letters and the American Academy in Rome. MacNeil died on October 2, 1947.

Today his grandson, Doug MacNeil, is working with a foundry to reproduce a few of his grandfather's sculptures. MacNeil's sculpture of "The Pony Express" here in St. Joseph is one of four of his bronze works to be reproduced. These reproductions, for sale in the museums' gift shops, are striking bronze statues that are truly unique to St. Joseph.

Kathy Reno, Membership/Gift shop

As a museum member, you receive a 20% discount on all purchases at both the St. Joseph Museum and Pony Express Museum.



School children frolic on the front lawn of the St. Joseph Museum. Several hundred elementary school students visit the museum annually during the spring.

JOIN THE ST. JOSEPH MUSEUM!

The St. Joseph Museum and the Pony Express Museum are cultural institutions established for the purpose of preserving our history. We strive to provide top quality interpretive exhibits, preserve our priceless collections and act as an educational resource for our community and beyond. Our goal is to keep abreast of current exhibit techniques, provide educational programs for youth and continue our work in the areas of collection and research. To succeed, we need you. You can contribute through a donation of your time (**as a volunteer**), materially (**adding to our collections**), or your membership donation (**monetary contribution**). Together, we make the St. Joseph Museum and the Pony Express Museum institutions we can all be proud of. All monetary contributions are equally divided between the St. Joseph Museum and the Pony Express Museum unless otherwise specified.

BENEFITS OF MEMBERSHIP:

Members of the St. Joseph and Pony Express Museums have the benefits of receiving museum publications, free admission throughout the year, museum gift shop discounts, discounts on museum sponsored field trips. Members also have the opportunity to attend "Members Only" events such as exhibit openings, autograph sessions and tours of storage areas. Members may also receive American West magazine at a reduced rate or FREE with a donation of \$100.00 or more.



Saint Joseph Museum

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☐ 250.00	Sponsor	☐ 25.00	Sustaining

I wish to help by pledging to donate _____ hrs. per week.

I prefer _____ (time) on _____ (day of week).

Please make your check payable to the St. Joseph Museum or Pony Express Museum and mail to:

ST. JOSEPH MUSEUM
11th and Charles Streets
St. Joseph, Missouri 64501

Please call me at _____ (phone #)
at _____ (time of day).

I wish to help materially. I have a (Historic)(Ethnological)(Scientific) material contribution which I would like you to consider.

NOTE: If you have questions, please call the St. Joseph Museum at 232-8471 and ask for the Coordinator of Volunteers to make an appointment.