

St Jan City Shm 1859-60

Page 78

LANDIS MANUFACTORY
UNION BLOCK
FOURTH STREET

St. Jan Mo.

Saddles, Bridles, Harness
Trunks, Whips, etc.

Page
94

Geo W Ranch



Saddles, Bells
HARNES

Collars, Whips, Spurs,
etc, etc

1859-5/10
1860-1/10
1861-1/10

Furnish of that
opposite Union Block

Page
96

11 1917
1900-1917

Slatten & Wiler
WAGON MAKERS
and
Blacksmiths
St. Joe Mo.

149

Wagon Depot

Austin & Tomlinson (Michigan
Wagons) 6th St. Wagon and
Frederick

Wagon Works

(List 7)

/ 860 St. Joe City, Ind.

Nodaway

The first white settler in the County was in 1839, Isaac Hogan, a native of Tennessee. He pitched his tent near what is now (1915) known as Brown's Spring, just south of Graham. Here he built a cabin. He came with his brother, Daniel Hogan, Rechar Taylor, a brother-in-law, and Robert M. Stewart who afterwards became governor of the state. Isaac Hogan's claim being the tract of land where Graham is situated. He remained until he had broken a few acres of ground and planted it in corn which Daniel and Robt M Stewart returned to Platte County from whence they had come. Isaac remained a settler of the county until 1850, when he left for the Calif gold fields and was killed on his way there by a band of Indians.

(OVER)

1849 Gold Rush

John W. Blair died in the summer of 1849, on the Carson River, Nev, while enroute to the California gold fields.

The Blairs were among the earliest settlers in Benton Township - Holt Co.

John W. Blair, with his two sons, Uriah & James, reached Holt Co. in April 1839 and located south of the present (1915) site of Mound City. The Blairs left Indiana in 1827, went to Ill., afterward to Iowa, and to Holt Co. in 1839.

N.W. Mo. History Vol 1

Page 534
over

Oregon Trail Traveler

Benton 1894 9-23-77

Calvin & Neal (Neal-Neill)

Brothers along
Peter

George

Alexander

Came through St. Joe in 1844

Left in April 1844 Oregon

Left in Train of Cornelius Vilham
from St. Joe (Independence?)

Book published on the crossing
by Sheila Neal Healer of Salmon, Oregon

This info from H.H. KEITHLEY

3371 SE 10th AVE

PORTLAND OREGON

97202

THE SETTLER'S WEST

Page 14

(Photo of Echo Canyon
showing bull train
& wagons)

9-23-79
Hank R

John B. White - Son of James White

"Was born in wagon, ¹⁸⁶⁷ while
camping at St. Jo waiting
for good weather & grass
to leave for the Oregon
Trail." With wagon
train from east Tenn. (White
County) Settled in Co. of Oregon
Neb.
This info from daughter of
John B.

Maggie Foke Sullivan

1314 N 3rd

Durant, Okla. 74701

Seeking further info - No dir

Vinted RE Stables

5-3-85

Isabel Euphrates MONROE

left St Joseph by
Wagon in 1850 land.
Colombia Calif.

with one ox left from
a toll WAGON TRAIN

Elder DAVID MONROE

Burwood cemetery
outside Stockton near
Escalon, Ca.

DAVID, Great GRANDfather *

Euphrates GRANDfather. at 16 years of
age, walked
all the way to Ca.

LOREN MONROE

6/11-26th

Rio Linda CA 95673

* Went west to seek gold - "found bushel" - bought
land near Stockton.

FROM ST. JOSEPH DAILY HERALD
WEDNESDAY, JULY 26, 1893

Sent to
Bentley
101
101-1-101

"YE OLDEN TIMES" (STARTING ON PAGE 9)

THE SECOND LOG HOUSE ERECTED IN BLACKSNAKE HILLS WAS BY THOMAS SOLLARS, IN 1836.

AMONG THE FIRST TO ARRIVE, BETWEEN 1837 AND 1840, WERE F. W. SMITH, JOSEPH GLADDEN, SAMUEL HULL, CAPTAIN JAMES B. O'TOOLE, JUDGE WILLIAM C. TOOLE, WILLIAM FOWLER, AND EDWIN TOOLE.

THE FIRST WHITE MALE CHILD BORN AT "BLACKSNAKE HILLS" WAS THOMAS B. SOLLARS, BORN IN 1837. THE FIRST FEMALE CHILD WAS A DUAGHTER BORN TO HENRY AND POLLY SOLLARS.

THE FIRST PHYSICIAN TO COME TO BLACKSNAKE HILLS WAS DANIEL G. KEEDY, FATHER-IN -LAW OF JUDGE JOSEPH B. GRUBB. AMONG THOSE WHO CAME TO THIS LOCALITY BETWEEN 1840 AND 1843 WERE SIMEON KEMPER, WILLIAM P RICHARDSON, JOHN CORBY, JOSEPH C. HULL, ELIAS H. PERRY, A. M. SAXTON, REV. T. S. REEVES, ISADORE PULLEN, JAMES W. WHITEHEAD, LAWRENCE ARCHER, B. C. POWELL, JOHN D. RICHARDSON, JONATHAN LEVY, ROBERT J. BOYD, THOMAS MILLS, JOSEPH DAVIS, MICHAEL MILLER, J. G. KEARNES, JAMES HIGHLY, C. CARBRY, AND D. J. HEATON.

IN 1841, DR. D. G. KEEDY ERECTED A SAWMILL IN THE VICINITY OF WHERE THE BUELL WOOLEN MILLS NOW STAND. ABOUT THE SAME TIME JOSEPH ROBIDOUX BUILT A FLOURING MILL ON THE WEST SIDE OF BLACKSNAKE CREEK, AND SOON AFTER CREAL AND WILDBAHN BUILT ANOTHER MILL IN THE SAME VICINITY.

IN THE FALL OF 1842 JOSIAH BEATTIE ERECTED THE FIRST "TAVERN", IN WHICH THE FIRST SERMON WAS PREACHED BY REV. T. S. REEVES.

LOUIS PICARD WAS THE FIRST REGULAR CARPENTER, WILLIAM LANGSTON THE FIRST PLASTERER AND THE BELCHER BROTHERS THE FIRST BRICK MAKERS.

IN 1842 JOHN COPELAND BUILT A WAREHOUSE NEAR THE CORNER OF JULE AND WATER STREETS.

IN JUNE 1843, THE ORIGINAL TOWN WAS LAID OUT. TWO MAPS WERE DRAWN, ONE BY SIMEON KEMPER, WHO DESIRED TO CHRISTEN THE VILLAGE "ROBIDOUX", AND ONE BY W. F. SMITH, SUGGESTING THE NAME OF "ST. JOSEPH," WHICH MR. ROBIDOUX ACCEPTED, AND ON JULY 26 OF THE SAME YEAR THE DEDICATION OF THE SAME WAS MADE BEFORE THE OFFICERS OF THE ST. LOUIS COURT OF COMMON PLEAS.

THE WEST HALF OF BLOCK 31 WAS RESERVED FOR A MARKET SQUARE; THE

WEST SIDE OF BLOCK 50 FOR A PUBLIC CHURCH; THE NORTH QUARTER OF BLOCK 38 FOR A PUBLIC SCHOOL, AND THE SOUTH QUARTER OF THE SAME BLOCK FOR A CATHOLIC CHURCH.

AT THE SALE, CORNER LOTS BROUGHT \$150.00 AND INSIDE LOTS ABOUT \$100.00'

THE "ORIGINAL TOWN" INCLUDES ALL THE TERRITORY LYING BETWEEN ROBIDOUX STREET ON THE NORTH AND MESANNIE STREET ON THE SOUTH, AND BETWEEN SIXTH STREET ON THE EAST AND THE MISSOURI RIVER ON THE WEST. IT CONTAINS SIXTY-FOUR BLOCKS.

C. A. PERRY AND BROTHER ERECTED THE FIRST TWO-STORY BRICK STORE IN ST. JOSEPH, IN 1843, 20 X 60 FEET, THE LOCATION BEING ON MAIN STREET BETWEEN FRANCIS AND JULE.

IN 1844 BUSINESS BUILDINGS BEGAN TO APPEAR IN RAPID SUCCESSION. THEY WERE PRINCIPALLY ON WATER, MAIN, AND LEVY STREETS, AND THE SAME YEAR ARCHIE MC-DONALD ERECTED A BRICK STORE HOUSE ON WATER STREET, "AS FAR SOUTH AS EDMOND". THIS LOCATION IS NOW NEARLY IN THE MIDDLE OF THE MISSOURI RIVER.

THE "UNION BLOCK" WAS THE FIRST THREE STORY BUILDING ERECTED IN ST. JOSEPH.

THE FIRST REGULAR MEAT MARKET WAS OPENED BY ALLENDORF AND RHODES, ON THE CORNER OF FRANCIS AND MAIN STREETS, AND IT REQUIRED A WHOLE WEEK TO DISPOSE OF ONE ANIMAL.

A MAN BY THE NAME OF GLASGOW WAS THE FIRST SHOEMAKER IN THE VILLAGE.

ROBERT W. DONNELL CAME TO BUCHANNAN COUNTY IN 1838, BUT NOT TO ST. JOSEPH UNTIL 1845. HE ERECTED SEVERAL BRICK HOUSES, AMONG THEM A RESIDENCE, A TWO-STORY BUILDING, WHICH WAS THEN CONSIDERED "THE FINEST IN THE PLACE."

JOHN SEARCY WAS THE FIRST TAILOR, WILLIAM FARLEY THE FIRST JEWELER AND WILLIAM DILLON KEPT THE FIRST LIVERY STABLE.

ALEXANDER CONSTANCE STILL LIVING, HALE AND HEARTY, CAME TO THE VILLAGE IN 1844.

THE FIRST FOURTH OF JULY CELEBRATION WAS HELD BY THE ST. JOSEPH SUNDAY SCHOOL, THE COMMITTEE ON ARRANGEMENTS BEING ISREAL LANDIS, GEORGE BRUBAHER AND JOSIAH H CRANE, THE ADDRESS BEING DELIVERED BY REV. F. MILLS. THE FIRST SONG SUNG BY THE SCHOLARS WAS "WHERE DO CHILDREN LOVE TO GO? IF IN THESE DAYS THE ANSWER WOULD BE "BASEBALL."

HON. WILLIAM P. HALL, WHO, IN JULY, 1845, RESIDED IN SPARTA,

DELIVERED AN ADDRESS AT A MEETING OF THE CITIZENS OF ST. JOSEPH ON THE DEATH OF THE HERO OF NEW ORLEANS - GENERAL JACKSON.

THE ST. JOSEPH THESPEIAN SOCIETY WAS ORGANIZED IN 1845, AND IN DECEMBER THE ST. JOSEPH LYCEUM HELD ITS FIRST MEETING IN THE PRESBYTERIAN CHURCH - A REGULAR OLD-FASHIONED "DEBATING SCHOOL."

SPATRA, LOATH TO GIVE UP THE SUPREMECY IN THE COUNTY, STARTED A PAPER CALLED "THE ROOSTER" IN 1846.

IN MARCH, 1846, A SEMINARY FOR YOUNG LADIES WAS STARTED BY S. LANDIS, PRINCIPAL.

THE "ST. JOSEPH SEWING SOCIETY" WAS ORGANIZED IN 1846, FOR THE PURPOSE OF RAISING FUNDS TO BUILD A METHODIST CHURCH.

THE FIRST CIRCUS TO VISIT ST. JOSEPH WAS THAT OF HOWE AND MABIE, IN 1846.

THE FIRST CENSUS TAKEN OF ST. JOSEPH, IN DECEMBER 1846, SHOWS THE POPULATION TO HAVE BEEN 967, OF WHICH SEVENTY-TWO WERE COLORED, TWO BEING FREE NEGROES.

ON OCTOBER 27, 1847, COMMANDER STOCKTON OF THE UNITED STATES NAVY, ACCOMPANIED BY HIS STAFF, WAS GIVEN A RECEPTION IN ST. JOSEPH.

FROM APRIL TO OCTOBER 1, 1849, THERE WERE ERECTED IN ST. JOSEPH 123 HOUSES, OF WHICH 47 WERE FRAME, 25 LOG AND 51 BRICK.

IN THE SPRING ELECTION OF 1851 THE FIRST WARD CAST 93, SECOND WARD 132, AND THE THIRD WARD 88 VOTES FOR MAYOR.

IN PERUSING THE *ADVENTURE*, PUBLISHED BY MR. E LIVERMORE, IT IS OBSERVED THAT FEW LOCAL EVENTS WERE CHRONICLED, BUT A BRIEF MENTION OF SOME MAY INTEREST THE GENERAL READER.

MR. ISREAL LANDIS, WHO HAS RECENTLY DIED, WAS AN EARLY SETTLER OF THE CITY. HE WAS A SADDLER AND HARNESS MAKER BY TRADE, AND THOUSANDS OF CITIZENS OF ST. JOSEPH WILL REMEMBER THE "OLD WOODEN SADDLE" WHICH SERVED FOR HIS SIGN FOR MANY, MANY YEARS. HE HAD AN UNIQUE POETIC ADVERTISEMENT SUNG TO THE TUNE OF "THE CAMELS ARE COMING," AS FOLLOWS:

THE SADDLES ARE COMING, HEIGH HO, HEIGH HO,
THE SADDLES ARE SELLING, WE KNOW, WE KNOW,
THE SADDLES ARE COMING CLEAR UP TO ST. JOE,
AND WAITING WITH PATIENCE THEIR FORTUNES TO KNOW.

THEY HAVE SADDLES AND BRIDLES, HEIGH HO, HEIGH HO,
AND MARTINGALES, CIREINGLES TOO, HEIGH HO,

ARE SELLING, ARE SELLING, AND MAKING A SHOW,
AND WILLING, QUITE WILLING TO LET THEM ALL GO,
THE BIG WOODEN SADDLE THAT HANGS IN ST. JOE.

AS SADDLES ARE GOING, JUST SO, JUST SO,
AND ELECTION IS COMING, WE KNOW, WE KNOW,
WE CALL ON THE WHIGS AND DEMOCRATS TOO,
TO GET LANDIS' SADDLES MADE UP IN ST. JOE.

AT THE CONCLUSION WAS A REQUEST THAT THE SPARTA ROOSTER DONT
COPY.

THE FIRM OF PERRY AND YOUNG CONDUCTED A GENERAL STORE IN THOSE
DAYS, AT THE "OLD STAND," AND THEIR STOCK MUST HAVE BEEN
PROMISCUOUS FROM THE FOLLOWING NOTICE OF STOCK IN HANDS:

HANDSAWS AND STATIONERY
MOLASSES AND TAR
FISHHOOKS AND SILKS
BROADCLOTH AND OIL
CODFISH AND POTATOES
COOPERS' TOOLS AND CALICOES
LOOKING GLASSES AND STATIONERY
NAILS AND HATS
FANCY ARTICLES AND BOOTS

THE "MISSOURI HOTEL" SITUATED ON THE MARKET SQUARE, WAS CONDUCTED
BY H. DAWSON.

JOHN S. PICKETT CONDUCTED A WOOL-CARDING MACHINE.

JOSEPH C. HULL CONDUCTED A GENERAL STORE ON FIRST STREET.

AT THE SOUTHEAST CORNER OF MAIN AND FELIX STREETS, SMITH AND
BEDFORD HAD A GENERAL STOCK OF MERCHANDISE.

THE TELEGRAPH DISPATCHES OF THOSE DAYS WERE CREDITED TO THE ST.
LOUIS REPUBLICAN.

ON JUNE 23, 1848, IS RECORDED THE SHOCKING MURDER OF DR. SAMUEL
L. JONES ON ROCK HOUSE PRARIE BY A MAN BY THE NAME OF GIBSON, THE
PARTICULARS OF WHICH, AND THE MANY INCIDENCES CONNECTED
THEREWITH, ARE WELL REMEMBERED BY MANY OF THE OLD RESIDENTS.

AT THE AUGUST ELECTION, 1848, HON. BEN LOAN WAS THE WHIG
CANDIDATE FOR THE LEGISLATURE. THE MAIN CAUSE FOR HIS DEFEAT WAS
HIS FAVORING THE ABOLISHMENT OF A BOUNTY ON WOLF SCALPS.

JOSEPH J. WYATT, DEPUTY UNITED STATES MARSHALL FOR THE STATE, AND
CONSTABLE FOR WASHINGTON TOWNSHIP AT THE SAME TIME, WAS APPOINTED

POSTMASTER IN OCTOBER 1848, SUCCEEDING WILLIAM IRVAN.

R. W. DONNELL ADVERTISED LAND WARRANTS IN THOSE DAYS "FOR SALE OR TO LOAN."

P. WORTHWINE, WELL KNOWN NOW AS THEN, CONDUCTED A BARBER AND HAIR DRESSING SHOP "ONE DOOR NORTH OF THE BIG SADDLE."

AS EARLY AS DECEMBER, 1848, PARTIES BEGAN TO ASSEMBLE IN ST. JOSEPH TO BE READY TO START IN THE EARLY SPRING, OVERLAND TO CALIFORNIA AND OREGON.

PORK PACKING WAS CONDUCTED IN THE WINTER OF 1848. THE PRICES PAID PER 100 POUNDS WERE \$1.50 @ \$1.75 FOR SMALL HOGS AND \$1.75 @ \$2.00 FOR LARGE ONES. OVER 11,500 WERE SLAUGHTERED THE FIRST SEASON.

FROM APRIL 10 TO MAY 20, 1849, OVER 15,000 LETTERS WERE MAILED AT THE ST. JOSEPH POSTOFFICE MORE THAN USUAL - IT BEING THEN AS NOW, THE DISTRIBUTING POINT FOR THE GREAT WEST.

MAY 18, 1849, JAMES CARGILL OFFERS A LIKELY NEGRO BOY FOR SALE, PRIVATELY OR PUBLICLY.

ON SUNDAY, JULY 1, 1849, THE FIRST PRESBYTERIAN CHURCH WAS DEDICATED.

THE WHEAT CROP OF THE VICINITY WAS ABUNDANT IN 1849, AND THE FARMERS SUPPLIED THE MARKET AT 50 CENTS PER BUSHEL.

"OLD BULLION," THOMAS H. BENTON, WHO ABLY REPRESENTED MISSOURI IN THE UNITED STATES SENATE FOR THIRTY YEARS, WAS ARRESTED IN ST. JOSEPH ON AUGUST 9, 1849, CHARGED WITH SLANDERING JUDGE JAMES H. BIRCH.

A SEVERE WINDSTORM PREVAILED THROUGHOUT THE COUNTY ON AUGUST 20, 1849, DOING CONSIDERABLE DAMAGE.

ON AUGUST 13 A TEA PARTY WAS GIVEN BY THE LADIES OF THE PRESBYTERIAN CHURCH AT THE "NEW CHURCH," AND SUPPER WAS TO BE SERVED AT THE SECOND RINGING OF THE BELL.

A LIKELY NERGO WOMAN IS ADVERTISED FOR SALE ON "ACCOMMODATING TERMS."

IN FEBRUARY, 1849, DR. FLINT OPENED ROOMS IN ST. JOSEPH FOR THE PURPOSE OF TAKING DAGUERREOTYPES.

A STEAM FERRY BOAT WAS PUT IN THE MISSOURI LANDING OPPOSITE THE FOOT OF JULES STREET.

ON MARCH 23, 1849, MAILS WERE RECEIVED , BEARING THE DATE WASHINGTON, DECEMBER 16, 1848, AND FROM ST. LOUIS, FEBRUARY 23, WHICH WAS CONSIDERED GOOD TIME.

IN 1849 A COLORED MAN RAN AWAY FROM DAVID BURNS IN BLOOMINGTON TOWNSHIP, FOR WHICH A REWARD OF \$20 WAS OFFERED.

In 1849, the city not being incorporated only as a village, James Anthony, John N. Whitehead, Thomas Wildbahn, N.S. Creal, Lewis Tracy and W. H. English were elected a board of trustees.

The local markets were quoted as follows:

- Hemp \$5 per hundred weight
- Bacon, shoulders 3 cents
- Sides 4 1/2 @ 5 cents
- Hams 5 @ 5 1/2 cents per pound
- Wheat 70 cents per bushel
- Flour \$2.50 per hundred in sacks

On may 18th, 1848, the frame warehouse of Smith, Bedford and Tootle was burned. The loss was estimated at \$4000. The only thing saved uninjured was a keg of powder, which when the other kegs exploded, was thrown about 100 feet, and was picked up and carried off by a thief.

On September 24, at a meeting held at the "Edgar House," Messrs. William Ridenbaugh, Harry Lee, John Curd, A. W. Ferrell and John Corby, were appointed to attend a railroad meeting to be held in St. Louis in October.

The following which appeared as a leading editorial in a paper published in St. Joseph in the early days, is as applicable now as then:

"The merchants of St. Joseph have received unusually large stocks of goods suitable for the season and the market. Persons in the country who wish to trade at this point may now be sure of finding everything, from articles of necessity to the richest fancy goods, in abundance, and the number of stores and great competition guarantee to purchasers goods of all qualities and low prices. The merchants of St. Joseph stand as high for square dealing and liberality in trade as any other town in Missouri, but we would hint, in the most delicate manner possible, that those who advertise are the most liberal and give the best bargains; read the advertisements and then go and buy their goods - buy of those which have goods which they are not ashamed of and are worth advertising."

Jesse Holiday was appointed postmaster in St. Joseph in 1849, J. J. Wyatt removed.

In October 1849, the three-story brick hotel, called the City Hotel, corner of First and Jule streets, erected by William Fowler, was opened in grand style by George W. Campbell.

On November 149, the citizens of St. Joseph by almost a unanimous vote, authorized the borrowing of \$10,000 to protect the river front.

"Look Out for Negro Stealers," is the warning which heads a St Joseph paper in April 24, 1854. It says :Six negroes left their master, Mr. H. B. Morris living two miles north of St. Joseph, on Tuesday night, and if they have not already crossed the river are concealed in this vicinity, awaiting an oportunity to do so. Look out for them, and let all good citizens be on the alert. If we are not greatly mistaken Abolitionists and negro stealers are about."

The city officers in 1854 were as follows: Mayor, Robert Boyle; city attorney, John Scott; register, M.H. Walsh; marshall, George Merlott; street commissioner, Jesse E. Low; wharf master, F. B. Miller; health officer, Dr. James Sykes; assessor, Felix Robidoux; city treasurer, John Curd.

Mr. Charles Dutzschky, St. Joseph's postmaster, was buried on April 11, 1854, with military and Masonic honors.

D. H. McMun, auctioneer in 1852, advertised good Kentucky whisky for sale at 20 cents per gallon.

Buell & Co. started the St. Joseph Wool Manufactory in 1853.

Drs. Crane and Callett opened the St. Joseph Infirmary in 1853.

The county court, at the December term, 1854, decided not to grant a dramshop license for one year. St. Joseph was included and was "dry" for that length of time.

In those days the old saying, "the early bird catches the worm," must have been followed, for Mr. John Bretz, in January, 1853, annnoounces himself as a candidate for sheriff in the August election following. He was elected.

The ladies of the city on Decemver 28, 1856, presented the Robidouox Grays with a fine silk banner. The Masonic orders also had a celebration on that day, the new officers of the lodge and chapter being installed at the Methodist church.

On December 11, 1854, a meeting was held for the purpose of petitioning for a daily mail by steamboat line.

In the winter of 1853, Messrs, McLaughlin & Barrow conducted a pork packing establishmant in the city with a capacity of slaughtering 500 hogs a day.

Under the head of "Abolitionist Caught," is an account of the arrest of a man named Moss, charged with enticing three negroes away from Boone county. He was held in bail in the sum of \$15,000.

Hogs, weighing 200 pounds and over, brought \$3 per hundred in the St. Joseph market in 1853.

In November, 1853, near Rushville, a man named Osborne, from Kentucky, committed suicide by cutting his throat with a razor.

The first agitation for the establishment of fire companies was in the fall of 1853.

J. J. Wyatt was appointed school commissioner of Buchanan county in 1853.

The cold winds of winter did not seems to deter the citizens of St. Joseph from internal improvements, for in December, 1853, the high hill on Francis, between Sixth and Seventh streets, was excavated. Many other internal improvements were carried on throughout the winter.

The *Cycle*, in 1853, was presented with a radish raised by Colonel Fouts, in this county, weighing ten pounds.

C. C. Davis took editorial charge of the *Cycle* in November, 1853.

In November, 1853, R. M. Stewart and Michael Walsh of St. Joseph, were elected president and secretary, respectively, of the Hannibal & St. Joseph railroad.

The first agricultural, horticultural and mechanical fair was held in St. Joseph in the fall of 1852, the highest premium paid being \$10.

Frederick W. Smith, father of Dr. J. Francis Smith, was the first postmaster in St. Joseph. This was in 1843, and it is claimed on good authority that Mr. Smith used his plug hat for a receptacle for mail matter.

On January 19, 1852, King Hill lodge No. 19, I. O. O. F., by resolution, accepted a lot in Mount Mora cemetery, donated for the use of the lodge,

The ferryboat "Utah," Captain John Cosby, was put in service in

May 1851.

The act of the legislature incorporating the city of St. Joseph was approved February 12, 1851.

"Married, May 8, 1851, by Rev. Wm. Holmes, Mr. Charles M. Thompson to Miss Jane Lyon," appears among the early records.

In June 1851, the people of Savannah were agitating a railroad to connect with the approaching Hannibal & St. Joseph line.

June 14, 1851, Buchanan County increased its subscription to the Hannibal & St. Joseph railroad from \$50,000 to \$100,000.

On Monday night, January 21, 1850, the county jail, together with the jailer's horse, P. N. Smith, was burned. The inmates, a white man, a negro and an Indian, were saved.

Thursday, February 28, 1850, a meeting was held in St. Joseph for the purpose of discussing the question of establishing a railway from the United States to the Bay of San Francisco. A committee of eight, comprising William B Thompson, Bela M Hughes, Robert W. Donnell, James O'Donahue, Lawrence Archer, William P. Richardson, Robert I. Boyd and Simeon Kemper were appointed to draft memorial to Congress.

Buchanan County's state apportionment of school funds in 1860 was \$617.76.

December 28, 1849, Dudley M. Steel offers for sale a "likely negro girl about 17 or 18 years old."

In those days candidates for county offices were in the field at an early date. In January, 1849, George W. Taylor, Felix Robidoux and William Langston announced for sheriff at the August election.

Major Wm. P. Richardson was appointed sub-agent for the Nemaha agency in the place of Alfred J. Vaughn.

The arrivals of mails were announced as follows: From the east, Monday, Wednesday and Friday evenings. From the west, Tuesday, Thursday and Friday evenings. From Gallatin, Thursday evening.

In February, 1852, Henry S. Creal was appointed postmaster in place of Jesse Holilday, resigned.

In March, 1852, a daily mail was established between St. Joseph and St. Louis, carried by four-horse post coaches, John Frink & Co. proprietors.

The sum of \$1000 was appropriated for the purpose of paying the salaries of the city officers in 1852.

85

(1857-60 City Dir (1857))

J. F. Ireland
Dealer in

Guns, Pistols.

Second St. bet. Third & Fourth

St. Joe Mo

Guns, Pistols, Bow & Arrows, Powder,
Lead, shot, caps etc.

20

1. Portland

De la m.

Doccia v. Prosser

Dried and Oven Dried, Water, Sugars

And

Pipes' Steak Out - getting good

No 22. Market Square

25

1959-60 Mar.

88

W. Jeff Thompson
Real Estate Agent
and
Surveyor

Grand St.
St. Joseph Mo.

1860 St. Vs P112

Page 148 TELEGRAPH OFFICE

H. & St. Jo. R. Road Depot
St. Louis and St. Joseph, Mo.
Line 5 in car 2d and 3d

1860 St. Jo City Mo.

412 S. 9th St.

(Once occupied by Wm.
Ridenbough and J. B.
Smith) Built about
1856 (M.P. 4-7-02 quadrangle)

Early streetcar Page 10 F
(and New Ulm Park) Sun July 25, 1943

Burning one of city's old industries
Page 3 F of Centennial edition - Sun 7-25-43

Mo's three gardens
Centennial edition Sun July 25, 1943
Page 6 F

Mayor Jeff Thompson's Colorful Character
Page 6 F

(M.P.)

1859-60 St. Joe this was published
by: J.A. MILLAN'S BEN FRANKLIN
BOOK AND JOB PRINTING ESTAB.
(1859)

1860 St. Joe City this was
published by H. TOTHERINGHAM
& Co., PUBLISHERS (1860)

From St. Joseph City Directory
1867-68 page 181

Painters -- House & Sign

Churchill & ~~Rand~~ Ranch, Esq
Market Square

Filton Wm, (Frederick Ave.)

Hall FT, 31 N Second

Knapp E J & FW 37 Fifth

Meininger & Woolman Edmond

Richardson & Burnett, #9 Second

Yetter & Pooler, Cor Second & Francis

Druck Manufacturers
Rowbotham, Sanderson +
French. Cor. Eleventh
and Charles.

Boone H. W., S. Twelfth

Judging P., Sacramento,
between 12th + 13th

Morris G. W., Cor Levee and
Isadore

Sain E. B., Francis,
near Fourteenth.

Page 14 THE SETTLERS WEST (photo
of Echo canyon & bull trail)

Page 96 1898 Buch. hist.
(Early S.D. City / 100)

1860 St. Joe City & Co.
published by H. FOTHERINGHAM
& Co., PUBLISHERS (1860)

R.T. Davis

(Born Dec 1837)

"First white child born
in Buchanan Co." (?)

(Rull's Hist of Buch Co.)

Eastern North American Cultural Area

Plains Cultural Area

E. Camps small

same

No sites found around St. Joseph but one found 100 miles to East. Spear points found around St. Joseph indicate the Native American was here at least 8,000 BC.

Archaic Stage

A. c. 9,000 to 5,000 BC to 2000 to 1500 BC

A. same

B. Hunted small animals

B. same

C. Increased gathering of wild vegetables

C. same

D. Better stone tools & wood tools

D. same

E. Pottery

E. same

F. Personal adornment

F. same

no representation sites in SS area

G. Semi-nomadic
hunters more than
agriculture

Burial Mound or Woodland Culture

Plains Village Culture

A. 1000BC to 1000AD

A. 1000BC to 1500AD
and later

B. Decorated pottery

B. Small cluster villages
along streams

C. Farming

C. Agriculture & buffalo
hunting

D. Bow and arrow

D. Horse brought mobility
in 1600sE. New ideas, religious cults & forms
of government

Small findings around St. Joseph. Pottery fragments rare. Atchison County,
White Cloud, Kansas, Peru, Nebraska and King Hill

Temple Mound or Mississippian

A. c. 900 AD-1500AD

B. New social patterns

C. Corn agriculture enabled large
populations to live together.

D. Large towns with temple mounds

Site east of Atchison, Kansas

Eastern North American Cultural AreaPlains Cultural Area

Historic Stage

- A. c 1500 to 1900
- B. Oneota Complex c 1650AD-1800AD
- C. Whites upset Indian culture
- D. New tools, weapons & diseases
- E. Eastern Indians pushed West
In Missouri, Osage had to make room
for Iowa, Sauk, Fox, Pottawatomie, Oto
and Kansa.

King Hill Site - South St. Joseph. Kansa Indians grew corn and squash in village on creek valley. Southern slope of King Hill is location. Sacred place to Indians. Burial Mounds found. Show some items from midden (trash dump) found in 1967 archaeological dig by Missouri University and St. Joseph Museum.

By 1832 a battle between the Ioways and Missouries on King Hill just about brought an end to the Missouries in the St. Joseph area. By 1840, the Osage, Iowa, Sauk and Fox had driven them out of Missouri. By 1910 there were only 13 Missouries left and by 1930 there were no full blooded ones left.

The next dominant tribe in the St. Joseph area was the Ioways. In 1814 "they were granted a strip of land south of the Potawatomi. They lived in a village on Black Snake River three miles from St. Joseph." (Kurz Journal p. 33) Originally the Ioways were from around Mackinaw, Michigan.

White Cloud or Mahaska was Chief of the Iowas at the time Joseph Robidoux began furtrading here. In 1824 Mahaskah journeyed to Washington D.C. to receive a peace medal from President Monroe. In 1834 Mahaskah was killed by renegades of his own tribe and his son Mahaskah the Younger became chief at age 24. He said: "I have never shed blood; have never taken a scalp, and never will, unless compelled by bad men in my own defense and for the protection of my people. I believe the Great Spirit is always angry with men who shed innocent blood. I will live in peace."

Later he visited Washington in an attempt to speak for his people and right wrongs done them. He became a Christian and married Mary Robidoux, granddaughter of Joseph Robidoux, founder of St. Joseph. (some confusion on this)

LEWIS AND CLARK

In 1803, during President Jefferson's administration, the United States purchased for \$15,000,000 from France the land between the Mississippi River and the Rocky Mountains, stretching from the Gulf of Mexico to the Canadian border. This was known as the Louisiana Territory. Fifteen states including Missouri would eventually be formed out of this region.

On May 14, 1804 Lewis and Clark left St. Louis for a journey into this newly acquired territory. They were assigned the task of seeking a useable land-water route to the Pacific Ocean. Also, they were to gather information on geography, mineral resources, animal and plant life and the tribal organization and languages of the Indians.

The July 7th entry in the journals describes the area which would become St. Joseph:

"In the morning, July 7, the rapidity of the water obliged us to draw the boat along with ropes. At six and three-quarters miles, we came to a sandbar, at a point opposite a fine rich prairie on the north, called St. Michael's. The prairies of this neighborhood have the appearance of distinct farms, divided by narrow strips of woodland, which follow the borders of the small runs leading to the river. Above this, about a mile, is a cliff of yellow clay on the North."

Joseph Robidoux, founder of St. Joseph, was trading in the area at the time. In 1806 on Lewis and Clark's return voyage down the river, they recorded in their journal of meeting some Robidoux brothers at "Wolf River" trading with the Indians. This would be approximately three miles north of present day St. Joseph.

FURTRADE POST

The French were the earliest and most successful Indian traders. They first settled in Canada and some gradually moved down the Mississippi River making settlements. It was in one of these French settlements, St. Louis, that Joseph Robidoux was born on August 10, 1783. His father had already helped form a company to trade with the Indians, so it was only natural that Joseph Robidoux continue the profitable business.

Joseph Robidoux was only sixteen years old when he first ascended the Missouri River and spent approximately six months at posts at present day Kansas City and St. Joseph. Thereafter, he traded at several locations in the Mississippi and Missouri River valleys looking for a good place for a post. Locations include Fort Dearborn and Council Bluffs. After being bought out of the furtrade on Council Bluffs by the American Fur Company of John Jacob Astor, Robidoux found he could only stand city living in St. Louis for a few years. In the fall of 1826 he opened a post at Roy's Branch on the Missouri River under the employ of the American Fur Company at a salary of \$1800 a year. Then in the spring of 1827, he moved a little south to the mouth of the Blacksnake Creek. (present day downtown St. Joseph) At times he was the only white man in the area - the closest being 50 miles away at Fort Leavenworth. The area he had chosen was particularly suited to trade as it was a meeting place or council hills for the Indians and as legend says, "no blood could be shed on the sacred ground."

The appearance of the post was a story and half log cabin with a stockade. It had nine rooms - 6 below and 3 above, with a covered porch on the southwest side facing the river which extended the entire length of the building. This was the office and storage rooms. On the north side was a cabin used by Robidoux as his living quarters. At first this place was known as Blacksnake Hills Post and then as Robidoux Landing.

it might be interesting to equate the 1800 to current equivalents.

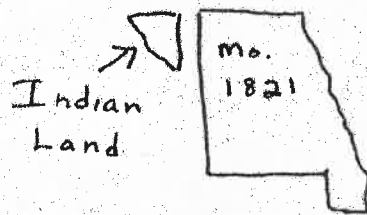
Indian tribes that Robidoux traded with were the Missouri, Iowa, Sac, Fox, Otto, Pottawatomie and a few Sioux and Pawnee. Some typical items which Robidoux stocked in his store and which the Indians would trade furs for were:

muskets	White skirts
powder	vermillion
bullets	tobacco
wrapping binding cloth	flints
blankets	awls
gun wad worms	large knives
flint steels	kettles
woolen ribbons	hatchets
hats	mirrors
silk ribbon	beads
liquor	

In 1830 Robidoux bought out the Astor interest in the post and became an independent trader, ^{Along with his brothers, Louis, Isadore, Michel & Antoine, he} developing a vast fan-shaped furtrade empire. ~~His~~ ~~brothers,~~ Louis and Isadore were stationed at Taos and Santa Fe New Mexico. Michel operated a fort in Wyoming and Francis was in the Yellowstone region. Antoine had several ^{forts} ~~forst~~ in Western Colorado and eastern Utah. Also under Robidoux's employ were 15 to 20 French trappers or traders.

MISSOURI COMPROMISE AND THE PLATTE PURCHASE

In 1820 amid much sectional dispute, Congress reached the Missouri Compromise. Under this agreement, Missouri would enter the Union as a slave state and Maine as a free state. Also no slave state could be formed out of the Louisiana Purchase Territory above the southern boundary of Missouri. Thus, in 1821 Missouri became the 24th State. However, Missouri did not look as it does today. The area where St. Joseph is today located was not included in the state. This section of land had been ceded to the Sac-and-Fox and Ioway Indians in the treaty of Prairie du Chein, ratified in 1830, in exchange for certain lands in Wisconsin..



This Indian land was much coveted by the whites because of its fine streams, its abundant game and its rich soil, as well as for its proximity to the Missouri River, an important avenue of transportation.

As can be expected, stories began to appear about the undesirability of the Indians as neighbors. An example of this is John Dougherty, Indian agent, who said:

"They are poor, miserable, drunken, set of beings....dwindling away to almost nothing, quarreling among themselves, killing each other, and in constant broils with their white neighbors."

Gradually, against government orders, more and more whites began to move into the area and began clamoring for its addition to Missouri. Besides being Indian territory, two other obstacles were against this addition of land to Missouri: 1) Missouri, already the largest state, would become even larger. 2) An agreement of the Missouri Compromise would be breached by converting free soil into slave territory. After months of preliminary maneuvering in Washington D.C., Senator

John Clayton introduced a bill to the United States Senate to extend the "western boundary of Missouri" to include what became known as the Platte Purchase. The bill passed both houses and was signed by ~~the~~ President ^{James Jackson} on June 7, 1836.

Negotiations with the Indians were turned over ^{to} William Clark (Lewis and Clark), Indian Agent for land between the Missouri and Arkansas Rivers. At a meeting on September 17, 1836 at Fort Leavenworth the Indian chiefs of the tribes involved signed the treaty giving up the land. Among the witnesses was Joseph E. Robidoux, oldest son of Joseph Robidoux, founder of St. Joseph.

When Mahaska, Chief of the Iowa tribe, began to realize the whites were going to take the land, he pondered whether or not to fight to keep it. Looking for guidance from his gods, he climbed King Hill. ^{There} He saw plantain weed, known to the Indian as "white man's foot" because it grew wherever white man came to stay. Mahaska took this as an answer from the gods that he was to give up the land.

In return for this 2,000 acres of land which today composes the counties of Platte, Buchanan, Andrew, Holt, Nodaway and Atchison, the Indians received the following:

Iowas, Sacs and Foxes to receive \$7500

Iowas and Sacs to divide 400 sections across the Missouri River.

Iowas to receive:

- 5 comfortable houses
- 200 acres fenced and broken up
- farmer, blacksmith, teacher and interpreter
- agricultural implements for 5 years
- rations for one year
- ferry boat
- mill
- 100 cows and calves
- 5 bulls
- 100 stock hogs
- \$500 for removal

Sac and Foxes to Receive:

Same as Iowas except only three comfortable houses and \$400 for removal.

Otoes, Missouris, Omahas and Yancton and Santee Sioux also signed a "convention" to give up claim to the land.

Thus in 1836, fifteen years after statehood, Missouri took the shape that we recognize today.

BEGINNING OF THE TOWN

Buchanan County was organized on September 10, 1839. As settlers began to close in on Joseph Robidoux, he decided in 1843 to buy the 160 acres to which he held pre-emption rights and sell the land for city property. At first he sold the lots at a fairly cheap rate of one lot for \$10 or a yoke of oxen but this would change.

Up until 1843 St. Joseph was known simply as Blacksnake Hills. Then Robidoux asked two surveyors, Simeon Kemper and Frederick W. Smith, to each make a town plan. Kemper's plan contained wide streets and parks and the name for his town was to be "Robidoux". Smith's plan used narrow streets of the European fashion which Robidoux was accustomed to and street names were to be names of Robidoux's children and wife. The proposed name of the town was "St. Joseph" after Robidoux's patron saint. Robidoux looked at both plans and said:

"I want to sell my land in lots, not give it away in streets".

Thus St. Joseph became the name of the town officially on July 26, 1843.

Robidoux immediately began to sell lots. Corner lots went for \$150 and interior ones sold for \$100. Robidoux donated an entire block for a civic building (court house) and sites for two churches , a school and a marketplace.

By the end of 1843 there were 500 people in St. Joseph which was an increase of 300 from June of that year.

EARLY GOVERNMENT AND BUSINESSES

St. Joseph was incorporated as a village on September 26, 1845 with Joseph Robidoux as president of the first board of trustees. The minutes of one of the early meetings read "The board met at early candlelight". By 1846 the city's population was 936. Indians and trappers were a common sight on the streets. The first city charter was obtained September 22, 1851 and Thomas Mills became the first mayor. *picture of mills*

Below is a list of St. Joseph businesses in 1845. Choose ones to make exhibits of depending upon available artifacts. Can also gather more information when chosen.

NEWSPAPER

*4p 7, 1848
paper
first for Congress*
St. Joseph Weekly Gazette began 1845. Wm. Ridenbaugh, editor.

\$2.00 per year if paid in advance

\$3.00 per year if paid at end of year

POST OFFICE

Frederick Smith - first postmaster. Used his hat.

CHURCHES

Methodist in 1844 established first permanent religious organization. Rev. Edward Robinson

Presbyterians in 1845 built first church building. Rev. T.S. Reeves.

SADDLES AND HARNESSES

Israel Landis

BAKERY

Isadore Barada

LOANS AND LAND SPECULATION

John Corby had first metal safe in St. Joseph
(Logan says some canceled checks still in existence)

UNDERTAKER

David J. Heaton. Cabinet shop and coffins.

GENERAL MERCHANDIZE

A.M. Saxton and Elias Perry had first store.

Others were E. Livermore and Ross & Harper.

DRY GOODS

Smith & Donnell

DRUG STORE

John Patee (see St. Joseph Gazette June 6, 1845 for ad-Logan p. 27)

Hull and Carter Drugs

HOTEL AND BOARDING

EDGAR HOUSE 1st three story building in St. Joseph

GUNSMITH

E. Kemp

WINES & LIQUOUR

Henry McKee

BARBER

Phillip Werthwine-first official barber

BLACKSMITH & PLOWMAKERS

Wm. Carter and Aquilla Morris

MEAT MARKET

ALLENDORF & Rhoades

BOOTMAKERS

Horatio Glasgow

BOWLING ALLEY

John Kennedy

5 doctors

4 lawyers

FARMS

Common to have large hemp plantations outside city.

Samples of prices one could expect to pay in St. Joseph in 1845 were:

coffee - 9¢ a pound

flour - \$4.50 per barrel

cornmeal - 50¢ per bushel

windowpanes - \$3.75 per box

gunpowder - \$6.50 per keg

bacon and ham - 7¢ per pound

eggs - 6¢ a dozen

salt - \$2.25 per sack

sugar - 7¢ a pound

whiskey - 23¢ per gallon

leaf tobacco - \$1.75 per 100 pounds

manufactured tobacco - 16¢ per pound

The Missouri River winds itself through the early history of St. Joseph. During the 1800s St. Joseph grew to be "Queen of the River Towns." St. Joseph was the northernmost city of size to which one could safely reach by steamboat. The Missouri River is different from others because the bottom does not stand still. The sand of its bottom moves, and not always in the same direction. Thus, it constantly challenged pilots with its sandbars and by its shifting course within the confines of steep bluffs. In 1859 a true Mo. riverboat was developed which drew only 31 inches of water over shallow, evershifting sandbars. This allowed travel further north. Today, the Corp of Engineers try to maintain the navigation channel 9 feet deep and 300 feet wide.

In 1845 one of the first of many warehouses to be built in St. Joseph was built by Jonathan Copeland. It was primarily used to store hemp which would be taken down river to St. Louis.

GOLD RUSH

In 1848 the discovery of gold by James Marshall at Sutter's Mill in California began another epoch in St. Joseph history - that as a jumping off place for westward immigrants. By the end of January some of the first emigrants began to show themselves in St. Joseph. Fredrich R. Kurz in his journal wrote:

"The first arrivals from the East were two rich merchants from New York. They had traveled in a sleigh direct from their homes to this point."

By the middle of February the Missouri began to thaw and was open to navigation. Thousands of gold seekers began to pour into the town and steamboats not only unloaded passengers but also mules, horses, cattle, vehicles and other commodities. The landing place was as busy as a bee hive. By March 1849 the St. Joseph Gazette reported upwards of 500 people camped around the city waiting for green grass to grow on the prairie so they could begin the journey of approximately four months. Between April 1 and June 15, 1849 a total of 1,508 wagons crossed by ferry at St. Joseph and an additional 685 wagons crossed four miles north at another ferry. This has been estimated at approximately 8,000 people. By 1850 the number of Spring arrivals rose to a guessed 40,000 to 50,000 people camped around St. Joseph. In the early years of emigration approximately one-half of all emigrants to the West traveled through St. Joseph.

Frederich Kurz observed:

"The city was packed so full of people that tents were pitched about the city and along the opposite bank of the river in such numbers that we seemed to be besieged by an army. Every house lot that was enclosed became a stable and brought money to the owner."

"Not less entertaining was the horror many of these emigrants had of the Indians, and even of the pioneers. They went about the streets

heavily armed. They never failed to carry pistols and long knives in their belts. The inhabitants of St. Joseph, on the contrary had more to fear from these adventurers than they had to fear from us."

Emigrants inched their wagons up the line to the ferry where wheels would be removed and wagons taken across the river. Approximately 30 wagon a day could be ftaken per ferry. An 1849 emigrant, John McWilliams wrote:

"We had to move our wagons by hand for two or three days to get them to the ferry.... They were so close together that the wagon tongues ran each under the wagon preceding it... This long stream of wagons never stopped day or night, and a number of steam-boats were used as ferries to help them get across."

The St. Joseph Gazette of February 9, 1849 boasted of the amount of items available to the emigrant.

"not an article wanted by an emigrant, from his team and wagon down to his camp kettle and frying pan, but which may be had of the best material and quality in the town of St. Joseph!"
Some items could be purchased for as much as 30% less in St. Joseph than they could in Independence.

Many wagon trains were loaded at St. Joseph with provisions and wares and taken to Salt Lake and other Western points. Freightng business grew so St. Joseph became the supply depot for outlying civilization.

PONY EXPRESS

In 1859 the first cross state railroad - The Hannibal-St. Joseph - reached St. Joseph. In celebration a special delegation from Chicago, St. Louis and Hannibal arrived and a parade of citizens, militia, bands and wagons accompanied them to the Missouri River where they ceremoniously dumped jugs of water from the Atlantic Ocean, Lake Michigan and Mississippi River into the Missouri River. St. Joseph remained the western railhead of the nation for several years.

*Many people
arriving at the
home - Lincoln
crossed*

After the gold rush and the resulting increase in population in California the demand for mail delivery from the United States grew. Several methods were tried before the Pony Express. One was by ship from New York to the Isthmus of Panama and then by ship again to San Francisco. This took approximately 30 days. Another method was the Butterfield Overland Mail Company which took a southern route to San Francisco and took about 23 days. This route went from St. Louis to Fort Smith, Arkansas; El Paso, Texas; Yuma, Ariz; Los Angeles and San Francisco.

*ship from NY, around Horn to SF - 34 mos
across the isthmus by O. cart*

In the 1850s the South was a smoldering tinderbox for rebellion. The northern states feared that California could be cut off from the rest of the free states if the South seceded and disrupted the southern mail route of Butterfield. A safer route to California needed to be secured. This along with the desire for a faster mail delivery led to the conception of the Pony Express.

*— "united Calif a
"big problem" for the
people that could
get her goods
landed*

In the fall of 1854, Senator Gwin of California made a trip to Washington via the Central Route with B.F. Ficklin, general superintendent of the Russell, Majors and Waddell freighting firm, as companion part of the way. They discussed the possibility of the Central Route being a mail route and Senator Gwin approached Russell, the head of the firm, with the idea. In 1859 with the completion of the Hannibal-St. Joseph Railroad the plan emerged for a horseback express mail service by the Central Overland

California and Pike's Peak Express Company (corporation formed by Russell, Majors and Waddell in 1859 to operate their stage lines). At first Majors and Waddell were not as enthusiastic as Russell as to the profitability of such a venture but the expectation of a government subsidy made them more willing. The offer was made to Congress to provide mail service for \$500 round trip. Pro - Southern Senators who did not want northern communications with California improved blocked the proposal to pay for the Pony Express mail carrying. However, Russell, Majors and Waddell decided to go ahead with the gamble on their own hoping to eventually gain the mail contract.

Facts concerning the Pony Express:

Map showing the route and stations.

Home stations were at 40 mile intervals along the route and relay stations were at 10 to 15 mile intervals. There were 190 stations in all. 80 to 100 riders were hired. The advertisement read:

Wanted

Young skinny wiry fellows not over eighteen. Must be expert riders willing to risk death daily. Orphans preferred. Wages \$25 per week. Apply, Central Overland Express, Alta Bldg., Montgomery St.

The saddle was a lightweight one designed and made by Israel Landis at his St. Joseph saddle factory. A easily removable cover, called a mochila, fit over the saddle. On each corner of the mochila was a cantina which held the mail. There were fitted with locks, and the keys would be kept only at Salt Lake City, San Francisco and Saint Joseph. Usually each man rode 25 to 30 miles per day, ten miles per horse. The shortest time taken to run the route was

*7 days & 17 hours w/
Lincoln's body
Address*

with the usual time being 10 days.

\$150 to \$200 was paid for each of the approximately 400 horses used.

The quality of the horse is revealed because at the time an ordinary horse was about \$50.

The fee for carrying a letter was \$5.00 per 1/2 ounce but was later reduced to \$2.50.

*Richardson
riding a pony
sick at last*

The first rider left on April 3, 1860 from the Pony Express Stables in St. Joseph. Johnny Fry is usually given credit for being the first rider. The steam ferry "Denver" was waiting to take the rider across the Missouri River. On April 4th, a rider left San Francisco bound for the East.

On April 3rd flags and bunting were put on buildings in St. Joseph and a holiday spirit filled the town. Streets were crowded with people wanting to see the first rider begin his run which would begin as soon as the mail arrived via the Hannibal-St. Joseph Railroad.

Ceremonies were held in which speeches were given by St. Joseph Mayor Jeff Thompson and Alexander Majors. The theme was: "The mail must go through." As an election was approaching, Mayor Thompson could not resist flowery oratory for the voters before firing the canon from the Pony Express offices located at the Patee House which officially started the run at 7:15PM. He said in part:

"The mail must go through. Hurl'd by flesh and blood across 2,000 miles of desolate space... neither storms, fatigue, darkness, mountains, or Indians, burning sand or snow must stop the precious bags. The mail must go."

The gamble of Russell, Majors and Waddell failed as the government never gave them the contract they wanted or paid them ^{due} \$1,349,548 owed from previous losses during the Mormon War of 1857 which they had expected to receive. Also they mortgaged their property to Ben Holladay who advanced funds to continue their operation.

Then in 1861 three things happened to cause the demise of the Pony Express. First, when the South did secede and disrupt the Butterfield southern mail route, instead of giving the contract for the Central Route to Central Overland California and Pike's Peak Company, Congress divided the responsibility. They gave Butterfield the line west of Salt Lake City and the line east to St. Joseph was given to the Central Overland California and Pike's Peak Company. But by this time Russell, Majors and Waddell were bankrupt. They had spent \$700,000 leaving a \$200,000 deficit and Holladay foreclosed on his mortgage and took over the Central Overland California and Pike's Peak Company. Thirdly, the telegraph line from east to west was completed in 1861 securing rapid communication between California and the Union. The Pony Express was ended on October 26, 1861.

The Pony Express was a remarkable fete in American history. Although several men lost their lives from Indians, only one mail pouch was lost. After running 18 months, the total distance covered by the Pony Express equaled 24 times around the earth.

*Butterfield made a
station for the Pony Express in
1861 and it was not used*

JEFF THOMPSON

One of St. Joseph's most colorful mayor's was Meriwether "Jeff" Thompson. Born in 1826, he was reared in Harper's Ferry, Virginia - a slave state. As a boy he frequently rode in the cart of a black man named Jeff. The nickname stuck and he later adopted it legally. After attending the military academy at Charleston, Virginia, he came by steamboat to Liberty Landing, Missouri where he was only 20 years old. A year later Thompson moved to St. Joseph working in a mercantile and grocery store. By joining the surveying party for the Hannibal - St. Joseph Railroad, he gained a knowledge of surveying and railroad line engineering. Later Thompson was engineer in charge of construction of the Western Division of the Hannibal and St. Joseph Railroad and involved in the development of several smaller railroads. This growing reputation as a railroad builder would unfortunately be interrupted by the Civil War.

After being elected mayor in 1859, one of the most well known events Thompson was involved in was the send-off of the Pony Express on April 3, 1860. Thompson was only 31 years old at the time of his election.

But storm clouds of the Civil War were gathering and "Jeff" Thompson's life began to take another turn. After the election of Lincoln and the secession by the Southern States began, Thompson's southern upbringing came forth. In 1861 he was active in the formation of two state militia companies in St. Joseph and became a Colonel in the Missouri State Guard.

It was at this time that the "flag incident" occurred.. Because of tension in St. Joseph, a city ordinance had been passed forbidding the flying of any flag. However, the newly appointed Postmaster, John Bitteringer, hoisted the United States flag over the Post Office. Protests were voiced and an angry mob of 500 soon gathered demanding the flags removal. Thompson, a city leader and prominent citizen, was engaged in the real estate business across the street and after having had a few drinks felt reckless enough to lead a group in the

His collection of history items at Thompson attorney includes a surveying compass & other tools in Lib. 7

forceful removal of the flag. They climbed the building and tore down the flag while Jeff Thompson blew a toy bugle.

After this, Federal troops came to St. Joseph to break up the Missouri State Guard and quell tensions. Thompson went South to join the Confederate army where he was commissioned Brigadier General, becoming famous as the "Swamp Fox of the Confederacy". He was effective in pinning down many Federal troops in the low and swampy lands of Southeast Missouri.

Thompson had a chance to show his leadership even during the year he was in the Federal prison in Ohio after his capture. As spokesman for the prisoners, he improved some of their conditions.

Upon his release, Thompson returned to Southeast Missouri where he resumed his fight. But when the end of the war came he was able to accept the defeat of the South and Reconstruction.

Instead of returning to his home in St. Joseph, he moved to New Orleans where he was Chief Engineer of the Board of Public Works of the State of Louisiana. But in 1876, ill health was upon him and he returned to St. Joseph where he died of consumption at the age of 50 years.

CIVIL WAR

Much information can be written about the Civil War. I have tried to limit this to what might be useful to an exhibit.

MAP. Page 3, MUSEUM GRAPHIC VI, No. 1 or map already on exhibit.

The area of Missouri along the Missouri River which included Buchanan County was known as Little Dixie. This was because 3/4s of the settlers in this area were from or descendants of those from the southern slave holding states - especially Tennessee and Kentucky. They brought their Southern sympathies with them. Slaves made up about 9% of the population. There were a few large slaveholders but most owned one or two slaves.

Buchanan County was located in the Northern part of Little Dixie. In the late 1850s Buchanan County had 2,000 slaves valued at \$1,500,000. This gives some idea of the connection some would feel to the Confederacy.

However, the 1860 Presidential election shows that Missourians as a whole were more in favor of reconciliation of the differences between the North and the South.

Missouri	Buchanan County	
17,028	452	Lincoln (Rep. - against any more slave territory)
58,801	1,226	Douglas (No. Dem. - Each state or territory should decide on slavery)
58,372	1,287	Bell (Constitutional Union - compromise on slavery. Preserve Union)
31,317	614	Breckinridge (So. Dem.- No slavery restrictions)

To most Missourians the Civil War actually began in 1854 with the Congressional passage of the Kansas-Nebraska Act. Earlier the Missouri Compromise of 1820 had stated that no other slave states above Missouri's southern border in the Louisiana Territory could be formed. Now with the Kansas-Nebraska Act, this was repealed and the legality or prohibition of slavery could be decided by those who settled there. Northerners (chiefly from New England) began to move into Kansas. This worried Missourians who feared a free state on their western

border and they also rushed into Kansas hoping to gain control of the territory. These proslavery and antislavery men, resorting to armed violence, began a small-scale Civil War. Missouri "border ruffians" attacked free soil settlements. Abolitionist bands, notably one led by John Brown, raided proslavery centers. These raids and the press actually gave an erroneous conception of Missouri's loyalty to both the North and the South because in truth few Missourians took part in the Kansas outrages. Most Missourians believed in maintenance of the Union. There was only a small secessionist element in the state and it was able to exert influence beyond its numbers. However, reports from "Bleeding Kansas" kept sectional passions inflamed throughout the country.

Along the state line men on both sides felt the need to band together if not for raiding, at least for protective associations from guerrillas. So we see, the history of Western guerrillas began in Missouri several years before the beginning of the Civil War in 1861. The result was that the Civil War in Missouri was not a war of great armies and officers, this was a bloody local insurrection, a war between friends and neighbors - a civil war in the true definition of the word. With the official outbreak of the war at Fort Sumter in April 1861, both sides along the Missouri-Kansas border felt their acts now had some legality. Men were waiting for the opportunity to take revenge for things that had happened in the years before 1861. 1,000s of innocent people were to pay for the prewar acts of a few radical men.

There were many skirmishes between regular and irregular troops during the war in Missouri (possibly show list from Museum Graphic) The major political developments in Missouri during the early years of the war were: In the gubernatorial campaign of 1860 the Democrat Claiborne Jackson campaigned for the Union. Secretly he was a secessionist. After his election in 1861, he refused to provide the state volunteers that Lincoln requested. Instead, he formed a State Guard, ordering them into summer encampments and collecting guns and

spotting them over the state.

In the meantime, a state convention was held and it was decided that there was no reason for Missouri to leave the Union. Governor Jackson, of course, disagreed with this and moved the seat of the state government to Boonville. General Price was his military leader of the Missouri State Guard.

Brig. General Nathaniel Lyon of the Union was sent to Missouri with three goals: 1) stop the Missouri State Guard from organizing and moving south to join up with the Confederacy. 2) Take control of the Missouri River. 3) Take control of the railroad. Lyon did stop the State Guard recruitment and kept many men from going South in organized groups. But this left many potentially active men behind the battle lines. Some of these men became guerrillas.

By August 1861 Governor Jackson had moved to Springfield, Missouri. However, on July 20 a state convention had declared the office of governor and Lt. governor vacant. The new provisional governor was Hamilton Gamble who seriously desired peace and conciliation for Missouri. Jackson did not accept the decision of the state convention and still considered himself the legal governor of Missouri. Brig. Gen. Lyon felt that the north of the state was secure enough to go south after Jackson as he was a rallying point for secessionists. On August 10, 1861 the Battle of Wilson's Creek ensued between General Lyon's Union men and General Price's Confederate men. It was one of the severest battles of the war from the point of casualties among the men engaged. The Union force was beaten and forced to retreat. Even though they were outnumbered two to one, they almost won. General Lyon was killed.

Under General Fremont Union forces pushed Confederate forces back and forth across the state sometimes without a fight until the Battle of Pea Ridge, Ark. on February 23, 1862 where the Union hold on Missouri was secured. This ended the major battles in Missouri and kept the Confederate army out.

In October 1861 Gov. Jackson had called a special state legislative session at Neosho, Mo. They passed an ordinance of secession and in November 1861, Missouri

Don't forget
the 1861
secession
vote

was accepted as the 12th Confederate State. However, since this Neosho assembly lacked a quorum in both houses and since Jackson had already been replaced by Gamble, secession was illegal.

St. Joseph, Mo. was relatively calm during the war years due to the presence of various military groups. After the flag incident in May 1861 (referred to in Jeff Thompson part) and until June 1861 the U.S. Dragoons were stationed in St. Joseph to ward off further trouble. They were replaced by the Second Iowa Infantry who remained until August 1861. During a several day gap after their departure a Confederate regiment moved in to town. They were poorly disciplined and poorly officered soldiers who spent their time drinking and fighting. The upset town was glad to see them replaced by another raw militia group - this time Union - from Grand River. The group to spend the most time in St. Joseph was the 16th and 52nd Illinois Regiments. They came in September and spent the winter of 1861-62 on Prospect Hill - north of town overlooking the city. Cannon practice was held by firing over the city. Their presence kept things quiet around St. Joseph. During the rest of the war years, Buchanan and Platte Counties made up the 7th Military District and government officials felt there was a need for militia to protect their homes. President Lincoln agreed to this especially because he reasoned that it might keep men home who otherwise would have joined the Confederates. This militia adopted the name of "Paw Paws". Legend says that after chasing outlaws, being tired, mudcaked, thornscratched and footsore the patrol walked down a muddy road in the rain. A farmer saw them and asked: "Where Ya' been?"

"Up in them hills", answered a rear rank private, who could smell the cooking odors from the cabin.

"Watch' a been doing?" was the query.

"Pickin' Paw Paws!" came the answer from the disgruntled private.

The rest of the patrol roared with laughter and carried the story back to the regiment. Critics say they got their name because they spent most of their time

hiding in the woods among the Paw Paw trees.

One of the main incidents of the war around St. Joseph was the Platte River Bridge disaster of September 3, 1861. Missouri "bushwhackers" expecting a regiment of Union men burned the Platte River bridge of the Hannibal-St. Joseph Railroad. Instead of soldiers, the train was one for passengers. Sixteen people were killed when the train plunged into the river.

Also, at various times during the war, torchlight parades took place in the streets of St. Joseph. Union men marching one way and Confederate men marching the other way would meet. Fists and curses filled the air.

An estimated 16000 to 20000 men went South from Buchanan County to fight for the Confederacy during the war. Most went singly or unorganized. The only company of men to make it to the South was that of Captain John Landis. Some of the other prominent St. Joseph Confederates were General Jeff Thompson, the "Swampfox", and Elijah Gates who went in as a private in a company formed near Easton, Mo. and came out of the war as a Brig. General. He fought in the battles of Lexington, Elkhorn (Pea Ridge) and Corinth. Five times he was wounded, three times captured, twice escaped and five horses were shot from under him. In 1871 Gates became sheriff of Buchanan County and in 1876, he became the State Treasurer of Missouri.

Find out
how many
went North

GUERRILLAS

Guerrilla fighting is an aspect that the border war is most characterized by. The most famous guerrilla leaders were William C. Quantrill, Bill Anderson and George Todd. These irregular bands of pro-southern fighting "men" were mostly boys. All three of these leaders were killed during the war.

Frank and Jesse James began their careers as outlaws as members of Quantrill's band. The James brothers are remembered as outlaws but not much publicity is given to how they got their start. Jesse James was born in 1847 in Clay County, Missouri. His father was a Baptist minister from Kentucky. Living so near the Kansas border, he grew up with the border war violence around him. After his father's death enroute to California, his mother married Dr. Samuel, also a pro-Southerner. Frank James, Jesse's older brother joined up with Quantrill's guerrillas and in the Spring of 1863 Union troopers terrorized the family home looking for Frank. They hung his step father but he was cut down in time to save his life. Jesse, at age 15, was forced to watch. Soon after he too joined Quantrill's guerrillas and rode with them in the rain on Lawrence, Kansas in August 1863.

Some ex guerrillas had a hard time adjusting to peace time life. Many who had joined as boys knew no other way of life. Thus, their fight continued. Bank hold-ups came natural to ex guerrillas. They had found out during the war the handsome amount of cash such places held and how easily they could be taken. Missouri got the national name of "Outlaw State" and it was believed that the "James-Younger Gang" of ex Civil War guerrillas was mostly responsible. This was dangerous business and by the early 1880s many had been killed or imprisoned. The Youngers were captured in Northfield, Minnesota in 1876 and in 1882 Jesse James was assassinated and Frank James surrendered.

The part St. Joseph plays in the James gang history is that Jesse James under the name of Tom Howard moved to St. Joseph in November 1881 with his

wife, Zee, seven year old son and three year old daughter. Also with them came Charley Ford whom they referred to as "Cousin". Secretly, he was involved in a plot to kill Jesse for the reward of \$10,000. The James family lived quietly in St. Joseph, making sure their children attended Sunday School and towns people were surprised that the man killed on April 3, 1882 was in fact Jesse James, the outlaw. Sometime between 8:00 and 9:00 in the morning he was shot in the back of the head by Bob Ford, 24 year old brother of Charley, at the James home at 13th and Lafayette Streets. Jesse James was 34 years old. The body was taken to the family farm near Kearny, Missouri for burial.

So ended the history of guerrilla warfare in Missouri. Others of the old Civil War gangs were now reaching middle age but they always seemed to have a certain notoriety..

MERCANTILE PERIOD

After the Civil War St. Joseph began to grow again. During the first two years 3,000 buildings were erected. Population began rising and went from 19,565 in 1870 to 102,000 in 1900. This period of time became known as St. Joseph's Golden Age.

Wholesale business began to grow and St. Joseph became a supply center to almost every area of the West. The seven leading wholesale businesses were dry goods, groceries, hardware, furniture, lumber, boots and shoes and drugs. The importance of St. Joseph in the wholesale business can be illustrated by the fact that 1888 there was a gross business of \$45, 300,000. St. Joseph trade equaled that of Kansas City and Omaha combined. According to the 1889 HANDBOOK OF NORTHWEST MISSOURI:

"One of the wealthiest and most prosperous of all the cities between the Mississippi River and the Pacific Ocean, is St. Joseph. Its geographical position combines more advantages than any other inland city of the West. It is central to a territory vast in extent and of wonderful productive capacity. As a wholesale mart and jobbing center St. Joseph has no rival in the Missouri Valley. Its wholesale trade is of no sudden growth and millions of dollars of capital are now invested in this traffic. Nearly a thousand commercial travellers are calling upon the retailers of the great Western area of the country every thirty days."

Exhibits could represent each of the seven areas of business. Prominent names were:

DRY GOODS: Tootle and Fairleigh which later became Tootle, Craig & Co.

Brittain and Overman

John S. Lemon and Company

GROCERY: Nave, McCord and Company

Turner, Frazer and Company

C.D. Smith and Company

HARDWARE: Wm. Wyeth and Company
 Talbot Fairleigh and Company
 Shultz and Hosea

FURNITURE: Louis Hax - largest furniture factory west of Mississippi River

LUMBER: Dougherty, Ray and Company
 George T. Hoagland and Son

BOOTS AND SHOES: Victor B. Buck and Company
 Hundley, Judd and Company

DRUGS: H.M. Garlichs

VICTORIAN PERIOD

The later 1900s can be referred to as the Victorian Age of taste - so called because this was the time of Queen Victoria's reign in England (1837-1901).

The St. Joseph Museum, built by William Wyeth in 1879 but occupied by Tootles from 1887 until 1946, was built during this time and shows the immensity of style popular and the wealth in St. Joseph which encouraged the building of such homes. Patterned after a castle on the Rhine River, it is the first home west of the Mississippi River to be decorated by the Louis Comfort Tiffany firm of New York City. There are many fine examples of Victorian architecture in St. Joseph. Probably the largest concentration of these is in the Hall Street District. Wholesalers, bankers and railroad builders occupied these houses.

Clothing of the period was as elegant as the houses. From 1869 to 1890 the bustle was the style. Bustle's took various shapes but were usually made of braided wire or perhaps a stuffed cushion tied around the waist by tapes. (Show dress or dresses of period with bustle) An example of a dress worn during this time is that of etc.. (Might tell something of dress)

One of St. Joseph's most well known centers of culture and entertainment was

the Tootle Opear House. It was built on the corner of 5th and Francis by Milton Tootle. It was one of three theatres in the United States to have a gas chandelier which could be ignited by an electric spark. Regarded as the finest theatre west of the Mississippi River, crowds used to gather just to see ladies in jewels and gentlemen in evening dress arrive there. On opening night Maggie Mitchell, well-known actress of the time, portrayed Fanchon in "Fanchon the Cricket". Fanchon was a sprite-like child, grand-daughter of a reputed witch, herself a bit "touched by the moon".

EUGENE FIELD

St. Joseph has been immortalized by the pen of journalist Eugene Field in "Lovers' Lane, Saint Jo".

Saint Jo, Buchanan County,

Is leagues and leagues away;

And I sit in the gloom of this rented room,

And pine to be there today,

Yes, with London fog around me

And the bustling to and fro,

I am fretting to be across the sea

In Lovers' Lane, Saint Jo.

Let us sit awhile, beloved,

And dream of the good old days, -

Of the kindly shade which the maples made

Round the staunch but squeaky chaise;

With your head upon my shoulder,

And my arm about you so,

Though exiles, we shall seem to be

In Lovers' Lane, Saint Jo.

Although born in St. Louis in 1850 and spending his career in various cities, Field spent some of his happiest moments in St. Joseph. In 1871 he visited the home of his college roommate, Ed Comstock, and fell in love with his fourteen year old sister, Julia Comstock. Field, then twenty-one, with no sign of employment, proposed to Julia. However, her surprised father said the wedding must wait until she was eighteen and he was gainfully employed. After obtaining a job with the ST. LOUIS JOURNAL, Field got the postponement reduced to two years. On October 16, 1873 Eugene and Julia were married at the Christ Episcopal Church in St. Joseph. The wedding was a social event as the Comstock's were well-to-do. There were thirty-four wedding cakes and each woman present received a nosegay bouquet from the table centerpiece. (Could exhibit wedding dress)

From 1875 to 1876 Eugene Field worked as a reporter and helped typeset for the ST. JOSEPH GAZETTE. Then he worked for the ST. LOUIS TIMES JOURNAL, KANSAS CITY TIMES, DENVER TRIBUNE and the CHICAGO MORNING NEWS becoming well known for his articles.

Another well known poem of Field's was written after the death of his first born infant son. "Little Boy Blue" is perhaps his best loved poem.

The little toy dog is covered with dust,

But sturdy and staunch he stands;

And the little toy soldier is red with rust,

And his musket moulds in his hands.

Ay, faithful to Little Boy Blue they stand,

Each in the same old place,

The Golden Age in St. Joseph

by Barbara Clark

Many of the towns west of the Mississippi River arose swiftly. These boom towns emerged with discoveries of gold, silver, and lead. Others became important cattle shipping towns. No matter what the reason, boom towns were erected almost overnight. Saloons, general stores, and hotels were quickly built and opened immediately for business. The only problem with these flourishing towns was the decline and, sometimes, desertion of these once busy centers when resources ran out. St. Joseph, Missouri, did some booming itself, but not at the initial phase of its growth. There were no resources nearby like those exploited by the towns out west. St. Joseph became a supplier for those towns, thus making a solid foundation on which to build. Yet, St. Joseph was going to boom and stay around for a long time. This boom came in three different stages during the period from 1880 through early 1900.

The Golden Age in St. Joseph began in 1880 and lasted until 1900. It was equivalent to the Gay Nineties nationwide. The first stage of the Golden Age brought many changes to St. Joseph. A free public library was established in 1890, and 3,272 volumes were donated by the old library association. By March, 1891 the library purchased more books and had 5,510 volumes for home use along with many reference books. This library was erected at 6th and Charles, and during the winter of 1891 and 1892 it was moved to 10th and Sylvania. As the population grew, another branch was opened as an experiment in the business section of the city.

Not only did the library notice the increase in population, but the board of education realized the need for more schools. By August, 1890 the board announced in the *St. Joseph Daily Gazette* the need for more room and more schools. At that time the school board consisted of sixteen members elected without pay, and, according to one source, the sessions made for spicy reading. The public school district consisted of fifteen square miles and owned

thirty-two of the thirty five buildings in which it operated schools. The district employed 278 teachers and had an enrollment of 11,054 students. Annual operation was \$250,000, and all the schools were ranked among the best in the West.

In 1891 the state of Missouri passed a law requiring every teacher to attend an institute taught by the county superintendent and consisting of at least two weeks of training in pedagogy. The people of this growing town realized their future lay in the hands of their youth and, thus, provided for the continuation of prosperity.

By February, 1893 The *St. Joseph Herald* proclaimed that the St. Joseph high school stood first among any institution of its kind. Other sources used stated St. Joseph was the only city in Buchanan County with a high school. The University of Missouri gave credence to twenty-three accredited high schools in the state. Four-year high schools operated in thirty towns, and more than one hundred towns conducted two-year and three-year high schools.

Private schools emerged as many immigrants of different backgrounds and religions formed organizations for the betterment of their offspring. One such organization was the German School Society (*Deutscher Schul-Verein*). This was a charter organization of German American citizens, who made the school board include mandatory instruction in German, as well as in English, in all schools. Another such group initiated the parochial school at the Church of Immaculate Conception where both languages were taught by the Sisters of the Order of St. Joseph. Many other Catholic schools were also established in St. Joseph. St. Patrick's school for boys was directed by the Christian Brothers, and the Sisters of St. Joseph directed one for the girls. Other parishes included Holy Rosary, St. Mary's, and Wyatt Park. A private female academy was set up and conducted by Dr. Charles Martin until 1893. The Academy of the Sacred Heart

and Christian Brothers College were also very prominent schools.

The children who filled these schools often came from families moving westward. Large numbers of people passed through the city, but many stayed to establish homes in St. Joseph. Housing lots sold rapidly and in great quantities. In April, 1890 one hundred choice lots went on sale between 22nd and 24th streets that fronted on Francis, Jule, and Faraon. The very next month one hundred more lots in a section fronting on Faraon, Francis, Jule, Felix, and Edmond went on sale but did not turn out to be a great success. The northern part of the city also put lots up for sale in the Walker Addition. Most of the lots were sold to wealthy men, who intended to increase their fortunes by their knowledge of St. Joseph as a natural distributing point for the vast territory out west. According to one source, new mansions were built "with stone fortress-like walls, stained glass windows, turrets, and towers reminiscent of the old castles along the Rhine." One such beautiful home was started in 1890 for Alfred T. Smith, a wholesale merchant, at 802 Hall Street. The constructors were the soon to be famous architect and building firm of Eckel and Mann. Smith sold the house before it was finished, and John J. Tootle became the owner in 1892 at its completion. Samuel M. Nave, capitalist and part owner of Nave-McCord Wholesale Business, had a beautiful home built by the architect E. J. Eckel at 22nd and Clay Streets. Another beautiful country home, built in what is now Stonecrest, was called Clifton Forest. The home was a show place in St. Joseph. The country place was owned by John D. Richardson and his wife Alie, owners of Richardson Dry Goods Company.

With the establishment of beautiful homes, the atmosphere of the city changed, also. A flavor of Southern hospitality and charm became known in St. Joseph, Missouri. That charm, plus economic opportunity, provided for the advancement of communication and

transportation systems.

Two telephone exchanges shared equal customer services in the 1890s. Missouri and Kansas Telephone Company was the first to begin service in 1882, and by 1893 the Citizen Telephone Company had joined in servicing residents and businesses. Missouri and Kansas Telephone Company assisted the St. Joseph Police Department when a signal service was introduced in 1891. That company set up an independent exchange consisting of a switch board and three operators housed in the central police station. With this system the patrolmen, from the thirty-seven stations that existed, were scheduled to signal in every hour during the day and night that they were on duty. This signal service was the first ever to exist in the St. Joseph Police Department. The police became more efficient with this service, which was needed with the increase in public transportation. The traffic on the streets was becoming a problem, and, even before 1890, rules for this traffic had to be established.

More and more people were able to

travel to different parts of the city with the introduction of electric street railways in 1889. St. Joseph was the first city west of the Mississippi River to operate them on a regular schedule. Up to that time the city used carriages, buggies and horses, and omnibuses. The Omnibus line operated until 1894, when it sold its stock and equipment to Brown Transfer Company. In 1890 People's Company absorbed the Union Line and Wyat Park Line and equipped all the city's lines with electricity. Shortly after the city incorporated all electric street railways, it increased the length of the lines. Wyat Park, Jule Street, and Messanie Street were added to the system. A route called "the belt" started at 7th and Felix going north and then turned east on Jule Street Line, passing through the Eastern suburbs and New Era Park and returned through Wyat Park to the starting point. The lines were fairly extensive, therefore, and, when the street railway system sold in 1893, its price was \$565,000.

Just before this time, several streets were paved with vitrified brick: Francis Street from Frederick to 13th; Main Street from Felix to Isadore; and 5th Street from Patee to Antoine. During

the following three years, from 1891 through 1893, brick was laid on Mes-sanie Street from 2nd to 8th, Lafayette City. The route taken was called the Maple Leaf because it had a maple leaf as its emblem. This route never went through Union Station as did other lines, because no mutually satisfactory arrangement could be made with management. Other railroads running through St. Joseph were: Rock Island; Chicago Great Western; Atchison, Topeka, and Santa Fe; St. Joseph Terminal; and Union Pacific. These trains enabled St. Joseph to develop into a major wholesale distributing center for the Western United States.

According to Walter Williams, an historian for the State of Missouri, St. Joseph was the largest wholesale dry goods market west of St. Louis. Close to St. Joseph, the rich black alluvium soil along the river produced grains such as wheat, rye, oats, and corn. Elsewhere, the brown loam loess soil was excellent for orchards. The combination of these markets with the many acres of stock breeding and dairy farms, along with the railroads, helped create the prosperous industrial center St. Joseph became. Mills, dry goods stores, and other manufacturing companies were built at rapid rates.

Stephen J. Burns was an early operator of an oatmeal and hominy mill formerly called the Buell Woolen Mill, located on 3rd, north of Mitchell. The Patestown Brewery was located at 13th and Sacramento. A small flour mill called the Pearl Milling Company was bought out by Chris L. Rutt, a news-paperman, and Charles G. Underwood, who, together, invented a pre-mixed, self-rising pancake flour made with hard wheat flour, corn meal, phosphate of lime, soda, and a trace of salt. A tune called "Aunt Jemima", heard at a cake-walk, became the name of this product as well as the name of the manufactur-ing company. Later on, rice flour, corn sugar, and powdered milk were added to the mixture to improve it.

Advertisements in the St. Joseph *Daily Gazette* from new and established dry goods stores were daily occurrences. Some of the dry goods stores included: Sampson and Schmechel Dry Goods; T.R. Bretz and Company, Wool Business (where suits sold for ten dollars each); Arcades Clothing, House for Men and Boys; Young, Townsend, and Frazier Dry Goods Company; Levy's Dry Goods completed in 1890 from Des Moines, Iowa, through St. Joseph to Kansas City. The route taken was called the Maple Leaf because it had a maple leaf as its emblem. This route never went through Union Station as did other lines, because no mutually satisfactory arrangement could be made with management. Other railroads running through St. Joseph were: Rock Island; Chicago Great Western; Atchison, Topeka, and Santa Fe; St. Joseph Terminal; and Union Pacific. These trains enabled St. Joseph to develop into a major wholesale distributing center for the Western United States.

Many charities also originated in the early 1890s. The Home for the Friend-less and the Home for Little Wanderers were organized by the Ladies Union Benevolent Association. Improvements were made at the State Lunatic Asylum No. 2 and at the County Farm for paupers.

With all the new organizations and companies, not only did transportation within the city increase, but transportation from other parts of the country grew. Railroads from all over ran through St. Joseph in the early 1890s. The Chicago Great Western Line was

completed in 1890 from Des Moines, Iowa, through St. Joseph to Kansas City. The route taken was called the Maple Leaf because it had a maple leaf as its emblem. This route never went through Union Station as did other lines, because no mutually satisfactory arrangement could be made with management. Other railroads running through St. Joseph were: Rock Island; Chicago Great Western; Atchison, Topeka, and Santa Fe; St. Joseph Terminal; and Union Pacific. These trains enabled St. Joseph to develop into a major wholesale distributing center for the Western United States.

Trade; Richardson, Roberts, Byrne, and Company (Importers and Jobbers); Britain, Smith, and Company; Wood Manufacturing Company, Improved Dry Goods and Notions and Manufacturer of Men's Furnishings; and Midland Coffee and Spice Company. These wholesale houses kept over 1,000 salesmen on the roads traveling for their respective St. Joseph businesses.

The increase of business permitted people the freedom to relax and enjoy life a little more. The University of Missouri organized its first football team in 1890, and county fairs became events not many wanted to miss. A track built at Lake Contrary by the Lake Shore Company was one-half a mile long with grandstands seating a capacity of 3,000. St. Joseph's Fair Association formed during that time of fast harness horses and odd-shaped tracks. The association then built a mile long track, and the city boasted of its record breaking horses, Nancy Hanks and Martha Wilkes. Purses of \$500 and \$1,000 were put up to attract the best horses. By August, 1893 over 400 race horses were entered at the fair.

Bicycling had also become very popular, along with the cakewalk, two-step, waltz, schottische, and polka. Some of these dances were put to use at the many weddings, receptions, and parties that dominated the "Social Swim" recorded in the *St. Joseph Daily Gazette*.

A typical dress worn in this period consisted of olive silk taffeta trimmed with yellow ruching and black lace. The sleeves often were puffed with a bustle on the skirt. The calling ensemble resembled a silk cafe-au-lait dress topped with a fringed black overcape of bead-encrusted taffeta and heavy net. Another dress, worn at the Julia Comstock-Eugene Field wedding reception, consisted of a royal blue taffeta and velvet with an overskirt that billowed into a lengthy train. An important accessory to all costumes of this time was a tiny ruffled parasol. Clothes such as these were worn to the many balls that were given in honor of visiting guests, wedding receptions, coaching parties, and debutantes. The decorations for these balls were elaborately done in palms, plants, as well as in ferns, and the prevailing colors for flowers were pink and white. Many roses, chrysanthemums, and carnations filled the rooms with their fragrances.

With so many beautiful parties given in palatial homes, the chance of fires became greater. The fire department decided it was time to start building itself up. The St. Joseph Fire Department started making additions in 1889 and built a firehouse at 9th and Doniphan Avenue. Another fire station was added at 18th and Felix in 1891. The increased population during the next year necessitated that another firehouse be built at 10th and Powell. That same year a fire company occupying an old building on North 3rd was moved to a new address on 3rd and Franklin.

Another type of company began in 1890 when Captain Max Manheim organized a militia called the St. Joseph Light Guards. In the following year Manheim became a lieutenant colonel of the 4th Regiment, and a brigade encampment was held at Lake Contrary. Lake Contrary was a very popular resort during this time. Shortly thereafter, Captain Clay C. MacDonald organized Company "K" that became known as the "Wickham Rifles" and, somewhat later, the "MacDonald Rifles". A Company "F" was also established but disbanded several years later.

After days of drilling and practice, entertainment became a well-sought after event. One of the best places to find this type of entertainment was Tootle's Opera House, which was built in 1872. Many productions were presented in this building until February 2, 1893, when a small fire disrupted business. By February 15, remodeling had begun, and, since Milton Tootle, Jr., had just reached his twenty-first birthday, he undertook a complete renovation of the theatre. Crimson Wilton carpets were laid - thus making it the "handsomest" theatre west of the Mississippi River. Mildred Grenier, author of *St. Joseph: A Pictorial History*, uses photography to describe a large auditorium, lobby, and silk drop curtains along with an advertisement stating the theatre to be "the handsomest theatre in America." The *Daily Gazette* claimed the New Tootle Theatre to be "Not Gaudy - (the) Finest Playhouse in West." It had the "largest stage in the country." Competition arose on March 3, 1893, when the New Crawford Theatre opened to the public. The Crawford was remodeled from the old Bijou Theatre that burned. The Bijou was previously the old

St. Joseph Natatorium, a popular health resort. On opening night of the Crawford the wealthy, beautiful, and fashionable people of St. Joseph attended.

During the day, while others conducted business in mills, wholesale houses, and manufacturing plants, a few men tended business in livestock packing plants. The John Moran Packing Company opened in 1892 and was active for several years. Another larger pork-packing operation called the Connett Packing Plant began in the early 1890s. At the height of business, 1200 hogs a day were processed. Then business slowed, and the operation became unprofitable. Connett closed the plant and started the Connett Brickyard from which many bricks were used for St. Joseph buildings as they were constructed.

The meat packing industry was not the only farm-related business to suffer in the early 1890s. According to Floyd C. Shoemaker, who wrote *A History of Missouri and Missourians*, the period between 1891 to 1900 was the worst ever experienced for Missouri agriculture. Duane Meyer, author of *The Heritage of Missouri: A History*, concurs with Shoemaker. Meyer states that the first half of the 1890s was a very unhappy time for Missouri farmers. Since 1870 wheat prices dropped to 43 cents a bushel in 1890, and corn prices diminished to 45 cents per bushel in that same time period. The bottom fell out of all farm prices during 1893 and 1894. Shoemaker quotes the price of corn at 29.75 cents per bushel and wheat at 62 cents a bushel. The farm problem was blamed on low prices, high and discriminatory freight rates, oppressive mortgages, high interest rates, and the drought that kept production at low yields.

Not only were the farmers having a rough time, but all of St. Joseph felt the effects of the Panic of 1893. This financial depression slowed progress of all St. Joseph businesses to some degree. Real estate values fell, and bank owners suffered. The Panic dealt harshly with A.M. Schuster of Schuster-Hax National Bank and caused a consolidation with another bank, the Saxton National Bank, to form the First National Bank of Buchanan County. Before this problem occurred, St. Joseph boasted of many prominent banks. Among these was the German-American

amendment, decreased to six members The first six members of the new board were B.R. Vineyard, I.T. Hoses Dr. E.A. Donelan, B. Newberger, K.M. Mitchell, and David Marshall.

Progress was maintained with the rebuilding of the Union Station that burned on the night of February 1895. Before the year was out, a new station, with improvements, replaced the old one. It was not until January 1896, however, that it opened to business. A hotel, run by Major John B. Laughlin, was erected on the second story of the new building just like it was on the old Union Station. Another progressive sign was the new name, the St. Joseph Railway, Light, Heat, and Power Company. It formed the public of its many service St. Joseph provided many service for its residents. The State Lunatic Asylum No. 2 added 110 acres to its grounds in 1896. Dr. Charles R. Woodson was the superintendent at the time. The land and buildings were valued at \$325,000.

Two small setbacks occurred in 1890 One was the proposition for the building of a new jail, which was voted down. Usually the sheriff resided in the building, but it was in such disgraceful state that the sheriff live elsewhere. People were still very much aware of the lean times only a few years before.

The other setback was not made. In the autumn of 1896, an earthquake shock was felt. It was the third in a series of shocks that man people encountered in their lifetime. The first had occurred in 1867, and second had happened in 1871. Undoubtedly, people were concerned with these tremors.

1896 ended with the promise of prosperous future for the next several years. John Donovan, a developer of the southern part of St. Joseph, persuaded Gustavus F. Swift of Chicago to purchase eighty percent of the property that belonged to the declining St. Joseph Stock Yards Company. The largest individual stockholder of the St. Joseph Stock Yards was Charles E. France, owner of the State National Bank. The John Moran Packing Company was also bought by Swift Corporation. As a result, Swift started

auditor, and Park Board. Terms had not yet lapsed in positions such as the recorder, constable, treasurer of the Police Department, oil inspector, mayor, clerk, license inspector, collector, comptroller, and engineer.

Unrest among the agricultural population stirred many farmers to seek political solutions. A few cooperatives were organized, but most of the farmers looked to legislation for an answer to their problems. A strong following of the Populist or People's Party, formed in 1892, emerged during 1894.

Other signs of the depression were the several successful train robberies that took place in 1894. A fast train of the Chicago Burlington Line, called the "Eliz", was successfully robbed. There were several attempts made on other lines, but these attempts at larceny were stopped before the missions were carried out. The Kansas City, St. Joseph, and Council Bluffs Line at Roy's Branch, just north of the city, was also successfully robbed. Roy's Branch seemed to be a favorite area for train robberies.

The depression affected many. St. Joseph's charities increased their outreach. The Home for the Friendless was renamed the Memorial Home for Aged People, and the County Farm was still being used for paupers under the direction of T.P. Mosely.

1895 began with many citizens developing better outlooks on life. Many farmers started the new year, with attitudes of improvement and prosperity. Other city areas slowly made plans and expanded. The St. Joseph Fire Department began to enlarge its buildings to make room for new equipment. One building, at 7th Street and Charles, remodeled in order to make room for a new hose reel and other new equipment.

Other enlargements included additions to the school system. A school, later known as the Robidoux School, was remodeled for use as a grammar school as well as offices for the Board of Education. This school had once been a high school before being destroyed by fire and rebuilt. Everett School was also another educational building that was enlarged. 1895 was the year the previous sixteen-member school board, according to a charter

Bank, which moved into a huge building at Seventh and Felix in 1889. Another was the State National Bank chartered in 1890 by Charles B. France. In 1893, when Milton Tootle, Jr. became of age and refurnished the Tootle Theatre, he also joined the private banking firm of Tootle, Lemmon, and Company, a firm that had been organized in 1889. The owners were Thomas E. Tootle, John S. Lemmon, James McCord, and Samuel M. Nave.

Many businesses, schools, charities, transportation and communication systems, and homes all developed during the period from 1880 through 1893. This became the first stage of the Golden Era in St. Joseph's history. The second stage, 1894 through 1896, exhibited small progress, because of the depression of 1893, yet some development did take place to further the gigantic boom begun in St. Joseph in 1880. The financial burden on the banks seemed to ease during the last few months of 1893.

There was much change in the political field in 1894. After the Panic of 1893 and the resultant agricultural depression, people looked for new ideas and answers to their problems. Previously, Democrats state-wide held the majority of offices. A discrepancy in the county election for clerk in 1894 caused much upheaval in the city and county. The Republican candidate, Enos Craig, ran against Democrat Robert N. Nash for county clerk and apparently won by one vote. Nash was satisfied with this result, but his party urged him to contest it. He declined to do so until several other defeated Republican candidates contested their prospective offices. A recount was ordered, and it was found that Nash had a majority over Craig by 80 votes. Until official notice was given, Craig took office in January, 1895, by certification of Governor William J. Stone. Judge A.M. Woodson of the Circuit Court officially ruled Nash to be the rightful office holder. Craig then filed a notice of appeal. The State Supreme Court decided in favor of Nash. The sheriff was then ordered to put Nash into office.

There were also many changes in the city elections. New candidates filled the offices of attorney, street commissioner, Health Department Officer, Superintendent of Buildings,

business that catapulted St. Joseph into its third boom stage from 1897 through 1900.

It took Swift about a year to build and expand, and in 1898 the modern Swift and Company Meat-Packing Plant opened for business. At that same time, the Hammond Packing Company started its operation. Many packing plants were needed, because in 1896 St. Joseph slaughtered 36,893 livestock, and in 1898 the number increased to 225,894. During those two years, another major packing plant began business. The Nelson-Morris and Company was built, and in April, 1898, was in full operation. The increase in meat-packing plants created a need for a local live stock exchange building. Construction was started in 1898 on a building to fill that need. Many of the meat-packing plants vied for space in this new building. The *St. Joseph Daily News* predicted St. Joseph would become "one of the most famous live stock markets and most prominent meat packing points in the country."

The meat-packing industry led the way to employment and new businesses. Real estate values began to rise, and more buildings were erected. 1897 and 1898 constituted busy years for mechanics and laborers and one of the most active periods for the construction business in the history of St. Joseph.

Entertainment again became a much valued pastime. Tootle's Opera House introduced symphony concerts to St. Joseph area residents. The theatre featured local musicians who performed in six concerts each year. Other attractions at the Tootle Theatre for the 1897-1898 season were productions entitled "The Bostonians", "Secret Service", "In Gay New York", "The Girl From Paris", "A Black Shop", "Under the Red Robe", "At Gay Coney Island", and "Shore Acres". Single acts for that same season featured William H. Crane, John Drew, Richard Mansfield, Robert Mantell, E.H. Southern, Clay Clement, James O'Neil, Julia Marlowe, Roland Reed, and Stuart Robson. Some of the production companies that performed at Tootle's included the Dr. Wolf Hopper Opera Company, Primrose and West, the Lillian Russell, Della Fox, and Jefferson De Angelis Opera Company, and

Al G. Fields Minstrels.

1897 was a busy year for city officials also. The Missouri State legislature instituted a statute authorizing the formation of a Board of Charities, which replaced the county court and mayor as caretakers for the poor. The new board alleviated much time and effort the county and city had to spend on helping the poor.

During the summer of that year, the St. Joseph Gas Company absorbed the St. Joseph Light and Fuel Company as well as the St. Joseph Gas and Manufacturing Company. The new president of that company was Emerson McMillan of New York, and A.P. McDonald of St. Joseph was vice-president. Competition among utilities became less of a problem with this merger.

The superintendent of state schools, John R. Kirk, campaigned energetically to replace the state's "old-fashioned, unsanitary 'box car' type rural schoolhouses with the new modern type." Many towns had already begun the change, but few rural areas wanted to change what was already established.

At the end of that industrious year, Lieutenant Colonel Manheim organized another company of troops. Company "C" was formed in December, 1897. Manheim realized the need, because in April of that following year, President William McKinley called for volunteers to fight the Spanish in the Spanish American War. St. Joseph's Fourth Regiment responded quickly. Colonel Joseph A. Corby was head of that regiment. McKinley issued a second call for volunteers in May, and Missouri's Sixth Infantry saw active service in Cuba. That short war ended in August, 1898, and the peace treaty was officially signed in Paris in December, 1898.

St. Joseph continued to grow and prosper. By 1898 two telegraph lines transported news rapidly for St. Joseph. One was the Postal Telegraph and Cable Company. The other was the Western Union. With both companies in operation communication and transportation were dealt with quickly.

St. Joseph also kept on improving its municipal services. Late in 1898 the city was paying \$60 per electric lamp in comparison to \$90 the year

before. There were 369 lamps throughout the city. The sewers extended in length to 49,000 feet. Most followed natural water courses such as Blacksnake Creek, Bush Branch, Smith Branch, and Liniment, or Patee, Branch. The blacksnake branch was an egg-shaped brick lined sewer. The streets continued to be plied with asphaltum. 3rd Street from Jule to Franklin and 7th Street from Olive to Robidoux were upgraded to the standard St. Joseph liked to have for its transportation routes.

At the end of the decade St. Joseph ranked fourth among meat-packing centers in the world. The top firms of St. Joseph were Swift and Company, Nelson-Morris and Company, Hammond Packing Company, and Krug Packing Company. The livestock and packing companies were St. Joseph's most important industries.

Other significant developments in 1899 included the erection of permanent exposition buildings at Lake Contrary by the St. Joseph's Street Railway Company. During the next three years, exposition events were held annually in September at these buildings.

More entertainment could be found as theatres vied for packed houses. Considerable competition took place in 1899. The old Crawford Theatre changed hands and, after renovations, became the Lyceum Theatre. Tootle's Theatre and the Lyceum Theatre were two of the top theatres west of the Mississippi River. Advertisements were easily distributed from these two fine houses, because almost all railroads stopped at South Union Station for mail, and street car dispatches brought the mail to Central Union Station, where eleven pouches were delivered daily.

With all the increase in population, business, and entertainment, money began to multiply, and banks began to form, renovate, or move to new locations. Missouri Valley Trust Company organized in March, 1899, and the Tootle, Lemon, and Company Bank moved to beautiful new housing at 6th Street and Francis that same year.

Many changes took place in St. Joseph during the 1890s. Within that decade, St. Joseph prospered and almost doubled in population. Only one other city in the United States had that kind of record - Los Angeles,

California. In 1890 St. Joseph had a census of 52,324. In 1900 the population count was 102,979. This was an increase of approximately ninety-seven per cent. Most of those people owned their own homes, businesses, and buildings for trade. One source states that the people were "permanent, contented, steady, and reliable," whereas those in other big commercial centers were "transient, restless, and nomadic."

Missouri's farm population had dropped proportionately to the state's population during that same ten year period. In 1880 seventy-five percent of Missouri's population was rural in comparison to that of 1910, when only fifty-seven percent was rural. Yet, St. Joseph did not suffer because farming played a major part in St. Joseph's business economy.

Pure milk was delivered twice daily from nearby dairies. The largest dairy was the Western Dairy Company, which supplied milk, cream, and a special feature of ice cream. St. Joseph used approximately 13,000 gallons of milk daily. The production of butter yearly ran at \$2,500,000. The biggest dealer in cream and butter was the Blue Valley Creamery Company. Blue Valley made a railroad car load of butter daily. Their output for cream to make the butter was a half a million dollars a year. Blue Valley, according to one source, was said to be the largest creamery in the world.

Another big market in St. Joseph was that for grain exports. The land around St. Joseph was very fertile, and seed markets grew in abundance. Some of the leading seed markets were Chesmore-Elastake Company, Faber Seed Company, Mitchell and Company, and Missouri Valley Seed Company.

St. Joseph's poultry production was also a big success. Poultry farmers ran a million dollar business yearly. Much of the produce was shipped out on the extensive railway system. The egg production was a lucrative business, also, with layers producing \$1,500,000 in eggs annually. The fruit and vegetable market topped the poultry business by \$4,500,000 and, thus, made the market a \$6,000,000 success.

An immense livestock business in the early 1900s created many jobs for area residents. The St. Joseph Stock Yards Company, St. Joseph Cattle and Loan Bank, St. Joseph

Company, plus the commission merchants and packers were all housed in the very convenient St. Joseph Live Stock Exchange Building that was built at a cost of \$125,000. Commissioners were busy with cattle, hogs, sheep, horses, and mules. In 1903 receipts for livestock totaled close to \$50,000,000. The number of animals slaughtered in St. Joseph had risen 171,983 in two years from 225,984 in 1898 to 397,967 in 1900. St. Joseph definitely accelerated out of the depression years with the livestock business.

Another portion of the city carried that enthusiasm of production. The wholesale business was large in the first boom stage, but, in the third and last stage of the Golden Era, St. Joseph expanded to even greater proportions. In the paper business, the Sheridan-Clayton Paper Company became a leading supplier in the United States. The drug business was dominated by the C.D. Smith Drug Company and the Van Natta-Lynds Drug Company. Both companies served seven states and territories and had a volume of approximately \$2,000,000 in business yearly in the early 1900s.

Millinery goods sold close to a million dollars annually, and that business employed over 500 people in distribution and manufacturing. Approximately thirty-eight salesmen covered the area west of the Missouri River to the Pacific coast. Buell Manufacturing Company was quoted in one source as being the largest maker of blankets, robes, and flannels in the United States during that time in the early 1900s. Buell's products were shipped directly from the mills to almost every state in the Union. Other firms manufactured duck and denim clothing. The wool business kept seven companies busy with 4,000 employees at full production. Wyeth Company manufactured tinware, saddlery, and harness. There were also several boot and shoe factories.

Other production companies included: the National Biscuit Company and its many flour mills; Perfection Pump Company; St. Joseph Plow Manufacturing Company; and Mokaska Manufacturing-Featuring roasted coffees, spices, and baking powder. Manufacturers of cigars, confectionery, jellies, fruits, butters, and mince meat were prominent in St. Joseph. Cooperies, furniture build-

ers, as well as carriage, buggy, and wagon makers, foundries and machine shops comprised other sections of business. Hominy mills used thousands of bushels of locally grown corn. The St. Joseph Skirt and Waist Company helped provide business for the steam laundries. Three large breweries had a production of 60,000 barrels yearly. A total of almost 200 industries employed over 8,000 people annually and had a value of \$30,000,000. Many of these businesses had trade not only on the continent but in the British possessions, Alaska, Mexico, and the Pacific Islands.

The people of St. Joseph received information on all these developments through three daily newspapers - the St. Joseph *Daily Gazette*, St. Joseph *News and Press*, and a German news-paper called the *Volksblatt*. In addition, the *Stock Yards Journal* was issued daily along with the *Courier*, which was devoted to court matters. There were several weekly publications including the *Catholic Tribune*, *Journal of Commerce*, the *Union*, the *Spectator*, and *The Post and the Lance*. Monthly publications consisted of Dr. Charles Wood Fasset's *Medical Herald* and the *Medical Fortnightly*, the *Western Fruit Grower and the Modern Farmer and Busy Bee*, the *Home and School Journal*, and the *Messenger of Peace*.

For entertainment, St. Joseph had parks, lakes, summer theatres, and hotels. Some of the top theatres besides Tootle's Theatre and the Lyceum Theatre, were the Lyric Theatre, the Crystal Theatre, and the Lake Casino Theatre.

Lake Contrary was a well-known and much used resort. The Lotus Club, located at Lake Contrary, was one of the "finest" clubs west of Chicago. To get to this resort, the St. Joseph Street railway system could accommodate anyone, anywhere with its twenty-four miles of track. If riding the rails was not to one's liking, St. Joseph had many miles of first class rock and gravel roads. The town itself had 152 miles of streets with sixty miles paved in asphalt, brick, macadam, or granite.

Another pastime used for entertainment was reading. One library was the Carnegie Branch. A \$25,000 gift from the Andrew Carnegie Foundation was given to establish a free library in St. Joseph. Another public library in

1904 contained 29,000 volumes and cost the school district \$107,000 a year to house and operate.

By 1904 the school district itself consisted of seventeen educational institutions. Among them were the public schools, kindergartens, academies, evening academies, parochial schools, commercial colleges, two medical colleges, a business university, and Christian brothers College.

Yes, St. Joseph was on the move as it entered the twentieth century. It was one of the wealthiest cities for its size in the United States. It had nine incorporated banks. Three of the banks were national, and six were organized under state banking laws. Wealthy men built St. Joseph and became wealthier. The town was known for solid credit and uninflated values. The buildings were not cheaply constructed but were solidly built and lavishly furnished. The architectural designs of the buildings as well as the residences were "not equalled in any western city."

Enormous changes occurred in St. Joseph between 1880 and the early 1900s. St. Joseph went from a moderate-sized town to a large-sized metropolis. Three growth stages had taken place mainly because the panic of 1893 and the ensuing depression caused significant changes. St. Joseph began a steady growth in 1880 that continued through 1893 until the run on the banks and the decline of farm and industrial prices. St. Joseph, however, did not regress or stand still but maintained a slow development, while many towns folded and became ghost towns. Thus, the second stage lasted from 1894 until 1897. The, the meat-packing plants established new jobs and fresh hopes among the residents of St. Joseph. From that point on, St. Joseph began to grow with enormous prospects for an enticing and bright future.