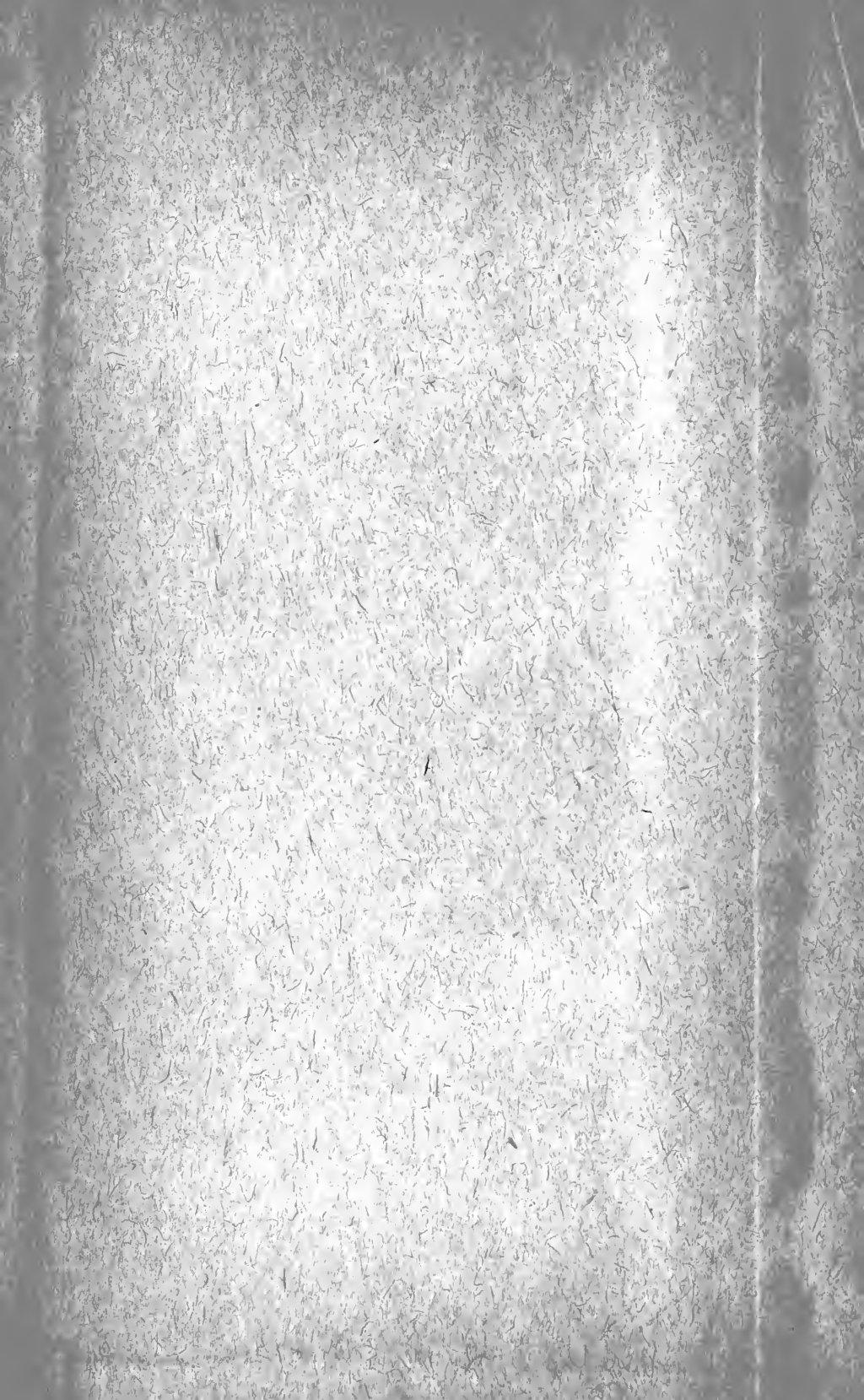


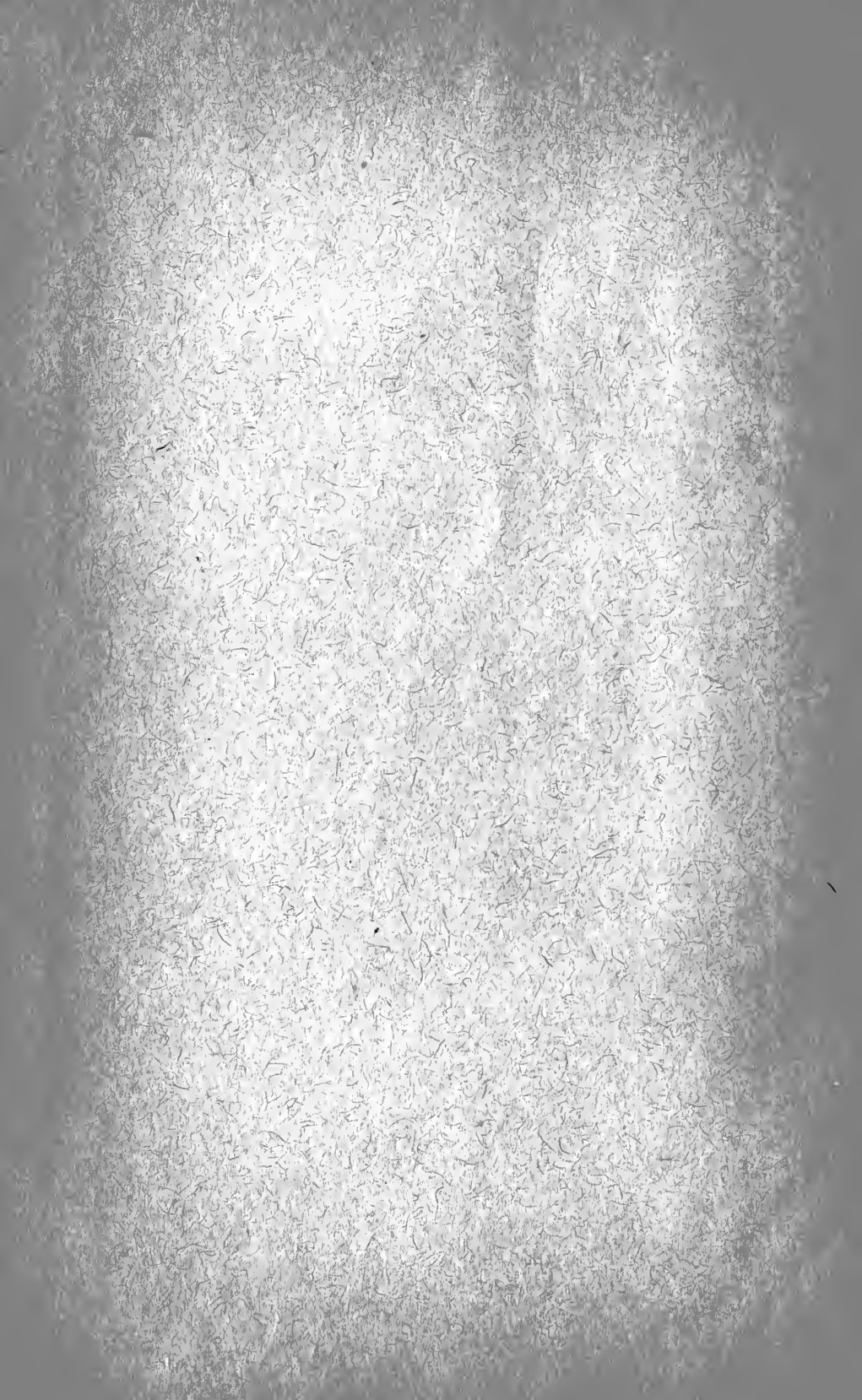
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Western Engraving Company of St. Louis

Yours truly
W. S. Hoag

SAINT LOUIS :

THE

FUTURE GREAT CITY

OF

THE WORLD,

WITH

BIOGRAPHICAL SKETCHES OF THE REPRESENTATIVE MEN AND
WOMEN OF ST. LOUIS AND MISSOURI.

BY L. U. REAVIS.

“Had St. Louis been destined to remain a village, her history might have been dispatched in a few lines; but future generations will inquire of us all that concerns the origin of the ‘River Queen,’ the destined Queen of the Western Empire.”—*Nicollet*.

CENTENNIAL EDITION.

ST. LOUIS:
C. R. BARNES, 215 PINE STREET.
1876.

5th
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PRINTER.

BECKTOLD & CO.,
BINDERS.

TO

GENERAL WILLIAM SELBY HARNEY:

THE DISTINGUISHED SOLDIER.

WHOSE SWORD WAS ALWAYS FEARED IN BATTLE, AND WHOSE
COUNSEL WAS EVER VALUED IN
THE CABINET:

THE DEVOTED PATRIOT.

WHO HAS GIVEN THE YEARS OF MORE THAN AN ORDINARY
LIFE-TIME, TO THE SERVICE OF HIS COUNTRY AND
THE CAUSE OF MANKIND;

THE VETERAN CHIEFTAIN,

WHO IN THE EVENING OF LIFE, HONORED FOR HIS GALLANTRY
AND HIGH Demeanor IN THE LAND HIS GENIUS
DEFENDED, ENJOYING ALIKE THE ESTEEM
AND GRATITUDE OF HIS
COUNTRYMEN.

THIS VOLUME

WHICH IS DEVOTED TO THE HISTORY AND GROWTH OF A CITY
DESTINED TO BECOME THE CHIEF METROPOLIS
OF THE GLOBE

IS RESPECTFULLY INSCRIBED BY

THE AUTHOR.



CONTENTS .

	PAGE.
DEDICATION.....	
PREFACE.....	V.
A PERSONAL WORD.....	VII.
PROPHETIC VOICES ABOUT ST. LOUIS.....	X.
ST. LOUIS THE METROPOLIS OF THE MISSISSIPPI VALLEY—LETTER FROM JUDGE HOLMES.....	XI.

PART FIRST. HISTORICAL REVIEW.

INTRODUCTORY.....	3
CHAPTER I.—The Geographical, Geological, and Topographical situation of the City of St. Louis.—First Settlement.....	5
CHAPTER II.—The Treaty of 1767.—Progress of the St. Louis Colony.— An Indian Visit.—St. Ange de Bellerive.—Pontiac the Indian Hero.	11
CHAPTER III.—Changes in Government.—The Aborigines.—Death of Laclede.—The St. Louis of Early Days.—Attack by Indians.— Treachery of the Commandant.—The Perils of the Mississippi.— River Pirates.—The Flood of 1785.....	15
CHAPTER IV.—Concluding Events under Spanish Dominion.—Retroces- sion of Louisiana to France.—Transfer to the United States.— Appearance of St. Louis, at the time.—Its Commerce.....	23
CHAPTER V.—Primitive Habits.—Singular Views of Credit.—First Trip to Santa Fe.—Explorations of Lewis and Clark.—Territorial Organ- ization.—Wilkinson and Burr.—First Legislative Assembly.—Steps for the formation of a State Government.....	27
CHAPTER VI.—Educational Efforts.—The Fur Trade.—First Steamboat. A Newspaper and a Bank.....	31
CHAPTER VII.—St. Louis in 1821.—Its Mercantile and Mechanical Establishments.—The “Grand Cathedral.”—Incorporation as a City.—The First Duel.—Visit of Lafayette.—Rapid Growth.....	34
CHAPTER VIII.—Burning the Negro.—New Enterprises.—Visit from Daniel Webster.—The Levee in 1840-50.—Crimes and Executions...	49
CHAPTER IX.—Another Decade.—Important Enterprises Inaugurated.— Mercantile Library Association.—The Mexican War.—The Great Fire of 1848.—The Cholera.—Project of a Railroad to California.— Murder.—Robbery of the State Bank.....	57
CHAPTER X.—From 1850 to 1860.—The Fair Association.—The Lindell Hotel.—Introduction of Street Railroads.....	65

CONTENTS.

CHAPTER XI.—Modern Improvements.—The Polytechnic Building.— Public School Library.—Insane Asylum.—The New Jail.—The Great Bridge across the Mississippi.—The Railway Tunnel.....	68
CHAPTER XII.—History of the Court-House.—City Charters and Execu- tive Officers.....	72
TABLES OF POPULATION.....	78
COMMERCIAL REVIEW.—The Merchants.—The Old Exchange and the New.....	80
THE RIVER SYSTEM OF ST. LOUIS.....	95
THE RAILWAY SYSTEM OF ST. LOUIS.....	101
BANKS AND BANKING.....	131
INDUSTRIAL REVIEW.—The Manufacture of Iron.—The Manufacture of Flour.—The Brewery Business.—Statistics of Manufacturing.—The Packing Business.—Dry Goods.—Groceries.—Tobacco.—Furniture. Hardware.—Hats and Caps.—Drugs.—Boots and Shoes.....	133
LOCAL INSTITUTIONS.—The Water Works.—The Fire Department.— Metropolitan Police.—Gas Companies.—Street Railways.—Public Parks.—The Press of St. Louis.—Washington University.—The St. Louis Public Schools.—The Churches.—The Post Office.—Missouri Medical College.....	147

PART SECOND, MISSOURI.

CHAPTER I.—The Discoverers and Early Colonists—Fernando DeSoto — Father Marquette.—Early Annals.....	185
CHAPTER II.—How the Counties were Settled.....	191
CHAPTER III.—The Counties Continued.—Madison, Jefferson, Franklin, etc.	195
CHAPTER IV.—The Settlement of the Platte Purchase, Buchanan, Bates, Caldwell and other Counties of the Northwest.....	199
CHAPTER V.—Southwest, Southeast and other Counties..	204
CHAPTER VI.—Moniteau, Bollinger, Benton, Counties, etc. — Indian Troubles.—The “Anti-Slicker” War.....	209
CHAPTER VII.—The Settlers of Pike.—History of Polk, Reynolds, St. Clair, Ripley, Shannon, and other Counties....	219
CHAPTER VIII.—Political History.—Territorial organization.—The Slavery Question.—Formation of State Constitution.—Mexican War.....	223
CHAPTER IX.—The State and its Representatives.—Slavery and State Rights.—Benton, Atchison and others.....	229
CHAPTER X.—The Civil War.—The part Missouri played.—Events since the War.....	232
CHAPTER XI.—Geographical Position.—Geology.....	258

CONTENTS.

MINERAL WEALTH.—Lead Mines, Iron Mines, Coal Mines.—Miscellaneous.....	241
AGRICULTURE.....	247
SOCIAL PROGRESS.—Statistics of Population.....	251
RAILROADS.....	254
EDUCATION.—The Public School System.—The State University.—Normal and Denominational Schools.....	256
LEADING CITIES.—Jefferson City, Kansas City, St. Joseph, Boonville, Springfield, Cape Girardeau, Ste. Genevieve, St. Charles.....	270
THE FUTURE.....	324

PART THIRD. BIOGRAPHICAL.

ALEXANDER, J. F.....	591	EDGELL, STEPHEN M.....	435
ALLEN, THOMAS.....	365	FARISH, EDWARD T.....	764
BARTLE, WILLIAM G.....	784	FARRAR, BERNARD G.....	529
BECK, JAMES P.....	684	FLETCHER, THOMAS C.....	623
BELL, DANIEL W.....	363	FRANKLIN, E. C.....	541
BENTON, THOMAS H.....	385	GARRISON, D. R.....	577
BLAIR, GEN. FRANCIS P.....	395	GERHART, PETER G.....	816
BLAND, PETER E.....	793	GHIIO, JOHN B.....	524
BLOW, HENRY T.....	409	GIBSON, CHARLES.....	489
BOGY, LEWIS V.....	417	GOULD DAVID B.....	825
BOSBYSELL, WILLIAM.....	797	GRISWOLD, WILLIAM D.....	741
BRAWNER, WILLIAM A.....	813	GUERDAN, FRANCIS.....	820
BRITTON, JAMES H.....	603	HARNEY, Gen. WILLIAM S.....	331
BROADHEAD, JAMES O.....	636	HAMILTON, WILLIAM.....	609
BURLINGHAM, REV. A. H.....	674	HAYDEN, EDWIN.....	519
CAVENDER, J. S.....	709	HENRY, JOHN.....	752
CHAMBERS, JAMES H.....	830	HILL, BRITTON A.....	513
CHRISTY, WILLIAM.....	641	HOUSER, DANIEL M.....	657
CHURCHILL, S. B.....	463	HUNT, Mrs. ANNE L.....	659
CLARK, WILLIAM G.....	790	HUTCHINS STILSON.....	626
CRANE, JOHN H.....	621	JACKSON, JOHN.....	783
CRITTENDEN, Mrs. ELIZABETH...	677	JAMISON, WILLIAM C..	607
CRAWSHAW, JOSEPH.....	221	JONES, HORATIO M.....	693
CUMMINGS, JOHN K.....	717	JONES, ISAAC EATON.....	569
DAMERON, LOGAN D.....	781	JONES, WILLIAM C.....	749
EADS, JAMES B.....	433	KEHLOR, JAMES B. M.....	787

CONTENTS.

KENNARD, THOMAS.....	713	ROWLAND, D. P.....	689
KENNETT, LUTHER M.....	477	RUSSELL, W. H. H.	958
KNAPP, GEORGE.....	612	RYAN, Rev. P. J.....	671
LAFLIN, SYLVESTER H.....	829	SCHNEIDER, PHILIP W.....	802
LEFFINGWELL, H. W.....	721	SCHOLTEN, JOHN A.....	795
LIGGETT, JOHN E.....	774	SCHURZ, CARL.....	443
LUCAS, JAMES H.....	483	SCHULTZ, CHAUNCY F.....	575
MCCLELLAN, JOSIAH G.....	743	SHERMAN, Gen. W. T.....	375
MCCULLAGH, JOSEPH B.....	615	SIMMONS, EDWARD C.....	510
MCLEAN, JAMES H.....	705	SIMPSON, JOHN E.....	502
MONKS, JAMES A.....	823	SLAYBACK, A. W.....	737
MORRISON, JAMES L. D.....	777	SMITH, CHARLOTTE.....	756
MORSE, JOHN H.....	767	STAGG, HENRY.....	619
MURPHY, PATRICK C.....	800	STEWART, ROBERT M.....	701
NORMILE, J. C.....	545	TERRY, JOHN H.....	663
PAGE, WILLIAM M.....	504	THORWEGAN, W. H.....	666
PARAMORE, JAMES W.....	759	TODD, ALBERT.....	537
PECK, CHARLES H.....	497	WALSH, JULIUS S....	647
PIGGOTT, J. J.....	527	WELLS ERASTUS.....	594
PORTER, FRANK J.....	698	WELLS, RODNEY D.....	652
ROLLINS, A. W.....	728	WILSON, HENRY.....	811
ROLLINS, JAMES S.....	449	WOLFF, MARCUS A.....	521

APPENDIX.

THE COTTON TRADE OF ST. LOUIS.....	3
COLLIER WHITE LEAD WORKS.....	8
EXCELSIOR MANUFACTURING Co.....	12
ST. LOUIS TYPE FOUNDRY.....	15
LINDELL HOTEL.....	19
THE FURNITURE TRADE.—J. H. CRANE.....	23
ST. LOUIS AGRICULTURAL AND MECHANICAL ASSOCIATION.....	25
DODD, BROWN & Co.....	29
A. F. SHAPLEIGH & Co.....	34
WESTERN ENGRAVING Co.....	37
PETTES & LEATHE.....	40
NEWCOMB BROTHERS.....	42
JOHN J. DALY & Co., STATIONERS.....	44
CHANCY R. BARNES, PRINTER.....	45
BECKTOLD & Co., BINDERS.....	45
EAST ST. LOUIS.....	47

P R E F A C E .

IN presenting to the public a Centennial Work, more ambitious and comprehensive than anything of a similar character I have yet issued, a few words relative to its scope and its design are deemed essential to a proper appreciation among those who know the circumstances under which the labor has been performed, and the purpose which the work is designed to subserve.

In its character and scope, the work is designed to be commensurate with, and representative of, the fame and material grandeur of St. Louis and Missouri. To this end the information and the arguments have been grouped in general departments, and each of these has been treated with such elaboration as its importance seemed to demand.

In presenting the historical sketch of St. Louis, I feel a laudable pride, believing that it is the best yet published, and that it will be so decided by the reader.

In the history of the city, the greater attention has been given to that dim traditional period, the record of which is fragmentary, and which, therefore, requires our efforts to preserve from that decay which follows all events inscribed only in the recollection of men. The records of our later history as a city, have been too fully and voluminously kept to run the risk of oblivion, and their elaboration is left to some future historian.

The statistics and facts, which set forth the present advancement of St. Louis in her material growth, have been collected with care, and are presented without exaggeration or any unnecessary ornament. In their simplicity they are eloquent of a present full of grandeur, and a future glowing with brighter promise than the achievements of the past can even measure. In that promise, so plainly to be read, so far on its way to fulfillment, I see the consummation of my great ambition for the city of my home, the city of my ardent hope and love.

That part of this work devoted to the State of Missouri, has been prepared with great care, with a view of not only placing upon record a contribution on this epoch in American history, but also, to present to the public a more elaborate statement of the physical features, resources, history, growth and greatness of the State than has yet appeared in public print. No State in the American Union is supplied with so much natural wealth, and none gives promise of a greater future. And if it be true that St. Louis is destined to be the great city of the world, it is also possible that Missouri will be the great State of the American Union. Abounding, throughout her wide domain, in unlimited resources, her future must be great.

That portion of the work devoted to biography, embellished as it is with the best productions of the engraver's art, is designed to be a faithful reflex of the moving force, the life and soul behind the marble, the iron and the brick that in stately piles typify the swelling power of a new and wonderful civilization planted upon a congenial soil. In the selection of biographical sketches, it has been my purpose to choose, more especially, those men and women, who are conspicuous and representative, in some branch of industry or profession, or fill some important place in life's fraternity; and though I am not able to make this part of the work as complete as I desire, it will be representative in its character, and transmit to posterity the life career of many men and women, who have contributed to the honor and greatness of St. Louis and Missouri. As a whole, it is no egotism to say that it constitutes a mine of information and instruction from which may be gathered some of the choicest events and episodes in the history of our country, and some of the brightest examples of well-directed endeavor. In this department, so essential to history, there will be found neither flattery nor unmerited compliment, but such a representation as conscientious performance of a worthy labor can alone produce. Could we subtract biography from all history, we would have left but a succession of barren facts, in which there would be nothing to attract our sympathies or to guide our judgment. It is, therefore, becoming in those who record the efforts of individuals, to do so with a full sense of their responsibility, and in the consciousness that the teaching conveyed will grow stronger with each succeeding generation.

Actuated by these deep convictions this work has been prepared, and I therefore trust that its usefulness will extend far beyond my own times, and that when it is looked upon as a memento of the past, it will also be regarded as a prophecy that has met a triumphant fulfillment.

In the preparation of this work, I have not been unmindful of the occasion which has been the cause of its production. I have not been unmindful that this is a great era in American history, a great event in the life of the nation, designed to demonstrate the growth and power of its people—their material growth and political, intellectual and moral greatness. Such a period necessarily excites in the minds of the people unusual interests of patriotism and pride: patriotism for the land and government of those whose heritage and home the country is, and a pride in its growth and greatness, and the manifest genius of its people in the affairs of the world.

Conscious of these things, it has been my purpose to prepare a work in every way fully representative of the material and intellectual interests of St. Louis and Missouri—a work exhibiting in voluminous form, at this Centennial period, the growth and greatness of a city destined to be the world's metropolis, and a State destined to contain a population of forty million.

With a full conviction that the city of London is not fixed in history as the final great city of the world, but that it heralds the one great city of the future, which all civilization is now hastening to build up on this continent, as the culminating work of the westward movement of the world's people on the globe, it is with

heartfelt gratitude that I have been enabled to see some good results, as I believe, come to the public from my own labors. Especially am I grateful for the achievement won in being able to send out this volume to my people, representing as it does so much of their life and greatness—a people who, I believe, will in turn kindly regard it, and be charitable in criticism, and generous in promoting its usefulness.

In the preparation of this work, it is but just to say that I have received valuable assistance from JOHN S. DORMER, Esq., a gentleman well known, not only in St. Louis, but throughout the country, for his ability and scholarly attainments, his experience in journalism, and his literary accomplishments.

L. U. R.

MAY 1, 1876.

TO THE PEOPLE OF ST. LOUIS—A PERSONAL WORD.

IN presenting a final and conclusive record of St. Louis and Missouri, at this pivot point in American history, I deem it of some concern to myself to place in this volume a personal word in reference to my work done in your midst and the motive that has actuated me in my labors.

I came a stranger to St. Louis ten years ago this May 1876. I came from my native State, Illinois, to make this city my home, and for a pre-determined purpose to engage as best I could in the discussion of questions relating to the future growth and prosperity of St. Louis and the grand Valley of the Mississippi. I saw a great transition which the civil war had brought about, gradually stealing upon the nation, and slowly and surely changing the social and commercial relations of the people, and destined to establish new modes of trade and new commercial channels, quite different from those of the past. These new modes and new channels I saw to be essential to the future growth and grandeur of the nation. True to "my personalities and their boundaries," though a stranger, without friends and without means in your midst, I commenced the work I came to accomplish. And while it was undefined to my mind, at the beginning, and undertaken without a contract for compensation, the way, though rugged, and beset with opposition, gradually opened before me as I proceeded.

Almost ten years have passed away since the publication of my first pamphlet, entitled "The New Republic, or the Transition Complete." During this time I have prepared and published and circulated, through the aid of the County Court and a few friends, more than 150,000 copies of my pamphlets, accompanied with appropriate maps of my own, and recently added to my labors the present, and a previous, biographical volume.

In the prosecution of my work I have not been actuated by any desire for personal gain, nor any ambitious motive. I have been alone impelled by a profound conviction that a new manifestation of life was growing upon

the nation, which was destined to compel our civilization to adjust itself in harmony with the topographical character of the continent, and the nation, vitalized by this new life, to be ruled from a continental capital. Nor have I, in the prosecution of my work, been actuated by a local selfish spirit. With due regard for my convictions about the future of St. Louis, I have been sanguine and earnest in presenting to the public "the reason for the faith that is in me;" but under no circumstances have I intended to express aught of prejudice or envy toward any other city on the continent. But my home, my hope and love are all in St. Louis, the destined capital of the nation, and the great city of the future. And the convictions I entertain respecting her future growth are the result of my thoughtful conclusions, and in no way the result of prejudice to other cities, which are "all pearls strung upon the one string" of our common country.

Since I came to St. Louis, her population has more than trebled, and her wealth and power have correspondingly increased. Her glory, like that of a newly-risen star, has gone out over the globe to the people of all lands. My books are in the great libraries and commercial centers of this and European countries, bearing the testimony of the present growth, and heralding the triumph of the final great city of the world, the ultimate heart of the civilization of the world's people which is destined ere long to throb the onward progress of our universal humanity.

Now, whether I have done much or little to advance the material interests of St. Louis, and to present the possibilities of the Mississippi Valley, during the years of my labor, I leave it for others to determine.

In thus laboring I have had no ambition to gratify. Here is my home, and I shall be content to pass the balance of my life with the consciousness that I am a humble citizen in the future great city of the world.

I have thus far spent the best years of my life in St. Louis. Impelled by an intense zeal, a zeal akin to enthusiasm, I have walked these streets in poverty and hunger to collect from every field of laudable life, facts and statistics out of which to make arguments to present to the world, to show the rising glory and future greatness of St. Louis. Still more, I have sought every avenue of information that promised to lead to some new form of truth necessary to a complete demonstration of the westward movement of human power on this continent, and to show that the future theater of American activity *will* be in the great basin of the Mississippi. And I take pride in all things that contribute to the welfare of, and give promise of a greater future for, St. Louis and the American nation. And though I see the future with brighter hopes, I feel that the shadows of declining life begin to fall upon me. But I shall not falter in my work, for I am conscious that this volume will endure, and find welcome and anxious readers long after the prophecy it contains is fulfilled, and the fact heralded to mankind that St. Louis is the great city of the world. And thus conscious of the correctness of this prophecy, the fulfillment of which now lies hid in the future, it matters very little what vicissitudes are in store for me on this side of the eternal world, for I know

that the people of other times who shall walk the streets of this city, in the riper years of its growth, will do justice to my memory, and accept the boon of a metropolitan destiny now impending in the affairs of the world, and for which I have labored with an unselfish purpose.

My fate is inseparably connected with you, the citizens of St. Louis; and no matter how humble I may be in your midst, and no matter what distinction wealth may make between many of you and myself, I have the promise, from of old, that my works shall live after me. And henceforth, whether my days be many or few, I shall not cease to present to the public everything within the scope of my future labors that tends to proclaim the glory of St. Louis, and herald the final triumph of the great city of the world.

With these words, I shall henceforth extend my labors to the interests of the Mississippi Valley, the welfare of the American nation, and the commercial destiny of the Western Hemisphere.

L. U. REAVIS.

ST. LOUIS, MO., May 1, 1876.

PROPHETIC VOICES ABOUT ST. LOUIS.

St. Louis alone would be an all-sufficient theme; for, who can doubt that this prosperous metropolis is destined to be one of the mighty centers of our mighty Republic?—CHARLES SUMNER.

Fair St. Louis, the future Capital of the United States, and of the civilization of the Western Continent.—JAMES PARTON.

A glance at the map of the United States shows what an interesting place St. Louis is destined to become; when the white population has spread itself more westwardly from the Mississippi, and up and along the Missouri river, perhaps it may yet become the capital of a great nation.—DUKE OF SAXE-WEIMAR EISENACH, "Travels in North America in 1825-'26."

NEW YORK TRIBUNE, }
NEW YORK, February 4, 1870. }

DEAR SIR:—I have twice seen St. Louis in the middle of the winter. Nature made her the focus of a vast region, embodying a vast area of the most fertile soil of the globe. Man will soon accomplish her destiny by rendering her the seat of an immense industry, the home of a far-reaching, ever-expanding commerce. Her gait is not so rapid as that of some of her Western sisters, but she advances steadily and surely to her predestined station of first inland city on the globe.

Yours,

L. U. Reavis, Esq., Missouri.

HORACE GREELEY.

I also remember that I am in the city of St. Louis—destined, ere long, to be the great city on the continent (renewed cheers); the greatest central point between the East and the West, at once destined to be the entrepot and depot of all the internal commerce of the greatest and most prosperous country the world has ever seen; connected soon with India by the Pacific, and receiving the goods of China and Japan; draining, with its immense rivers centering here, the great Northwest, and opening into the Gulf through the great river of this nation, the Father of Waters—the Mississippi. Whenever—and that time is not far distant—the internal commerce shall exceed our foreign commerce, then shall St. Louis take the very first rank among the cities of the nation. And that time, my friends, is much sooner than any one of us at the present time actually realizes. Suppose that it had been told to you—any one of you here present, of middle age, within twenty years past, that within that time such a city should grow up here, with such a population as covers the teeming prairies of Illinois and Indiana, between this and the Ohio, who would have realized the prediction? And so the next quarter of a century shall see a larger population west of the Mississippi than the last quarter of a century saw east of the Mississippi; and the city of St. Louis, from its central location, and through the vigor, the energy, the industry and the enterprise of its inhabitants, shall become the very first city of the United States of America, now and hereafter destined to be the great Republican nation of the world.—GENERAL B. F. BUTLER.

St. Louis is surrounded with dilapidated fortifications, which were at no period in a complete condition. The town is now in a state of very rapid improvement. Its situation is not only advantageous, but interesting; occupying a point where so many vast rivers mingle their streams, an increasing, rapid and lasting prosperity is promised to this town. Including Louisiana, St. Louis is the most central town yet built in the American Union. It may be in the course of human events the seat of empire, and no position can be more favorably situated for the accumulation of all that comprises wealth and power.—WILLIAM DARBY, 1818.

ST. LOUIS THE METROPOLIS OF THE MISSISSIPPI VALLEY.

LETTER FROM JUDGE NATHANIEL HOLMES.

L. U. Reavis, Esq. :

DEAR SIR—Since you do me the honor to suppose that any ideas on the subject of your book may have some value, or some interest, I venture to lay the following observations before you for what they may be worth.

The great cities of the world were not built in a day. The populous cities of the ancient world were, indeed, situated in the fertile valleys of great rivers, and far from the sea—as Thebes and Memphis on the Nile, Ayodha on the Ganges, and Babylon and Nineveh on the plains of Mesopotamia; and some others again, like the primeval Sogd and Balkh, upon elevated interior plateaus. They were the work of centuries, and some of them survived the vicissitudes of several thousand years. The strides of the central marts of European commerce from Alexandria to Venice, to Lisbon, to Amsterdam, to London, are measured by periods of centuries. Population and trade move at more rapid rates in our time. Imagination easily leaps over a thousand years. It is not impossible that our city of St. Louis may be “the future great city of the world,” but if we are to come to practical facts for our day and generation, and take the safe and sure way, I think we may be content to set it down as both the present and future great city of the Mississippi Valley.

The first feature that impresses me is this: that St. Louis is a central mart, seated on the great southern water line of transport and traffic, by the river, the gulf, and the ocean; and that Chicago is another, less central or quite eccentric, situated at the end of the great northern line of traffic and travel, by the lakes, canals and rivers to the sea. Both are, and will be, great centers for international distribution; but St. Louis is, or will be, in all the future, in this, the more central and important of the two. For exportation of products, Chicago has been, of recent years, the greater in quantity and value; but St. Louis, in this, has of late rapidly approached her, and in the near future may be expected even to surpass the city of the lakes. Both reach out over the vast, fertile areas extending from the Alleghanies to the Rocky Mountains and beyond, and from the northern boundary to the Gulf of Mexico, to grasp in the growing trade of the Valley, both of import and export. Chicago reaches out by railroads; St. Louis by both railroads and rivers. And here it may be well to mark the changes that have taken place in the last thirty-five years or so.

In 1839 (say), Chicago had vessels on the lakes (there were no railroads in those days), and had some four or five thousand inhabitants gathered upon a mud flat at the mouth of a deep ditch; and a traveler could go by stage to La Salle, or Peoria, and thence by steamer to St. Louis; or he could take the stage to Detroit, if he thought the voyage through Lake Huron would be too long, or if the lakes were frozen up. Galena, the chief town of the Upper Mississippi, was nearly beyond all practical access from that quarter, and her rich productions in lead, and all her trade, had to come down the river to St. Louis. St. Louis then had some sixteen thousand inhabitants, spreading over beautiful slopes and levels, and rested on solid foundations of building rock and brick earth, and commanded the whole navigation and trade of the rivers, from New Orleans to the falls of St. Anthony, and from Pittsburg to where Fort Benton now is, and beyond to the region of furs, and up and down the Illinois, the Arkansas, the Cumberland and the Tennessee rivers. As to navigation, it was all the same then and is now, and always will be, as if all these rivers met at one common point of junction, here at St. Louis; for each one, counting the Upper and the Lower Mississippi as two, had then, and still has, its own distinct trade and class of steamboats. But then, too, the greater part of Illinois and Michigan, nearly the whole of Wisconsin, Minnesota and Iowa, all Nebraska and Kansas, and the entire region westward to the Rocky Mountains and to the Pacific Ocean, was a wide, howling wilderness, and a mere hunting ground for the Indians.

There was, of course, a large internal traffic, and a very considerable import and export trade to New Orleans and the sea, and through Pittsburg and the Ohio, to the Eastern cities and to Europe, and to Brazil and the islands and shores of the Gulf of Mexico. Emigration swarmed to the West from all the States of the Union, and from half the States in Europe. It astonished none but the blind that the population of the city of St. Louis grew, in twenty years, from sixteen to one hundred and sixty thousand. That in ten years more (from 1860 to 1870), during the war period, it grew to 310,000, might well astonish the most sanguine. Nearly all the heavy groceries (salt, sugar, molasses, coffee, etc.,) from Louisiana, the West Indies and Brazil, and a large part of the heavier kinds of merchandise from Europe (iron, tin, hardware, crockery, liquors, German gimcracks included,) were then, as they are now (with the addition of many other articles), and will continue to be, more and more, in the future, imported, either directly, or more or less indirectly, into St. Louis, and distributed from this market; and the bulky products of the surrounding country, that could be spared to go abroad, were exported mainly by the same channels. Such manufactures as could be made here, and were in demand for the Western country, rapidly grew up, and the manufacturers (as of stoves, castings, saddlery, mill machinery, steamboat machinery, white lead and oil, refined sugar, bagging and bale rope, tobacco, etc., etc.,) grew rich, and St. Louis had overtaken Cincinnati before the war. Five years ago, the value of the imports paying duties here or at New Orleans, was five millions; this last year it was eleven millions. This must be taken as simply the small beginnings.

The railroad system, in its Westward movement, embraced Chicago first; the regions immediately around Chicago first became the more densely settled and cultivated; and Eastern capital pushed her railroads out in all directions, largely taking away the trade of the Northwest from the rivers and St. Louis, and they had extended them even into Northern Missouri when the war shut up the Mississippi, and also stopped the progress of our incipient railroads; and then, of course, the larger part of the trade went to Chicago, because it could go nowhere else. In the earlier days of the railroad era, you may have heard, it was with great difficulty that a charter could be obtained from the Illinois Legislature for the Ohio & Mississippi railroad, to terminate at St. Louis. Alton was to be the future great city. The Chicago & Alton railroad had to stop short at Alton, and so the Alton & Terre Haute railroad; but at length some shrewd operators managed to get a new charter for a new road from Alton to Belleville, leaving the route so vaguely defined by the bill that it admitted of being so warped to one side in the location as to touch the river opposite to St. Louis, on its way to Belleville; and so the terminus was practically established where the exigencies of commerce required it to be. The result now is a second railroad straight from St. Louis to Terre Haute, and a great bridge for the accommodation of that and all the rest, which now seek a common depot in the heart of the city. In like manner, the Illinois Central railroad was to be of no particular benefit to St. Louis. Cairo was to be another great city, and outstrip St. Louis. Now, practically, St. Louis is a principal terminus of that road, and it runs trains in and out to Cairo, Chicago, Dubuque and Sioux City—for such are the laws of trade and the exigencies of human affairs. Gradually, also, and more recently, the great lines of railroads running westwardly through Canada, and from New York, Philadelphia and Baltimore, have been hauling down from the North and stretching directly in straight, consolidated lines to the common central terminus at St. Louis. The Chesapeake & Ohio railroad, by the mouth of the Big Sandy river and Louisville, is fast coming, also; and the Southeastern (St. Louis and Nashville) reaches into Georgia and South Carolina, practically terminating at Charleston—two new spokes of the wheel. The war times built the Grand Central and Union Pacific railroads, but it had to terminate at Omaha or nowhere, and go straight on to Chicago and the East. It was probably not expected to do St. Louis much good; but St. Louis has tapped it at Omaha, and will soon strike it at Fort Kearney, by two or three distinct lines, nearly straight, in continuation of the Missouri Pacific and the St. Louis, Kansas City & Northern railroads, the great western and northwestern spokes of the wheel, and one hundred and fifty miles, at least, shorter than from the same point to Chicago (not forgetting the Kansas Pacific railroad to Denver and Cheyenne); and, again, it may be anticipated that the exigencies of trade and commerce will make that road, also, so far tributary to St. Louis as the great central mart may require.

In the meantime, while the incubus of war is scarcely yet lifted, and many people are but half awake to the coming future, still dozing in the penumbra of

the depression period (as if it were to last forever), St. Louis, I observe, has run out several important spokes of the great railroad wheel whereof she is the hub, or they have been run into St. Louis, stretching southeast, southwest, south, west, northwest, northeast, and north—to nearly all points of the compass—and when all are completed that are now in progress, or in prospect at no very distant day, they will present the wondrous spectacle of long lines of railroad radiating from the center to the circumference, not merely of this Valley, but of the whole United States. It is even now made apparent to any one, by a glance at your map, showing the direction of the more prominent lines of railroad, that such another railroad center as St. Louis is now, or is fast becoming, is not possible on the map of the United States.

So extensive a system of railroads cannot be completed in a day. The wonder is that so much has been done in the short period since the war. It matters little whether it be the work of St. Louis capital or of foreign capital. Commercially, St. Louis is scarcely one generation old. In the Eastern cities are the accumulations of one or two centuries. The capital accumulated here, however large, is all employed in the immediate business of the city. The vast amount required for this rapid construction of long lines of railroad, must come chiefly from abroad. Meantime, it is not surprising that the business men of St. Louis turn their faces to the South and Southwest, where they have an almost exclusive monopoly of the trade, rather than to the North and Northwest, where they come into more stringent competition with Chicago and the Eastern cities. Everything cannot be done at once. At present the people of the Northwest are left to do mainly what they can for themselves to reach St. Louis. They have the rivers and some railroads already, and the important river improvements now in progress will offset in some degree the obstructions of railroad bridges, and more railroads are soon to come.

The Chicago railroads stretch directly westward across the Mississippi to the Missouri river, and some of them are bending southward through Missouri and Kansas, toward Texas and New Mexico. The St. Louis railroads cross them from north round to west, and in the race for competition it comes to the question here, to what extent, and in what kinds of merchandise, either central mart can command the advantage in traffic? Besides the St. Louis, Alton & Chicago, the St. Louis, Jacksonville & Peoria, the Louisiana, Quincy & Burlington, and the St. Louis, Rockford & Rock Island railroads, two great northern spokes of the wheel, the St. Louis, Hannibal, Keokuk & Burlington railroad, reaching by Cedar Falls to St. Paul, and by Galesburg to Chicago, and the northern branch of the St. Louis, Kansas City & Northern railroad, reaching, by the Central railroad of Iowa, to St. Paul and Duluth, not to mention others, are now nearing completion. The Missouri, Kansas & Texas railroad has, no doubt, been built in the interest of the North and East; but the practical result, so far, is a terminus at St. Louis. To the extent that it will pay best, it may be expected to remain there. The Atlantic & Pacific railroad, reaching to Vinita and Galveston, has been constructed so far, probably, with little or no idea of conferring any special

benefit upon St. Louis, but rather because the company saw money in the enterprise, and believed it would be a paying institution, even for capitalists of New York and Boston. The Iron Mountain railroad is more especially a St. Louis road, and it now extends into Texas. It reaches to New Orleans, Mobile, Memphis, Chattanooga, and to Galveston, constituting the great southern spoke of the wheel. The natural competition of Chicago, as it sweeps round south-westwardly, gradually diminishes, and here comes nearly to zero.

Consider, now, what is to be the state of things, particularly with reference to the States lying northwest of the Mississippi river (for in other directions the matter is too clear to need special comment), when the system of railroads is completed. The distances by railroad will be, in general, shorter to St. Louis than to Chicago. The radiation of railroads will be somewhat analogous to the radiation of rivers, and St. Louis will have both systems in conjunction; for the longer the railroads, as naturally as the rivers, and by the same exigencies of trade and commerce, tend to concentration into one common center at the great metropolitan city of the West. Here we come upon matters that lie peculiarly within the knowledge and experience of mercantile men. If I may hazard an opinion, I should say that there will be in this quarter a divided empire, with field enough for both competitors, and that the division will be much according to the kind of merchandise and the sources whence it comes. Many kinds may reach that region more readily by the great Northern water route and the railroads from Chicago, while many other kinds will be obtained to greater advantage from the St. Louis market — as, for instance, our own manufactures, and many importations of European manufactures and products, the heavy groceries from the West Indies and Brazil, and teas and silks from China and Japan. Various articles that are brought from distant parts of the globe in sailing vessels will continue to be imported almost exclusively into the Atlantic cities, where the necessary capital is, and where these vessels are built and owned, and these articles will reach the interior of the Northwest more easily by the northern water route than by railroads across the Alleghanies; they cannot be imported from Europe, I presume, because they cannot pay one duty going into Europe, and another duty coming into America from Europe. But manufactures and products of the States of Europe can be imported directly into St. Louis as well as into the Atlantic cities, when regular lines of steamships are established between European ports and New Orleans.

The data furnished by experienced men demonstrate that the bulky produce of the country tributary to St. Louis can go from here to Liverpool by the great southern water route in bulk, cheaper than it can possibly be carried across the country by railroad to be exported from the Atlantic cities; and when this route is fully inaugurated, as it doubtless will be before long, it stands to reason that importation to a much larger extent, and of more kinds, than has been dreamed of heretofore, will come back the same way to St. Louis, and be distributed from this market, even into the Northwest, cheaper than it can be done via Chicago. Iron barges, elevators, the South Pass Jetties, improved rivers and steamships,

and more railroads, will do the business, and St. Louis, to a large and important extent, will become the rival so far, not merely of Chicago, but of New York and Boston, as an importing and exporting city; so that it may be said some day, if not now, that St. Louis is the southwestern and New York the northeastern focus of the whole ellipse. In this fact lies one principal advantage of the position of St. Louis (if there be any at all) over Chicago, as an interior mart for the distribution of general merchandise. Our position in the center of the coal fields and mineral regions of the Valley, and our facilities for various kinds of manufactures, not only of iron and steel, but for queensware, stoneware, tinware, plated ware, glass, zinc, silver, white lead and oil, refined sugar, tobacco, furniture, agricultural implements, and many other articles, is another great advantage of position. And a still greater is the position of St. Louis at the conjunction of the radiating river and railroad systems, in reference to the bulky agricultural products of the whole vast circuit of country (especially west of the Mississippi) which they penetrate in all directions, comprising within a six hundred mile circle described on this center nearly the entire area of the most fertile soil of the Mississippi Valley, the garden of America, if not of the whole earth. The importance of St. Louis, in this particular, lies first, in its being a central mart for the internal distribution of home products in every direction, and second, in its being a receiving mart for exportation of the surplus. The annual statistics exhibit the present magnitude of this business. The increase in five years in grain, pork and cattle, is next to fabulous. Within the same period, the swell of the daily clearings, at the St. Louis Clearing House, from half a million a day to four and five millions a day, may be taken as some sure index of the increase in volume of the general commercial operations. The annual statement for the year 1872 shows an aggregate of clearings of \$989,000,000, and an increase over the previous year of \$133,000,000. The aggregate clearings were, for the year 1873, \$1,099,154,351.90; for the year 1874, \$1,192,532,761.70.

In this view: as in the beginning we glanced backward over a period of thirty years and more, suppose now we look forward through the next thirty years. Considering the rate of progress in that past time, (and the rate will surely be no less in the future,) let any one try to imagine what will then be the condition of the country lying west of the Mississippi river, and for which St. Louis is clearly to be the principal commercial mart in this Valley. Population has, indeed, reached scatteringly nearly to the western limit of the fertile plains where sufficient rains make crops sufficiently certain. It has reached in some places even beyond the limit where, without railroads or river navigation, it will pay to raise more crops than can be consumed on the ground. Not a tenth part of the intermediate area is occupied, and scarcely one-half of any one State is under improvement, much less under actual cultivation. These States are much in the condition, now, that Illinois, Indiana, Michigan, and Wisconsin, were thirty years ago. What will be the amount of products to be exported, or of merchandise to be imported, or manufactures to be supplied, for these States, when they have attained to the present condition of Illinois and Indiana, or Ohio? It surely

needs no prophet to foresee that it will require all the navigation that improved rivers and new arts can furnish, and all the railroads that time and money can build, to do it all; and yet both may have enough to do. There is more now than both can do, and that is the great trouble. The remote Iowa or Nebraska farmer burns corn for fuel, because it costs more than it is worth to carry it to any market. When the rivers are low, or frozen up, the railroads put on killing freights in sheer self-defense against the impossible.

It takes time to settle, people, and improve a new country like this. I don't know that we should be in any great hurry to get it all done at once. It has, in former times, taken centuries to people a new country, or to build a great city. I am quite sure it is not wise to undertake to build a city in a decade that might very well occupy a century. The growth of St. Louis is certainly rapid and extensive enough to answer all reasonable expectations, if not quite to amaze the most sanguine and impatient. In respect of population, in view of the average rates of increase for each period of ten years from 1840 to 1870, and particularly for the period between 1860 and 1870, during which the rate was for the whole period 15,000 a year, and for the latter half of it 21,000 a year, the average rate for the period between 1870 and 1880 cannot be expected to be less, and will, in all probability, be more than 20,000 a year; and this will give a population of more than 500,000 in 1880. Already (1875) the population, on a safe estimate, exceeds 450,000. Let any one look over the past five years, and consider what has been done in that time: the additions that have been built up, the water-works constructed, the streets and wharves that have been improved, the splendid buildings that have been erected, the manufactures that have been initiated, the packet and barge lines and the elevators, the grain trade that has been created, the flour, pork and cattle trade, the tobacco and cotton trade, the millions invested in iron works, the railroads that have come into existence and are in progress, the great bridge and tunnel, the new Lindell hotel and the new Chamber of Commerce now completed; the new Post-office and Custom House Building well under way and to cost millions, and the several public parks, of liberal extent, of which the largest, the magnificent Forest Park, now in process of ornamentation, and situated at a distance of four miles from the river front, contains 1,371 acres,—and then say if he remembers any period of five years before the war in which anything like an equal advance was made.

In conclusion, and in reference to population in general, I will merely glance at a topic that may not be wholly foreign to your purpose, but is too large to be handled effectually in this place. It is the remarkable fact that the several successive streams of westward migration of the white Aryan race, from the primitive Paradise, in the neighborhood of the primeval cities of Sogd and Balkh, in High Asia, long separated in times of migration, and for the most part distinct in the European areas finally occupied by them, and which, in the course of its grand march of twenty thousand years or more, has created nearly the whole of the civilization, arts, sciences and literature of this globe, building seats of fixed habitation and great cities, successively, in the rich valleys of the Ganges, the

Euphrates, the Nile, the rivers and isles of Greece, the Tiber and the Po, the Danube, the Rhine, the Elbe, and the Seine and Thames, wandering children of the same great family are now, in these latter times, brought together again in their descendants and representatives, Semitic, Pelasgic, Celtic, Teutonic, and Sclavonic, here in the newly discovered common land of promise, and are commingled (especially in this great Valley of the Mississippi,) into one common brotherhood of race, language, law and liberty.

Yours, respectfully,

ST. LOUIS, JULY 23, 1875.

N. HOLMES.

IF it were asked whose anticipations of what has been done to advance civilization, for the past fifty years, have come nearest the truth—those of the sanguine and hopeful, or those of the cautious and fearful—must it not be answered that none of the former class had been sanguine and hopeful enough to anticipate the full measure of human progress since the opening of the present century? May it not be the most sanguine and hopeful only, who, in anticipation, can attain a due estimation of the measure of future change and improvement in the grand march of society and civilization westward over the continent?

The general mind is faithless of what goes much beyond its own experience. It refuses to receive, or it receives with distrust, conclusions, however strongly sustained by facts and deductions, which go much beyond its ordinary range of thought. It is especially skeptical and intolerant toward the avowal of opinions, however well founded, which are sanguine of great future changes. It does not comprehend them, and therefore refuses to believe; but it sometimes goes further, and, without examination, scornfully rejects. To seek for the truth is the proper object of those who, for the past and present, undertake to say what will be the future, and, when the truth is found, to express it with as little reference to what will be thought of it, as if putting forth the solution of a mathematical problem.

J. W. SCOTT.

PART FIRST.

SAINT LOUIS.

HISTORICAL REVIEW.

INTRODUCTORY.

IN presenting to the public a Centennial work on St. Louis, a city which we believe is destined to become the great metropolis of the world, it is proper that the discussion of a claim so pretentious be introduced by a brief historical sketch of her foundation, growth, and elements of civilization.

Such a sketch would enable the interested reader to obtain a limited knowledge of the founding and growth of St. Louis, from the first rude settlement by French pioneers, made on the primitive shore of the Mississippi, when wild beasts and savages contested with white men the empire over nature, on through frontier struggles, financial evolutions and constantly-accumulating wealth, to the city of civilization that she now is.

If it be true—as I hope to establish by the plainest and most incontrovertible facts and arguments—that St. Louis is destined to be the great city of the world—the all-directing head and central moving heart of the accumulated civilization of the great family of man, the facts of her history will in time, be sought by citizens and writers, with an eagerness and a zeal never before called out by the special interest of any other city—not even of Jerusalem, nor of Rome.

The facts and circumstances which foreshadowed the destiny of St. Louis—a destiny so important—will not only be of vast moment to the people of the Mississippi Valley, but of this nation, and even interesting to the world.

The biography of cities destined to become great, like that of individuals born to a life of distinction, is always found to be full of interesting incidents foreshadowing their fame and greatness. The life of the one is analogous to the life of the other. And if the exile or the refugee from one land becomes the hero and benefactor of another, the city founded in the wilderness by the pioneer and the missionary, far away from their native homes, may be also born to greatness. The eventful experience of the one finds a parallel in the history of the other; therefore, if the curiosity of the mind is excited, and the understanding delighted by reading the biography of the great man, it will, with equal interest, peruse the biography of the great city; hence the propriety of narrating the historic career of St. Louis, and especially when the evidence, as will hereafter be presented, is so overwhelmingly in favor of her future greatness and power.

The spirit of modern civilization is different in its operation and character from the social forces of by-gone eras. It is more catholic in its objects, more active and concentrated in its energy, and has wonderfully abridged the time formerly necessary for historical events to work out their accomplishment. Under the singular velocity generated by a more advanced civilization it has imparted, the scenes and changes of the human drama are enacted so swiftly that

the prophecy of to-day, is either authenticated or disproven by the developments of to-morrow. It is this fact which gives us confidence to proclaim the destiny of St. Louis as represented in this book. Already the currents of our civic and political progress are shaping towards its development, and it will not require many years to make it more clearly evident. There are many who now believe in the future of St. Louis as the leading city of the continent and the capital of the United States, who six years ago looked with incredulity upon such prognostications, and regarded them as mere dreams of ardent minds. The agitation of the question has also spread abroad the fame of our stately and expanding city, and a conviction of the glorious future before her is growing rapidly, not only among our own citizens, but among those disconnected in every way with our municipal interests.

Believing earnestly as we do, in this future, our object is to foster an intelligent anticipation of it in the public mind; and if our volume assists to accomplish this object, it will not have been written in vain, and the time and labor necessary to group and present the facts and argument it contains will be amply repaid.

We, therefore, cannot consider this work complete without some review of the history of St. Louis. The Past often interprets the Future, and is always interesting in connection with it; and, as an appropriate introduction, we present the following historical review, with which are incorporated some valuable and significant statistics, illustrating our present social and commercial condition.

HISTORICAL REVIEW.

CHAPTER I.

THE GEOGRAPHICAL, GEOLOGICAL AND TOPOGRAPHICAL SITUATION OF THE CITY OF ST. LOUIS.

THE city of St. Louis is situated, geographically, very nearly in the center of the great Valley of the Mississippi, or basin of the continent, on the west bank of the Mississippi river, and about half way between St. Paul and New Orleans, and Pittsburg and Denver City. It is in latitude 38 deg. 37 min. 37-5 sec., and longitude 6 deg., 45 min., 29 sec.

The topography of St. Louis county consists of a system of ridges branching from a water-shed between the Missouri, Meramec and Mississippi rivers. This water-shed has a general altitude of two hundred feet above the Mississippi river, and has numerous small ridges or arms branching from it and winding in serpentine courses, maintaining this general altitude along their summits and terminating in bluffs or low escarpments and declining grounds toward the Meramec, Missouri and Mississippi rivers.

The city is built geographically on the ends or termination of this ridge system, and extends some fifteen miles up and down the river. The ground rises gently from the river back for one mile to Seventeenth street, which follows in part the apex of the first ridge, and is one hundred and fifty feet above the river. The ground then gently declines, and rises in a second ridge at Twenty-fifth Street, or Jefferson avenue, and parts of Grand avenue, and again slopes and rises in a ridge at Cote Brilliante, or Wilson's Hill, four miles west of the river. This point is some two hundred feet above the river and overlooks the city.

“The plane of the wharf or Front street, is thirty-two feet above low water mark. From thence to Fourth street, the streets rise fifty-nine feet to the first summit, which is a plane occupied by Fourth, Fifth and in part by Sixth streets. From thence in going west and taking the center of the city for observation, the ground gently declines to Thirteenth, when we again commence a gradual ascent to Seventeenth street, where at the intersection of Olive street, we are ninety feet above the wharf. Beyond the city limits the same general characteristics of country are maintained, except that for a distance of some three or four miles beyond, it does not attain to the same elevation as Grand avenue; but the wave-like character is still preserved, and filled as it all is, with gardens and orchards, it constitutes such a view as is excelled by few of our cities.

Looking at the topography of the site which St. Louis now occupies, the observer will be most intensely impressed with the thought that Nature in her immutable decrees had ordained, from the beginning, that here she laid the foundation for a great city—the future imperial city of the world. Nor are the character and superiority of the land circumscribed by the present city limits—not at all. The same beauty in the general formation and adaptability of the ground for building purposes, and the consequent expansion of the city, extends back in every way from the river for an indefinite distance, and with still greater advantages for building purposes as we advance into the country.

The geological formation of St. Louis county is limestone, shales and sandstones of the coal measures, these being covered with alluvial clays from ten to twenty feet deep, making the contour of the ridges wavy and dividing the country into rich rolling prairies, from one to two hundred feet above the rivers, and bordered with belts and groves of black and white oak woods; and the country shows many substantial brick mansions, highly-cultivated farms, vineyards, orchards, meadows, slopes—forming the most natural grounds for building purposes found in any part of our country. Viewing this rolling prairie, with all its wealth of alluvial soil, its contour of ridge and valley, its springs and meandering streams, it seems as if the laws of nature had here amassed their wealth, and centralized their material resources to supply the wants of a dense and wealthy population; and, not being content with this wealth of soil and art on the surface, had underlaid a large part of this area with coal veins: St. Louis county containing an undeveloped coal basin of over 10,000 acres.

While New York is limited to a barren rocky island: Philadelphia to a low ridge between the Delaware and Schuylkill rivers: Washington City to a flat, sterile, uninteresting region: Chicago to land from five to fifteen feet above Lake Michigan, and swampy prairie beyond: Cincinnati to a small circuit surrounded by steep, rocky hills—St. Louis has the most natural contour of surface for elevation of residence streets; deep clay over the limestone for brick, cellars, sewerage, and foundations; quarries of building rock in all parts of the city, wells of pure water in the deep clays in many parts of the city; natural sewerage and dome-shaped hills for waterworks, and essentially combining all the material resources for a great city. London and Paris are built upon tertiary basins, where the soil is thin and rocks generally too soft for good building material. Grand Avenue is twelve miles long, running parallel with the river, and forming a grand Broadway from the north to the south end of the city, and is destined in the future, with its fair-grounds, its great parks, cathedrals, churches, waterworks, and private residences, to be the boulevard of the Western continent. And yet, when this has been said, we have but commenced to tell of the wonders of a city destined in the future to equal London in its population, Athens in its philosophy, art and culture, Rome in its hotels, cathedrals, churches and grandeur, and to be the central commercial metropolis of a continent.

St. Louis is a well-built city, but its architecture is more substantial than

showy. The wide, well-paved streets, the spacious levee and commodious warehouses; the mills, machine shops and manufactories; the fine hotels, churches and public buildings; the universities, charitable institutions, public schools and libraries; the growing parks; the well-improved and unequalled fair grounds, and Mr. Shaw's jewel of a garden, which is by far the finest garden of the continent, constitute an array of excellencies and of attractions of which any city may justly be proud. The appearance of St. Louis from the eastern bank of the Mississippi is impressive. At East St. Louis the eye sometimes commands a view of one hundred steamboats lying at our levee. A mile and a half of steamboats lying at the wharf of a city 1,000 miles from the ocean, in the heart of a continent, is a spectacle which naturally inspires large views of commercial greatness. The sight of our levee, thronged with busy merchants and covered with the commodities of every clime, from the peltries of the Rocky Mountains to the teas of China, does not tend to lessen the magnitude of the impression.

The material growth of St. Louis, from its foundation by Pierre Laclède Liguest, on the 15th day of February 1764, will ever furnish a historical lesson of varied interest to those who now and henceforth enroll themselves among its inhabitants.

"In 1790 a St. Louis merchant was a man who, in the corner of his cabin, had a large chest which contained a few pounds of powder and shot, a few knives and hatchets, a little red paint, two or three rifles, some hunting shirts of buckskin, a few tin cups and iron pots, and perhaps a little tea, coffee, sugar and spice. There was no post-office, no ferry over the river, no newspaper."

From its foundation to the date of the Louisiana purchase, in 1804, but little change was made in the character of its social society and industrial interests. The ruder and rougher forms of life were everywhere impressed upon her people, and marked the growth of an infant city destined to be the future capital of the United States and the great city of the world. The Louisiana purchase at once fixed not only the destiny of the nation, but also of St. Louis. A change in the title of the land wrought a change in her material growth and prosperity. A newspaper was established in 1808; in 1809 fire companies were organized; in 1810 there were road-masters, who had power to compel the requisite labor to improve good highways; in 1811 two schools were established, one English, the other French; in the same year a market house was built, and prosperity gradually awakened new life in the place, and pointed to a future full of hope.

Since the birth of St. Louis she has already attained a growth far greater than the most sanguine, who stood around her cradle, anticipated. And yet what she has attained to in power and wealth must be regarded as only a promise of her future greatness. She is the child of another nation and born before the birth of the Republic. The story of her early captivity before the ægis of freedom was thrown over her by the shield of the American Constitution, is happily expressed in the language of Prof. J. N. Nicollet, an earlier and devoted writer. Says Prof. Nicollet in writing of St. Louis in 1842: "If I may be permitted to speak of the city of St. Louis as of an impersonated existence, I

would say that she was born French, but, put under the charge of a step-mother, her cradle was hung up in the forest, her infancy stunted by its unavoidable privations, and her maturity retarded by the terror of the Indian yell. Her youth was more calm, but still not prosperous: for the exercise of undue constraints in youth sickens and retards the development of manhood. Abandoned subsequently by her Castilian guardians, she found herself reclaimed by her old parent, only to be once more repudiated. She had then, however, attained her majority and had herself become a parent, whose children, born under the ægis of liberty, opened for her a new destiny and vowed that she should become the metropolis of a new empire."

The 15th day of February, 1764, may be accepted as the exact date of the first settlement on the site of St. Louis, and Pierre Laclède Liguist, commonly called Pierre Laclède, may be justly regarded as the founder.

It is difficult to realize that little more than a century has elapsed since the solitude and silence of the forest primeval reigned over a scene now covered with the countless buildings of a stately city, and pulsating with the life of busy thousands. There is, however, no doubt as to the date given, as it is a matter, if not of official record, yet so authenticated by collateral circumstances as to eliminate nearly uncertainty. At the time of the event the political condition (if we may so speak of a vast territory for the most part *terra incognita*) of the North American continent was somewhat confused as to the ownership and boundary. England, France and Spain held nominal possession of vast regions, but with so little certainty of title or jurisdiction that their rival claims would probably have remained an endless source of dispute and conflict had they not been in a measure decided by the treaty of Aix-la-Chapelle in 1748. This treaty, however, embraced no adjustment of boundaries, which was practically impossible at the time, but provided for the restitution of conquests made from each other by the powers named, and it was not many years after followed by war between France and England. The leading cause of the conflict was the action of the former in establishing a line of military posts along the lakes and the Ohio and Mississippi rivers, for the purpose of connecting her Canadian possessions with the country bordering the Mississippi river southwardly, over which she also claimed jurisdiction. The bitter and sanguinary hostilities which ensued were terminated by the treaty of Paris, consummated on the 16th of February 1763, and which closed the celebrated seven years' war on the European continent. The result of this treaty practically left England and Spain the possession of North America. The former retained the Atlantic seaboard colonies and acquired the Canadas and Louisiana, lying east of the Mississippi, except the town of New Orleans and its territory. She also obtained the Floridas from Spain, by restoring to that power Havana and the greater part of the island of Cuba. By a secret treaty of the same date France ceded the country west of the Mississippi, and known by the general designation of Louisiana, to Spain, but of this illimitable territory little if anything was then definitely known.

When we remember the tardy means of communication, at this period, between the Old and New Worlds, it is easy to understand the delay and difficulty in giving any practical effect to the terms of this treaty. It does not appear that Spain exercised any general jurisdiction over the territory acquired until the year 1786, although in the spring of 1764, D'Abadie, the Spanish Governor-General, was instructed to formally promulgate the transfer made under the treaty. The immense territory of Louisiana, the upper portion of which bore the name of "The Illinois," consequently remained under French laws and jurisdiction throughout its scant and widely separated settlements until 1768. The English were more prompt in claiming actual control of the territory ceded by the treaty of 1763, and vigorous measures were taken in various directions to obliterate the evidence of French domination. In the vicinity of St. Louis, east of the Mississippi, Fort de Chartres, one of the military posts established by France along the line of her frontier, was surrendered to Captain Sterling, of the English army, in 1665, under the treaty of Paris. This fort was situated in the American Bottom, a short distance above Kaskaskia, and the French Commandant at the time of the surrender, St. Ange de Bellerive, removed with his troops to the west side of the Mississippi, on the 17th of July 1765, to the settlement of the site of the present city of St. Louis, which had been made about seventeen months before. Without going into the details of English and Spanish occupancy, we will proceed to the history of St. Louis proper.

Pierre Liguest Laclède, Antoine Maxan and others, in 1762 received from Mr. D'Abadie, then Director-General as well as civil and military commander of Louisiana, the exclusive privilege of the fur trade with the Indian nations of the Mississippi and Missouri rivers. These gentlemen, constituting a company, lost no time in fitting out an expedition, well supplied with all the necessary articles for Indian trade, and which were to aid in forming new and permanent establishments on the rivers. Laclède, the principal projector of the company, was a well-educated man and somewhat remarkable for his strength and skill as a fencer, having carried the prize at Toulouse, in France, a class celebrated for its strength. He was tall and straight, quiet in his demeanor, but possessed of a hasty temper that would not bear trifling with. On one occasion he fought a duel in New Orleans, receiving wounds from which he suffered many years. He came to New Orleans perhaps as early as 1755, as a gentleman traveling for pleasure. After being in that city some time he formed a partnership with Antoine Maxan and Pierre Forrestalle. The latter was the god-father of Mr. Pierre Chouteau Sen.

Leaving New Orleans on the 3d of August 1763, Laclède arrived with his expedition three months afterward, on the 3d of November, at Ste. Genevieve. At this period, the French colony established sixty years before in Illinois was in a prosperous condition. Fort Chartres, built on the flat now known as the American Bottom, was one of the main fortified places. The country on the east side of the Mississippi had been ceded to Great Britain, and for a time it was doubtful whether any privileges would be granted to French traders on the Illinois side. The small village of Ste. Genevieve alone, was on the west side of

the river, in which Laclède could scarcely find a house of sufficient size to store a fourth part of his cargo. In the midst of these difficulties, however, Mr. Laclède found himself relieved when the commanding officer, Mr. Noyon de Villiers, allowed him the use of the stores at Fort Chartres, until the final surrender of the place. Laclède gladly accepted the offer, and lost no time in apportioning his squad and distributing his flotilla along the rivers so as to render them most effective for defense or for trade. Having accomplished that preliminary arrangement, it became necessary to look out for the position of a central establishment. The left bank of the river no longer presented any fit situation, since the whole territory of Illinois had passed over to the British Government; the village of Ste. Genevieve, on the right bank being his only alternative, and this situated at too great a distance from the mouth of the Missouri, Laclède, therefore, left Fort Chartres on a voyage of exploration to the junction of this river with the Mississippi, and was not long before he discovered that the bluff upon which St. Louis now stands was the spot that would best answer the purposes of the company.

Says Nicollet: "The slope of the hills on the river side was covered by a growth of heavy timber, overshadowing an almost evergreen sward, free from undergrowth, and which terminated gently in a point on the very margin of the river at a place corresponding to the spot where the old market house now stands." [Main Street, between Market and Walnut.]

The Mississippi was very deep, but a great deal narrower than it is now: as it is stated by the old inhabitants that persons could converse with each other across it without effort. It was on this spot that the prescient mind of Laclède predicted the future importance of the town to which he gave the name of St. Louis, and about which he discoursed a few days afterward, with so much enthusiasm, in the presence of the officers of Fort Chartres. But winter had now set in and the Mississippi was about to be closed by the ice. Laclède could do no more than cut down trees and blaze others, to indicate the place which he had selected. Returning afterward to the fort, where he spent the winter, he occupied himself in making every preparation for the establishment of the new colony.

At the breaking up of winter, he equipped a large boat, manned by thirty persons, among whom were Auguste and Pierre Chouteau, and started it for some point up the river, suitable for the location of a colony. The command of the boat was given to Auguste Chouteau, the elder of the two brothers, who was directed to carry out Laclède's plans. On the 15th of February 1764, the expedition landed safely at a point which is now the foot of Walnut street. The men were immediately set to work in clearing a place for a settlement, and the first tents and log-cabins were pitched upon the spot where now stands the Old Merchants' Exchange on Main street, Barnum's Hotel and other buildings.

CHAPTER II.

THE TREATY OF 1763.—PROGRESS OF THE ST. LOUIS COLONY.—AN INDIAN VISIT.
ST. ANGE DE BELLERIVE.—PONTIAC, THE INDIAN HERO.

LACLEDE being detained at Fort Chartres in the settlement of his private affairs, and in anticipation of the arrival of the British troops, thought it necessary, however, to pay a visit early in the ensuing month of April to his *pioneers*, and finding everything in good order, contented himself with leaving such instructions as were best fitted to develop the resources of the location, and returned to Fort Chartres, with the intention of removing thence the goods belonging to the company.

Nicollet describes the effect of the treaty of peace of 1763 as very disastrous upon the French colony in Illinois; but it seems to have caused more dissatisfaction among the Indian tribes of the North, who for a long time refused to abide by it. In fact, the colony expired of a natural death. Several of the poorer inhabitants of the villages of Fort Chartres, Kaskaskia, Cahokia, and Vincennes on the Wabash, yielded to the new authority; while others preferred to follow the fortunes of De Noyon and accompany him to New Orleans. Others crossed the Mississippi and joined the infant colony at St. Louis.

On the 10th of October 1764 an incident occurred which threw the colony into great alarm. The remnants of the Missouri tribe of Indians, who occupied an extensive prairie upon the left bank of the river of the same name, suddenly made their appearance before St. Louis, numbering in all more than four hundred individuals—men, women and children, and counting over one hundred warriors. Although they did not present themselves in hostile array, still they became troublesome by their importunate demands for provisions, and their more vexatious pilferings. Unable to foresee what would be the result of this unexpected visit, the colonists of Illinois, who, abandoning the British dominion, had flocked to join those of St. Louis, took the alarm and re-crossed the Mississippi river. Auguste Chouteau found himself reduced to his original company of thirty-five men, from whom he dispatched a messenger to Laclede, who was then tarrying at Fort Chartres. Laclede arrived, and the result of his negotiation with the Indians proves that he had a great knowledge of the Indian character, and possessed much tact in managing it.

The chiefs, having appeared before him, addressed him in these words: “We are worthy of pity; for we are like the ducks and geese, seeking some clear water upon which to rest themselves, and to obtain an easy existence. We know of no better place than where we are. We mean to build our wigwams around your village. We shall be your children, and you will be our father.”

Laclede here closed the talk, promising them a reply at a meeting to take place the next day; on which occasion he addressed them thus: "You told me yesterday that you were like the ducks and geese, who go on traveling until they find a fine country, where they can rest themselves and obtain an easy living. You told me that you were worthy of pity; that you were looking out for a spot to settle upon, and had not found one more suitable than this; that you would build your village around me; that we should live all together like friends. I wish to answer you like a good father; and I must say that, if you imitate the ducks and geese, you follow guides that have no forethought; for if they had any, they would not settle on clear water, where they can be seen by the eagle, who would catch them. This would not be the case were they to select a retired spot, well shaded by trees. You, Missourians, you would not be devoured by birds of prey, but by the red men who have been so long warring against you, and have already so much reduced your numbers. They are at this moment not far from here, watching the English, to prevent them from taking possession of their grounds. If they discover that you are here, they will kill your warriors, and will make slaves of your wives and children. This is what will happen to you, if, as you say, you mean to follow the example of ducks and geese, instead of listening to the counsels of men who reflect. You, chiefs and warriors, think now whether it is not more prudent that you leave here quickly, rather than be crushed by the superior numbers of your enemies, in sight of your butchered old men, and your women and children torn to pieces, and their limbs scattered to the dogs and vultures. Recollect that it is a good father who speaks to you. Meditate well what he has said, and come back to-night with your answer."

Accordingly, toward evening, the whole nation, in mass, presented itself, announcing that it had determined to follow his advice; yet, as customary, asked him to take pity upon their women and children, soliciting provisions for them, and powder and shot for the warriors. Mr. Laclede acceded liberally to their prayer; and the day following the next, the unfortunate remnants of the Missouri nation ascended the river of their fathers, and returned to their village. All anxieties being now dissipated, the colonists of Illinois, recovered from their alarm, returned to add numbers to the new colony. Lands were allotted to them, which they set about tilling, and upon which they built their cabins.

After some progress had been made in the actual establishment of a settlement, Laclede returned to Fort Chartres to make arrangements for the removal to St. Louis of the goods left there, as it was expected that the fort would soon be surrendered to the English. During the ensuing year this event took place as before stated, and Louis St. Ange de Bellerive, the French commander, removed, with his officers and troops, numbering about fifty men, to St. Louis, on the 17th of July 1765; and from this date the new settlement was considered the capital of Upper Louisiana. At this time Mr. Aubry was Commandant-General at New Orleans, Mr. D'Abadie having died during the preceding year, as stated in Marbois' History of Louisiana, from the effects of grief at the transfer to Spain of the French possessions.

St. Ange, on arriving in St. Louis, at once assumed supreme control of affairs, contrary to the treaty of Paris. There was indeed no person who could have conferred upon him this authority, but there was none to dispute it. Nearly all of the settlers of St. Louis and other posts in the valley of the Mississippi were of French nationality or accustomed to the rule of France. In Lower Louisiana the promulgation of the terms of the treaty was received with intense dissatisfaction, which was also the case at St. Louis when the intelligence was subsequently announced there. The authority of Spain could not at this time be practically enforced, and the inhabitants of St. Louis not only submitted to the authority of St. Ange, but appear to have welcomed his arrival with satisfaction. He proved a mild and politic Governor, fostering the growth and development of the new settlement and ingratiating himself with the people.

The name of Pontiac, the famous Indian chief, was at that time a terror to white settlers, and to many Indian tribes in the Northwest. He had become celebrated for his prowess, and his devoted attachment to France during the whole of the war which the latter carried on against Great Britain in America. Pontiac was at the head of a confederacy of Indian tribes composed of the Hurons, Miamis, Chippewas, Ottowas, Pottawatomies, Missouris, etc. As evidence of his skill and cunning, we will instance the taking of Fort Michilimackinack, and the attack on Detroit, attack on the schooner Gladwin on Lake Michigan. In the winter of 1764-'65, Pontiac, while engaged in his acts of depredation, learned that an armed British force was about to start from New Orleans, to take possession of the left bank of the Mississippi. He immediately proceeded to the neighborhood of Fort Chartres, accompanied by 400 warriors, to oppose the occupation of the country; and finding there some Illinois Indians who had placed themselves under the protection of the French garrison, he proposed to join them. But these people, disheartened by many disasters, were unwilling to assume a hostile attitude toward their new rulers. To this refusal Pontiac replied, with characteristic energy: "Hesitate not, or I destroy you with the same rapidity that fire destroys the grass of the prairie. Listen, and recollect that these are Pontiac's words." Having then dispatched scouts upon the Mississippi and Ohio, he hastened with some of his warriors to Fort Chartres, where he addressed St. Ange de Bellerive in the following terms: "Father, we have long wished to see thee to shake hands with thee and whilst smoking the calumet of peace, to recall the battles in which we fought together against the misguided Indians and the English dogs. I love the French, and have come here with my warriors to avenge their wrongs," etc., etc.

St. Ange was an officer of too much courage and sagacity to be seduced by this lofty speech of Pontiac. Besides, he knew too well the Indian character to lose sight of the fact, that the love of plunder was probably at the bottom and a stronger inducement for Pontiac than his love for the French. This visit, which was terminated by an exchange of civilities, might nevertheless have brought difficulties upon the small garrison of Fort Chartres. But news arrived that the

Indians of Lower Louisiana had attacked the British expedition some miles below Natchez and repulsed it. Pontiac became then less active in guarding the rivers; and as he believed that the occupation of the country had been retarded again, he and his party were about to retire altogether. During the time, however, that the news took to arrive, the British had succeeded in getting up another expedition, on the Ohio, and Captain Stirling, at the head of a company of Scots, arrived unexpectedly in the summer of 1765; taking possession of the fort before the Indians had time to offer any resistance. At this news Pontiac raved, and swore that before he left the country he would retake the fort and bear away Captain Stirling's scalp. But the intervention of St. Ange and Laclede put an end to these savage threats. Pontiac returned to the North, made peace with the British, from whom he received a pension, and seemed to have buried all animosities against them. A few years later, it is recorded that this famous chief made his appearance in St. Louis, where he resided for a while. One day he came to St. Ange, and told him that he was going to pay a visit to the Kaskaskia Indians. St. Ange endeavored to dissuade him from it, reminding him of the little friendship that existed between him and the British. Pontiac's answer was: "Captain, I am a man! I know how to fight. I have always fought openly. They will not murder me; and if any one attacks me as a brave man I am his match." He went off, was feasted, got drunk and retired into the wood to sing his medicine songs. In the meantime an English merchant named Williamson, bribed a Kaskaskia Indian with a barrel of rum, and the promise of a greater reward if he could succeed in killing Pontiac. He was struck with a pokamagon (tomahawk), and his skull was fractured, which caused his death. This murder, which roused the vengeance of all the Indian tribes friendly to Pontiac, brought about the successive wars and almost total extermination of the Illinois nation.*

* Nicolle's Journal.

CHAPTER III.

CHANGES IN GOVERNMENT.—THE ABORIGINES.—DEATH OF LACLEDE, ETC.

ON the 17th of July 1765, St. Ange surrendered the country on the east side of the Mississippi, and passed over to St. Louis with his troops and civil officers. This arrival was a favorable event for the organization of the colony. St. Louis became the capital of Upper Louisiana, under the command of de St. Ange, who had charge of the execution of the laws and ordinances by which the French possessions were governed. It seems, however, that Louis XV had negotiated a treaty with Spain in 1763, by which the remainder of his possessions in North America were to be ceded to Spanish authority. This treaty had been kept secret a year, but when it became known, the consternation and humiliation of the French population knew no bounds. The official news reached New Orleans on the 21st of April 1764, and rumors of it soon reached Upper Louisiana. Governor D'Abadie was so affected by the news as to be prostrated with a sickness from which he never recovered, and Aubry, his successor, had to announce the cession to the people.

It was not until the 11th of August 1763, that Spanish troops could take a first possession of St. Louis. But eleven months afterward, the same troops were compelled to evacuate the country.

In the latter part of 1770, Count O'Reilly having acquired full control of Lower Louisiana, determined to bring the upper province into equal subjection. He appointed Don Pedro Piernas as Lieutenant-Governor and Military Commandant of the province, and dispatched him with troops to St. Louis, where he arrived on November 29th of the same year. He did not enter on the exercise of executive functions until the beginning of the following year, but the delay was not occasioned by any active hostility on the part of the people. From this event we may date the commencement of Spanish dominion in Upper Louisiana.

The new Governor, fortunately, proved an excellent administrative officer; and as his measures were mild and judicious, he soon conciliated the people. He made no abrupt changes in the laws, and improved the tenure of property by ordering accurate surveys and determining the lines of the land grants previously made. Under the liberal policy of the Spanish Governor, St. Louis prospered rapidly, while immigration constantly added to the population. In 1774 St. Ange de Bellerive, who had accepted military service under Piernas, died, and was buried in the Catholic cemetery with every mark of public esteem and respect. In his will he commended his soul "to God, the blessed Virgin, and the Saints of the Celestial Court," and appointed Laclède his executor.

When Laclède arrived in the country, there were no Indians on the spot where St. Louis now stands, nor in the whole region between the Mississippi and

what is now the southern part of the State of Missouri. The Illinois Indians never crossed the river; so that the new colonists were never visited but by the Missouri and Osage Indians, and always as friends. The Missouris had become familiar, and had got the habit of spending their summers with the French. They came down in their canoes, bringing along with them their wigwams, and located themselves near St. Louis, their women aiding the colonists in their rural occupations and in building their houses.

The Osages visited the place three or four times a year, but not in a body. After a while all the other Northeastern nations adopted the same custom; and even the Sacs and Foxes, after the destruction of the Illinois nation, having driven away the Peorias, who were the last remnants of this nation, came in to trade away their maple sugar, their pecans, etc.

The Peorias, after having been expelled from their village on the Illinois river, took refuge at Kaskaskia. Afterward, they fled below St. Louis, on the spot where the Arsenal is now located; and, the British no longer occupying Fort Chartres, although the country still belonged to them, they again took refuge there, and under the American Government; their hunting-grounds were in the vicinity of Ste. Genevieve. It was, however, on the prairies of Kaskaskia that they were finally destroyed by their enemies and by the use of ardent spirits. The last attack upon them by the Sacs and Foxes, and other allied tribes, must have taken place between 1800 and 1804.

We have thus far minutely traced all that concerns the early settlement of St. Louis and vicinity, for the reason given by Nicollet: "Had St. Louis been destined to remain a village, her history might have been dispatched in a few lines. But future generations will inquire of us all that concerns the origin of the 'River Queen'—the destined queen of the Western Empire."

Some information of the settlement of Carondelet, or South St. Louis, may be gained from Nicollet, who says: "In 1767, a man by the name of Delor Detergette settled upon a splendid amphitheatre on the right bank of the Mississippi, six miles south of St. Louis. He was soon followed by others; but, as they were not over-burdened with wealth, they used to pay frequent visits to their kinsfolks of St. Louis, who on seeing them approach, would exclaim: "Here come the empty pockets"—"*Voilà les poches vides qui viennent.*" But, on some occasion a wag remarked: "You had better call them 'emptiers of pockets'—"*les vide-poches*; a compliment which was retaliated by these upon the place of St. Louis, which was subject to frequent seasons of want, by styling it *Pain-Court*—"short of bread." The village, being still nameless, retained the appellation of *Vide-Poche* until 1776, when it was changed into that of Carondelet, in honor of the Baron de Carondelet.

The settlements at *St. Charles*, *Florissant* and *Portage des Sioux*, were made in 1769. Blanchette, surnamed "the hunter," built his log house on the hills called *Les Petites Côtes*; being the first dwelling in the village which is now the flourishing city of St. Charles. François Borosier Dunegan commenced the village of Florissant, which name is still retained.

On the 20th of June 1778, Pierre Liguist Laclède, the founder of St. Louis, died in the village called *Poste des Arkansas*, on the Arkansas river. He had continued to reside in St. Louis for several years, but went on trading and exploring expeditions in various directions from time to time. It was during one of these voyages, whilst ascending the Mississippi, that he became so ill as to be at the Post of Arkansas, where he died at the age of fifty-four. He had never been married; and not having had time to realize the fortune which his enterprise and intelligence could not have failed to secure to him, his property was sold after his death in liquidation of his affairs. Laclède's house was situated in what is now Main street, between Market and Walnut streets, opposite the old market. It became after his death the property of Auguste Chouteau, who enlarged it, adorned its premises with a fine garden, and created a splendid mansion, which was much admired by strangers as well as by the inhabitants of the town at that day. It was pulled down in 1841 to make room for business houses.

The extent of the town in its early days, if it did not form some faint prophecy of future development, still clearly proves that more than a mere trading post was intended by the founders. The principal street (La Rue Principale) ran along the line of Main street of to-day, extending from about Almond to Morgan street. The next west was about the same length, and corresponded to the present Second street, and, after the erection of a church in the vicinity of the present site of the Catholic Cathedral, received the name of Church street (La Rue de l'Église). The next street, now Third, was originally known as Barn street, from the number of buildings on it of the character indicated. In mentioning these streets, however, we speak of a time many years subsequent to the arrival of Laclède. Before the topographical features of the present site of our city were altered by the course of improvements, they were materially different from the present. Most of our citizens will find it hard to realize that originally a rocky bluff extended on the river front, from about Walnut to Vine street, with a precipitous descent in many places. As building progressed this bluff was cut away, and the appearance of a sharp but tolerably even incline to the river from Main street was gained. At the corner of Commercial alley and Chestnut street and at several other places, there are at present palpable evidences of this rocky ridge, portions of it yet remaining. At first it is probable the Laclède settlement bore the appearance of a rude and scattered hamlet in the wilderness, and it required the growth of several years before the semblance of streets was formed by even imperfect lines of buildings of the most primitive character. Immediately west of the bluff mentioned was a nearly level strip of land protected by gentle elevations westward, and here was the site of the Laclède settlement. The river front was covered with a growth of timber, in the rear of which was a large and gentle rolling prairie with scattered groves of heavy forest trees, which received the title of "La Grande Prairie," and it is not difficult to believe that if the selection of the spot was not made because of its adaptability as the site of a great city, it was because of its natural pleasantness and beauty.

The war which was now raging between Great Britain and her American colonies could hardly be unfelt on the far western shores of the Mississippi. Many of the inhabitants of St. Louis, and other places on the same side of the river, were persons who had changed their residence from the opposite shore when it passed under English rule. They were influenced by a hereditary hostility to that power; and although enjoying a mild government under Spanish rulers, their independent spirit, apart even from their feeling toward England, enlisted their sympathies in behalf of their colonial brethren in the East, struggling for freedom. Their great distance did not secure their prosperity from the disastrous influences of war. It was known that Spain sympathized with the colonies, and this speedily endangered their security; for the ferocity of many of the Indian tribes was directed against them by the English.

In the early part of 1779 Col. Rogers Clark, under the authority of Virginia, visited the settlements of Cahokia, Kaskaskia, and other places, for the purpose of endeavoring to enlist men for an expedition against St. Vincents, now Vincennes, then held by the English under Governor Hamilton.

About this time an alarming rumor became prevalent that an attack on St. Louis was being organized under British influence. Actuated by a spirit of generous chivalry, Clark offered the assistance of himself and men to Lieutenant Governor Leyba for the protection of the town, but his offer was declined on the ground that the danger was not imminent.* Whatever was the ground of the fancied security, the sequel proves either that he was an execrable traitor or shamefully incompetent to meet the exigencies of the time. Apprehensions, however, began to disturb the people, and the defenseless condition of the town induced them to undertake some means of fortification. Although they numbered little more than one hundred men, they proceeded to build a wall of logs and earth about five or six feet high, inclosing the dwellings of the settlement. It formed a semi-circular line, with its ends terminating at the river, and supplied with three gates, at each of which a heavy piece of ordnance was placed and kept in constant readiness. For some months after this work was completed, nothing occurred to indicate an Indian attack. Winter passed away, and the inhabitants finally began to consider their apprehensions groundless, which conclusion was assisted by the assurances of the Governor that there was no cause for anxiety. In reality, however, the long-pending attack was now being secretly organized. Numerous bands of Indians, composed of Ojibways, Winnebagos, Sioux, and other tribes, with some Canadians, numbering in all nearly 1500, had gathered on the eastern shore of the river, a little above St. Louis, and arrangements were consummated for a general attack on the settlement on the 26th of May.

The 25th of May, 1780, was the festival of Corpus Christi, which was celebrated by the Catholic inhabitants with religious ceremonies and rejoicing. There was no feeling of apprehension abroad just at this time, notwithstanding

* There seems to be some uncertainty as to this incident, but it is supported by the excellent authority of Judge Wilson Primm, and is corroborated by Stoddard in his historical sketch of Louisiana.

that an event calculated to arouse alarm had occurred but a few days before. An old citizen named Quenelle had crossed the river to Cahokia creek on a fishing excursion. While watching his lines he was startled to see on the opposite shore of the creek a man named Ducharme, who had formerly lived in St. Louis and who had fled to escape punishment for some crime committed. He endeavored to induce Quenelle to come over to him, but the latter thought he detected the presence of Indians in the bushes opposite, and refused, returning hastily in his canoe to the town, where he reported what had occurred. The commandant ridiculed his story, and it did not create any general fear among the inhabitants. Corpus Christi was celebrated with unusual animation, and a large number of the citizens left the inclosure of the town and were scattered about the prairie—men, women and children—gathering strawberries. A portion of the Indians crossed the river on the same day, but fortunately did not make the attack, owing, probably, to their not knowing how many of the men had remained in the town. Had they done so, the result would surely have been fatal to the young settlement. On the following day the whole body of the attacking force crossed, directing their course to the fields over which they had seen the inhabitants scattered the day before. It fortunately happened that only a few of them were outside the town, and these, seeing the approach of the Indians, hastily retreated toward the upper gate, which course led them nearly through a portion of the hostile force. Rapid volleys were fired at the fleeing citizens, and the reports speedily spread the alarm in the town. Arms were hastily seized, and the men rushed bravely toward the wall, opening the gate to their defenseless comrades. There was a body of militia in the town from Ste. Genevieve, which had been sent up, under the command of Silvia Francisco Cartabona, some time before, when apprehensions of an attack prevailed. This company, however, behaved shamefully, and did not participate in the defense, many of them concealing themselves in the houses while the fight was in progress. The Indians approached the line of defense rapidly, and when at a short distance, opened an irregular fire, to which the inhabitants responded with light arms and discharges of grape-shot from their pieces of artillery. The resistance made was energetic and resolute, and the savage assailants, seeing the strength of the fortifications, and dismayed by the artillery, to which they were unaccustomed, finally retired, and the fight came to a close.

Commandant Leyba appeared upon the scene at this juncture, having been started from a carouse to some idea of the situation by the sound of the artillery. His conduct was extraordinary; he immediately ordered several pieces of ordnance, which had been placed near the Government house, to be *spiked*, and was then, as it is chronicled, rolled to the immediate scene of action "*in a wheelbarrow.*" He ordered the inhabitants to cease firing and return to their houses. Those stationed near the lower gate, not hearing the command, paid no attention to it, and he directed a cannon to be fired at them. This barbarous order was carried out, and the citizens only escaped the volley of

grape by throwing themselves on the ground, and the shot struck down a portion of the wall. The unparalleled treachery of the Commandant was fortunately exhibited too late to be of assistance to the Indians, who had been beaten back by the determined valor of the settlers, and the attack was not renewed. When they had left the vicinity, search was made for the bodies of the citizens who had been killed on the prairie, and between twenty and thirty lives were ascertained to have been lost. Several old men, women and children were among the victims, and all the bodies had been horribly mutilated by their murderers.

The traitorous conduct of the Commandant, which so nearly imperiled the existence of the town, had been obvious to the people generally; and justly indignant at his cruel rascality, means were at once taken to transmit a full report of his proceedings to Galvez, then Governor of Lower Louisiana. This resulted in the prompt removal of Leyba, and the settlement was again placed under the authority of Cruzat. Leyba died the same year from the effects, it is said, of poison administered by his own hand; universal obloquy and reproach having rendered his life unendurable. He was buried in the village church, "in front of the right hand balustrade, having received all the sacraments of our mother the Holy Church," as is set forth in the burial certificate of Father Bernard, a "Catholic Priest, Apostolic Missionary Curate of St. Louis, country of Illinois, Province of Louisiana, Bishopric of Cuba." The year 1780, rendered so memorable by this Indian attack, was afterward known as "*L'année du grand coup*," or "year of the great blow."

There is no doubt but this assault on St. Louis had for its object the destruction of the settlement, and was only frustrated by the gallantry of the people. That it was partially instigated by English influence, is almost unquestionable. The Indians accepted their defeat and departed without attempting any other demonstration. It is said their retreat was occasioned by the appearance of Col. George Rogers Clark with four or five hundred Americans from Kaskaskia, but this is not substantiated. Pending the arrival of Cruzat, Cartabona, before mentioned, exercised the functions of Lieutenant-Governor, but, however, for only a short period. One of the first works undertaken by Cruzat was the strengthening of the fortifications; he established half a dozen or more stone forts, nearly circular in shape, about fifty feet in diameter and twenty feet high, connected by a stout stockade of posts. The fortifications, as extended and improved by Cruzat, were quite pretentious for so small a settlement. On the river bank, near the spot formerly occupied by the Floating Docks, was a stone tower, called the "Half Moon," from its shape, and westwardly of it, near the present intersection of Broadway and Cherry street, was erected a square building called "The Bastion;" south of this, on the line of Olive street, a circular stone fort was situated. A similar building was built on Walnut street, intended for service both as a fort and prison. There was also a fort near Mill Creek; and east of this another circular fort near the river. The strong stockade of cedar posts connecting these forts was pierced with loop-holes

for small arms. The well-devised line of defenses was not subjected to the test of another Indian attack, for although during the continuance of the Revolutionary war other settlements on the Mississippi and Missouri rivers had to contend against the savages, St. Louis was not again molested.

From this period the progress of St. Louis was slow but satisfactory under the liberal and judicious policy of the Spanish Governors, and it will be sufficient to note only the more important events.

It is difficult to realize in these days the perils and delays incident to the early navigation of the Mississippi. It is to us now the unobstructed and natural highway of commerce and travel, connecting the West and far North with the warm and fruitful South, and bearing to the ocean the various products of rich and populous regions. A hundred years ago it was no less majestic in its strength and beauty, but its ministrations to the needs of civilized humanity had hardly begun; it rolled its splendid flood through a wild and solitary wilderness, and the sounds of the winds in the forest mingled with the monotony of flowing waters in a murmurous rhythm that sunk or swelled only with the fluctuations of nature. There were no towns along its banks, no rushing steamboats on its surface; and rarely only Indian canoes formed a transitory feature in its landscapes or the shouts of savage voices were heard. With the birth of white settlements in the great Valley the solitude of the Father of Waters was gradually invaded. In their rude craft the early voyageurs had to struggle hard against the swift current, and a voyage from New Orleans to St. Louis was then a thing of months, not of days, and required nearly as much preparation as one across the Atlantic. During Cruzat's second administration, navigation was much impeded and disturbed by piratical bands which harbored at certain points on the woody shores, and instituted a system of depredations on settlers or others passing up and down the river. These bands were principally controlled by two men named Cuthbert and Magilbray, who had a permanent rendezvous at a place called Cotton Wood Creek. The usual programme of the pirates was to attack the vessels of voyageurs at some place where a surprise could be readily effected, and having compelled the affrighted crews to seek safety on shore or by surrender, they would plunder the boats and the persons of prisoners of all valuables. The vicinity of Grand Tower, a lofty rock situated about half way between St. Louis and the mouth of the Ohio, became a dreaded spot also through the deeds of these river marauders, and many tales exist in the memories of old citizens of acts of violence perpetrated near these places. Early in the year 1787 an event occurred which inaugurated severe measures by the Government against the pirates, resulting in their dispersion. M. Beausoleil, a New Orleans merchant, started from New Orleans for St. Louis with a barge richly freighted with merchandise. A strong breeze prevailed as this vessel was approaching Cotton Wood Creek. The pirates were in waiting to make an attack, but were frustrated by the swift progress of the vessel, and they dispatched a body of men up the river for the purpose of heading off the expected prize. The point chosen for the attack was an island, since called Beausoleil's Island, and was reached in about two days. The barge had put ashore and was

easily captured and the crew disarmed, when the captors turned her course down the river. On the way down an unexpected deliverance was effected through the daring of a negro named Casotte, who, by pretending joy at the capture of the vessel, was left free and employed as a cook. He maintained a secret understanding with Beausoleil and some of his men, and at a given signal the party effected a sudden rising. They defeated the pirates after a brief struggle, who were all either killed or captured. Beausoleil deemed it prudent after this alarming experience to return to New Orleans, and in passing Cotton Wood Creek kept as near the opposite shore as possible. On reaching New Orleans a full report of the doings of the pirates and the capture and deliverance of the barge was made public, and convinced the authorities and the people that strong measures were absolutely necessary to terminate these perils to life and property on the river. The Governor issued an order that all boats bound for St. Louis the following spring should make the voyage together, thus insuring mutual protection. This was carried out, and a little fleet of ten boats started up the river. On approaching Cotton Wood Creek, some of the men in the foremost boat perceived some persons on shore near the mouth of the creek. A consultation was held with the crews and passengers of the other boats, and it was determined that while a sufficient number of men should remain to protect the boats, the remainder would form a party to attack the robbers in their haunt. On reaching the place the courageous voyageurs found that their enemies had disappeared, but four boats were discovered in a bend of the creek, laden with a miscellaneous assortment of valuable plunder, and in a low hut, situated among the trees at a little distance from the bank, a large quantity of provisions and ammunition was found, with cases of guns and various other weapons, indicating the numerous captures which had been made by these outlaws. All of this property was removed, together with the boats and contents and carried to St. Louis, where a large number of the articles were identified by the owners.

The arrival of the fleet of barges created quite a commotion in the settlement, and was considered so memorable, that the year 1788 received the name of "*L'année des Dix Bateaux*," or "the year of the ten boats." A most fortunate result of this descent was, that although no blood was shed it practically led to the dispersion of the bands, and but few subsequent depredations are reported to have occurred.

Prior to the event just narrated and in the year 1785, the people of St. Louis experienced a serious alarm and loss of property, owing to a sudden and extraordinary rise in the Mississippi river. The American Bottom was covered with water, and Cahokia and Kaskaskia were threatened with being swept out of existence. Most of the buildings in St. Louis were situated on Main street, and the rise of the waters above the steep banks spread general dismay. The flood subsided, however, nearly as rapidly as it had risen, averting the necessity of abandoning the houses, which had been commenced. The year received the name of "*L'année des Grandes Eaux*," or "the year of the great waters." No rise in the river equal to this has occurred since, excepting in 1844 and 1851, which floods are remembered by most of our citizens.

CHAPTER IV.

CONCLUDING EVENTS UNDER THE SPANISH DOMINATION.—RETROCESSION TO FRANCE.—PURCHASE BY THE UNITED STATES.

In the year 1788, the administration of Don Francisco Cruzat terminated, and Manuel Perez became Commandant-General of the West Illinois country at the post of St. Louis. At this time the population of this and the neighboring settlements numbered nearly 1200 persons, while that of Ste. Genevieve was about 800. The administration of Perez was prosperous, and like his predecessor he was generally esteemed by the inhabitants. He brought about a settlement of friendly Indians in the vicinity of Cape Girardeau, where he gave them a large grant of land. They consisted of Shawnees and Delawares, two of the most powerful tribes east of the Mississippi river, and the object was to oppose through them the Osage Indians, a strong Missouri tribe who were constantly making incursions on the young settlements. This scheme is said to have operated satisfactorily.

In 1793, Perez was succeeded by Zenon Trudeau, who also became popular, and instituted various measures for the encouragement of immigration. In the year 1792, the honey-bee is chronicled to have first appeared, following as it were, civilization from the East, and its coming was hailed with delight. The grave difficulties which had sprung up between the American Colonies and Spain, respecting territorial boundaries and the navigation of the Mississippi, were adjusted by treaty in October 1795, but more serious trouble subsequently arose from the same cause.

During the administration of Trudeau, St. Louis and the other settlements in that portion of the country expanded rapidly. Under the influence of the exceedingly favorable terms offered to settlers, and the fact that the fear of Indian attacks was greatly diminished, quite a number of citizens of the United States left the country east of the Mississippi, over which English control was now practically broken up, and took up their residence in the Spanish dominions. St. Louis improved in appearance, and new and neat buildings began to supplant, in many places, the rude log huts of earlier years. Trade received a new impetus, but the clearing of the country in its vicinity and the development of agriculture still made but slow progress. The dealing in peltries was the principal business, and in their effort to expand their exchanges with Indian tribes, traders become more energetic and daring in their excursions, and traveled long distances into the interior westward, and forced their rude boats up the swift Missouri river to many points never before visited.

Trudeau closed his official career in 1798, and was succeeded by Charles Dehault Delassus de Delusiere, a Frenchman by birth, but who had been many years in the service of Spain. The winter of the succeeding year was one of

extraordinary severity, and received the title of "*L'année du Grand Hiver*," or "year of the hard winter." The same year that Delassus commenced his administration was signalized by the arrival of some galleys with Spanish troops under Don Carlos Howard, and was called "*L'année des Galères*," or "year of the galleys." This Governor caused a census to be taken of Upper Louisiana settlements, from which we extract the following, showing the population of the places named in the year 1799: St. Louis, 925; Carondelet, 184; St. Charles, 875; St. Ferdinand, 276; Marais des Liards, 376; Meramec, 115; St. Andrew, 393; Ste. Genevieve, 949; New Bourbon, 560; Cape Girardeau, 521; New Madrid, 782; Little Meadows, 72. Total, 6,028. Total number of whites, 4,948; free colored, 197; slaves, 883.

It will be seen from these figures that St. Charles then nearly equaled St. Louis in population, while Ste. Genevieve exceeded it; and if any then living ever dreamed of one of these settlements becoming the center and seat of Western empire, the prophecy would probably have been in favor of the brisk town at the mouth of the Missouri.

On the 15th of May 1801, the small-pox broke out in St. Louis and vicinity with fearful severity. It was a new malady among the healthy settlers, and as was usual when particularly impressed by an event, they commemorated the year by a peculiar title, calling it "*L'année de la Picotte*," the "year of the small-pox." About this time the increase in immigration created a furore for speculation in land, and some immense grants were obtained.

On the 1st of October 1800, the treaty of Ildefonso was consummated, by which Spain, under certain conditions, retroceded to France the territory of Louisiana; and in July 1802, the Spanish authorities were directed to deliver possession to the French commissioners. This event, however, did not take place until the month of December 1803, when M. Laussat on behalf of France was placed in control. The supremacy of England on the high seas at this period practically prevented France from instituting any possessory acts by transferring troops to the newly-acquired territory, and she wisely resolved to accept the offer of the United States and sell the vast territory to that Government. This famous purchase, accomplished during the administration of President Jefferson, was formally concluded on the 30th of April 1803; and in December following, M. Laussat, who had just received control of the Province from the Spanish authorities, transferred it to the United States, represented at New Orleans for that purpose by Governor Claiborne and General Wilkinson, the commissioners appointed. The sum of money paid by the United States for the territory acquired, was about \$15,000,000. The agent of France for receiving possession of Upper Louisiana from the Spanish authorities was Amos Stoddard, a captain of artillery in the service of the United States. He arrived in St. Louis in March 1804, and on the 9th of that month Charles Dehault Delassus, the Spanish Commandant, placed him in possession of the territory, and on the following day he transferred it to the United States. This memorable event created a wide-spread sensation in St. Louis and the other young towns in the vicinity. Most of the people were

deeply attached to the old Government, and although they were in sympathy with the vigorous Republic which had sprung into existence in the East, and dimly appreciated the promise of its future, yet it was with feelings of regret and apprehension that they saw the banner of the new Government unfurled in place of the well-known flag of Spain. There were, however, many among St. Louis citizens who rejoiced at the transfer; and their anticipations of its prosperous influence on their town were speedily realized, for business generally became more animated, while the population rapidly increased by an energetic and ingenious class of settlers from the East and other points, mostly representatives of the Anglo-Saxon race, always the most successful in urging forward the prosperity and development of a country.

The date of this transfer marks an interesting epoch in the growth of St. Louis and the Western country. If, as we believe, before the year 1900 St. Louis will be the leading city of the North American Continent, her history will form a marvelous chapter in the chronicles of the life and development of modern nations. Nearly within the bounds of a century, a rude settlement in a far inland wilderness will have expanded into a mighty metropolis, the rich capital and throbbing heart of the greatest nation in the world, the center of modern civilization, knowledge and arts; a city of vast manufacturing and commercial interests, in which every branch of human industry is represented; a second Babylon, on the banks of a river beside which the Euphrates was a streamlet; with iron roadways for the cars of steam branching out in all directions; and whose empire extends from the wild billows of the Atlantic to the calmer waters of the Pacific, from the cold lakes of the North to the warm waters of the Mexican Gulf. Here indeed is a historical picture which words can scarcely depict, which illustrates the power of human activities far more wondrously than the colossal but isolated structures of the people of the olden time.

A temporary government for St. Louis and Upper Louisiana was promptly provided for by Congress, Captain Stoddard being appointed to exercise the functions and prerogatives formerly vested in the Spanish Lieutenant-Governor. In the excellent historical sketch of Louisiana written by that officer, some interesting particulars are given of St. Louis at the time of the transfer to the United States. The town consisted of about 180 houses, and the population in the district numbered about 2,280 whites and about 500 blacks. The total population of Upper Louisiana is stated at 9,020 whites and 1,320 blacks. Three-fifths of the population of Upper Louisiana were Anglo-Americans. According to the same authority, St. Louis then consisted of two long streets running parallel to the river, with a number of others intersecting them at right angles. There were some houses, however, on the line of the present Third street, which was known as "*La rue des Granges*," or the street of barns, as before mentioned. The church building, from which Second street then derived its name, was a structure of hewn logs somewhat rude and primitive in appearance. West of Fourth street there was little else but woods and commons, and the Planters' House now stands upon a portion of the space then used for pasture purposes. There was no post-office, nor indeed any need for one, as

there were no official mails. Government boats ran occasionally between New Orleans and St. Louis, but there was no regular communication. The principal building was the Government house, on Main street near Walnut street. The means of education were of course limited in character, and as peltries and lead continued to be the chief articles of export, the cultivation of the land in the vicinity of the town progressed but slowly. There is a tradition that St. Louis received the *sobriquet* of *Pain Court* (short bread), owing to the scarcity of the staff of life in the town. Indeed there appears reason to believe that, in a commercial point of view, Ste. Genevieve at this time was a much more important place than St. Louis.

Captain Stoddard, on assuming control, published a circular address to the inhabitants, in which he formally announced that Louisiana had been transferred to the possession of the United States, and that the plan of a permanent territorial government was under the consideration of Congress. He briefly alluded to preceding events as follows: "It will not be necessary to advert to the various preliminary arrangements which have conspired to place you in your present political situation. With these it is presumed you are already acquainted. Suffice it to observe that Spain in 1800 and 1801, retroceded the colony and province of Louisiana to France, and that France, in 1803, conveyed the same territory to the United States, who are now in the legal and peaceful possession of it. These transfers were made with honorable views and under such forms and sanctions as are usually practiced among civilized nations." The remainder of the address is devoted to an eloquent exposition of the new political condition of the people and of the privileges and benefits of a liberal republican government.

The fur trade, which had led to the founding of St. Louis, continued for many years to be the principal business of the people. Here, as elsewhere, the Indian tribes forged the weapons for their own destruction. They eagerly sought the opportunity to exchange with the white man the fruits of the chase for the articles and commodities of a higher civilization. They were the principal agents in developing the fur trade of the North and West, and by so doing hastened the incoming of the indomitable race destined to build, over their slaughter and decay, the glorious structure of American liberty. These primitive races wasted and faded with the birth of a nation, whose evangel was to bless and metamorphose the New World; and even had there been no Revolutionary war to usher in the American Union, there is enough in the fate of the aborigines of the country to authenticate the remark of Theodore Parker that "all the great charters of humanity have been written in blood."

During the fifteen years ending in 1804, the average annual value of the furs collected at St. Louis is stated to have been \$203,750. The number of buffalo skins was only 850; deer, 158,000; beaver, 36,900 pounds; otter, 8,000; bear, 5,100. A very different state of things existed twenty or thirty years later, when beaver were nearly exhausted and buffalo skins formed the most important article of trade. The commerce consisted principally of that portion of furs that did not find its way directly to Montreal and Quebec through the lakes.

CHAPTER V.

PRIMITIVE HABITS.—COMMERCIAL ENTERPRISES.—POLITICAL MOVEMENTS.

“THE good-natured Missourians,” says Nicollet, “had not kept pace with the march of civilization. Their existence had become, as it were, so isolated and simplified, that they had lost sight of the advantages of a social compact, which, while it imposes salutary restraints, invites emulation and stimulates ambition. There were no public schools in the colony; no regular church, as it was but rarely that the villages were visited by some venerable missionaries, whose number was very small, considering the vast extent of the country. All the purposes of life were embraced within the domestic circle, where virtue, religious faith, and strict honesty were proverbial. Notaries public, lawyers, judges, and tribunals were unknown. There was no other prison than the guard-house of the small Spanish garrison; and it is asserted that during upward of thirty years, there was not a solitary instance of civil delinquency, or of crime. Bargains were sealed by a grasp of the hand, and the currency of the country consisted of deer-skins. This state of things did not so much grow out of a relapse to the original condition of those by whom they were surrounded, as of innate candor and simplicity. Old Anglo-Americans, who lived among them in these times, and have experienced and enjoyed their heartfelt hospitality, cherish the recollection of them with sincere respect. It is true, that those colonists who engaged themselves in the Indian trade and were always under arms, as well as those who navigated the rivers in the transportation of articles of barter, and were most of their time tugging at the oar, or handling the *cordelle*—these certainly did not exhibit the same unexceptionable simplicity of manners; but such people were almost always absent from the villages. They were birds of passage to their own families; and though, in the pursuit of their several professions, they could not fail to encounter much that was exceptionable and bad, it is hardly to be presumed that they would poison with it their own firesides.

The French descendants of the present day still retain numerous anecdotes of their ancestors, that graphically describe the unsophisticated nature of the Missourians, among which is the following:

A genuine Missourian was hovering for some time around the stall of a negro dealer situated on the bank of the Mississippi in Lower Louisiana. The dealer was a Kentucky merchant, who observing him, asked if he wished to purchase anything? “Yes,” said the Missourian, “I should like to buy a negro.” He was invited to walk in, made his choice and inquired the price. “Five hundred dollars,” said the dealer; “but according to custom, you may have one year’s credit upon the purchase.” The Missourian, at this proposition became very uneasy, the idea of having such a load of debt upon him for a whole year was

too much. "No, no," said he, "I'd rather pay you six hundred dollars at once and be done with it." "Very well," said the obliging Kentuckian, "anything to accommodate you."

The supplies of the town, especially of groceries, were brought from New Orleans, and the time necessary for a trip was from four to six months. The departure of a boat was an important event, and generally, many of the inhabitants collected together on the shore to see it off and bid good-bye to the friends who might be among the passengers. Wm. C. Carr, who arrived about the first of April 1804, states that it took him *twenty-five days* to make the trip from Louisville, Ky., by river. On the same authority it is stated that there were only two American families in the place—those of Calvin Adams and William Sullivan. Mr. Carr remained in St. Louis about a month, and then, attracted by the greater lead trade of Ste. Genevieve, went to that place to reside, but returned in about a year, convinced that St. Louis was a better location. In the same year, Col. Rufus Easton, John Scott and Edward Hempstead came to reside in the country. Mr. Scott settled at Ste. Genevieve; Mr. Hempstead went to St. Charles, then called Petites Côtes, where he remained for several years, and then came to St. Louis; Mr. Easton remained in St. Louis.

In 1802, James Pursley, an American, with two companions, started on a hunting expedition from St. Louis to the source of the Osage, but extended his course westward. After various dangers and adventures he reached the vicinity of Santa Fe, and is said to have been the first American who traversed the great plains between the United States and New Mexico.

In 1804, the United States dispatched Lewis and Clark and Major Pike to explore the sources of the Mississippi, the Arkansas, the Kansas, and the Platte rivers. Hunters from St. Louis and vicinity formed their companions, or preceded them, and were to be found on nearly all the rivers east of the Rocky Mountains. Mr. Auguste Chouteau, about the same time, had outfitted Loisel, who established a considerable fort and trading post on Cedar Island, a little above the Big Bend of the Mississippi; so that about the time that St. Louis became a town of the United States, the great regions west and north of her were being gradually opened to settlement. Forty years had elapsed since Laclede had founded the settlement, and yet, compared with the development of subsequent times, its growth had not been very rapid. It was but a straggling river village with few buildings of any consequence, and was cut off from the world of trade and civilization by its great distance from the seaboard and the vast unpeopled country surrounding it. The inhabitants were mostly French, and the social intercourse was simple and friendly, with but faint traces of class distinctions. There was only one resident physician, Dr. Saugrain, who lived on Second street, and one baker, Le Clere, who baked for the garrison and lived on Main street near Elm. The only American tavern was kept by a man named Adams, and this, with two others kept by Frenchmen named Yostic and Laudreville, both on Main street near Locust, were, we believe, the only establishments of the kind in the town. The names of the more prominent merchants and citizens at this time

are familiar at present to nearly all of our citizens, owing to many of the families still being represented, and the fact that their names, most appropriately, have been wrought in with the nomenclature of our streets. Among them we may mention Auguste and Pierre Chouteau, Labadie, Sarpy, Gratiot, Pratte, Tayon, Lecompte, Papin, Cabanné, Labaume, Soulard, Horte, Alvarez, Clamorgan, Debreuil and Manuel Lisa. The Chouteaus lived on Main street, and Pierre, whose place was near the present intersection of that street with Washington avenue, had nearly a whole square encircled by a stone wall, and in which he had a fine orchard. Manuel Lisa lived on Second street; the establishment of Labadie & Sarpy was on Main near Chestnut, and the Debreuils had a fine place on Second, between Pine and Chestnut streets.

On the 26th of March 1804, by an act of Congress the Province of Louisiana was divided into two parts, the Territory of Orleans and the District of Louisiana, the latter including all north of the 33d parallel of latitude. The executive power of the Government in the Territory of Indiana was extended over that of Louisiana, the Governors and Judges of the former being authorized to enact laws for the new District. Gen. William Henry Harrison, then Governor of Indiana, instituted the American authorities here under the provisions of this act, his associates being, we believe, Judges Griffin, Vanderberg, and Davis. The first courts of justice were held during the ensuing winter in the old fort near Fifth and Walnut streets, and were called Courts of Common Pleas. On the 3d of March 1805, by another act of Congress the District was changed to the Territory of Louisiana, and James Wilkinson was appointed Governor, and with Judges R. J. Meigs and John B. C. Lucas, of the Superior Court, formed the Legislature of the Territory. The executive offices were in the old Government building on Main street, near Walnut, just south of the Public Square, called *La Place d'Armes*. Here Gen. Wilkinson was visited by Aaron Burr when the latter was planning his daring and ambitious conspiracy. When Wilkinson was appointed, there were in each of the Districts of St. Charles, St. Louis, Ste. Genevieve and Cape Girardeau a civil and military Commandant, as follows: Colonel Meigs for the first, Colonel Hammond for St. Louis, Major Seth Hunt for Ste. Genevieve, and Colonel T. B. Scott for the last-named place. These officers were superseded by the organization of courts, and the names of the districts subsequently became those of counties. This system of legislation was maintained for several years, with occasional changes in officers.

In 1806 General Wilkinson established the fort of Belle Fontaine, on the south side of the Missouri, a few miles above its mouth; but it was practically abandoned early the following year, when he was ordered South to assist in arresting the Burr conspiracy. During part of 1806 Joseph Browne was Secretary of the Territory and Acting Governor, and J. B. C. Lucas and Otho Shrader were Judges. The following year Frederic Bates was Governor, with the same Judges in office. Next year Merriweather Lewis, with the same Judges, formed the Legislature, and continued to do so until 1811.

On the 9th of November 1809, the town of St. Louis was first incorporated, upon the petition of two-thirds of the taxable inhabitants and under the authority of an act of the Territory of Louisiana, passed the previous year. The municipal government, at this time, consisted of a board of Trustees, elected under the provisions of the charter mentioned above.

On the 4th of June 1812, the country received the name of the Territory of Missouri, and the government was modified and made to consist of a Governor and Legislative Assembly, the upper branch of which numbered nine councilors, who were selected out of twice that number, nominated to the Governor by the lower branch. At this time the Territory had first conceded to it the right of representation in Congress by one delegate. Anterior to this change in the government there are some events which deserve particular notice. Shortly after the country became part of the United States a post-office was permanently created in the town, the first postmaster being Rufus Easton.

The members of the first Territorial Legislature, elected in 1812, sat during the ensuing winter in the old house of Joseph Robidoux, on the northeast corner of Myrtle and Main streets.

In May 1812, the chiefs of the Osage, the Shawnees, Delawares, and other tribes, came here to accompany General Wm. Clark to Washington, the purpose being to consummate some negotiations then pending, and to impress the savages with some true idea of the greatness and power of the Government. This General Clark was the brother of General George Rogers Clark, so distinguished in the West during the Revolutionary war, and was the companion of Lewis in the famous expedition to the Upper Missouri, and had remarkable experience and judgment in dealing with the Indians. The war of 1812 between the United States and England produced but little effect upon our city, so far removed inland, but the people took a lively interest in the progress of the conflict, and participated in the general rejoicing over its honorable close.

Steps were taken as early as 1817 to form a State Government, and the questions entering into the discussion of the subject greatly agitated the people of St. Louis. The excitement was kept up to a greater or less degree until the matter was finally settled. The convention which framed the first constitution of the State assembled in 1820. The place of meeting was in the Missouri Hotel, corner of Main and Green streets, and it was here that David Barton and Thomas H. Benton were elected United States Senators.

CHAPTER VI.

EDUCATIONAL EFFORTS. — THE FUR TRADE. — FIRST STEAMBOAT. — A NEWSPAPER AND A BANK.

THE first English school was opened in St. Louis in 1808, by George Tompkins, a young Virginian, who, when he started in the enterprise, was nearly without funds and with but few acquaintances. He rented a room on the north side of Market street, between Second and Third, for his school, and during his leisure hours pursued the study of law. The first debating society known west of the Mississippi was connected with this school, and the debates were generally open to the public and afforded interesting and instructive entertainment. This energetic young school-teacher studied law to some purpose, for he ultimately became Chief Justice of the Supreme Court of Missouri. Among the members of the society he organized were Dr. Farrar, Dr. Lowry, Major O'Fallon, Edward Bates, and Joshua Barton—names afterward rendered eminent by ability and public service.

In 1817 the first board of school trustees was formed, which may be regarded as the commencement of the present unsurpassed school system. They were: William Clark, William C. Carr, Thomas H. Benton, Bernard Pratte, Auguste Chouteau, Alexander McNair, and John P. Cabanné.

The Missouri Fur Company was formed in St. Louis in 1808, consisting principally of Pierre Chouteau, Manuel Lisa, William Clark, Sylvester Labadie, Pierre Menard, and Auguste Pierre Chouteau, the capital being \$40,000. An expedition was dispatched under the auspices of this company, in charge of Major A. Henry, and succeeded in establishing trading posts upon the Upper Missouri—one on Lewis river, beyond the Rocky Mountains, and one on the southern branch of the Columbia, the latter being the first post established on the great river of Oregon Territory. In 1812 this company was dissolved, most of the members establishing independent houses in the trade and for furnishing outfits to private adventurers. Among these may be mentioned the houses of Berthold & Chouteau, B. Pratte, J. P. Cabanné, and M. Lisa. The hunters and trappers at this time formed a considerable part of the population of St. Louis, and were principally half-breed Indians and white men so long accustomed to such pursuits that they were nearly similar in habits to the natives. Notwithstanding the preponderance of this reckless element, it does not appear that the town was disorderly, and crime and scenes of violence were of rare occurrence.

Mr. John Jacob Astor established a branch of his house in this city in 1819, under the charge of Mr. Samuel Abbott, and it was called the Western Department of the American Fur Company. This company entered upon a most successful career, embracing in its trade the northern and western parts of the

United States, east of the Rocky Mountains. About this time the old Missouri Fur Company was revived, with new partners, among whom were Major John Pilcher, M. Lisa, Thomas Hempstead and Captain Perkins. We may incidentally mention that in 1823 a hunting and trapping party of this company, under Messrs. Jones and Immel, while on the Yellowstone, were attacked by Black Feet Indians. The leaders and several of the party were killed, and those who escaped were robbed of whatever property they had with them. This company only continued a few years, and was not successful. The important expedition of General William H. Ashley took place also in this year, and resulted in the discovery of the southern pass of the Rocky Mountains, and the opening of commercial intercourse with the countries west of the same. The General encountered fierce opposition from the Indians, and lost fourteen men, and had ten wounded in a fight at the outset of the expedition.

On the 2d of August 1815, an event occurred which marked the commencement of a new epoch in the history of St. Louis. Heretofore its growth had been dependent upon human energies alone, but now a new agency was to enter into its commercial life, and which was to enable her to reap the full benefit accruing from the noble river that rolled past her to the sea. The first steamboat arrived on the day named. It was called the "Pike," and was commanded by Capt. Jacob Reed. The inhabitants were, as might be expected, greatly interested and delighted as the novel craft touched the foot of Market street, many of them having never seen a vessel of the kind before. Some Indians who were in town were so alarmed at the unusual spectacle that they receded from the shore as the boat neared, and could not be persuaded to come in the vicinity of the monster, for such it seemed to them, although in reality but a tiny little vessel. She was propelled by a low-pressure engine, and had been built at Louisville. The second boat which arrived here was the "Constitution," commanded by Capt. R. P. Guyard, and the 2d of October 1817, was the date of her arrival. In May 1819, the first steamboat stemmed the tide of the Missouri; it was the "Independence," Capt. Nelson commanding, and it went up as far as "Old Franklin," after a passage of seven running days. The first steamboat from New Orleans, the "Harriet," commanded by Capt. Armitage, reached here on the 2d of June 1819, making the voyage in twenty-seven days.

The first newspaper was established July 1808, by Joseph Charless, and received the name of *Missouri Gazette*. It was first printed on a sheet of writing paper not much larger than a royal-octavo page. This journal was the germ of the present *Missouri Republican*.

In August 1816, the Bank of St. Louis was incorporated, being the first institution of the kind in the town. The following gentlemen composed the commissioners: Auguste Chouteau, J. B. C. Lucas, Clement B. Penrose, Moses Austin, Bernard Pratte, Manuel Lisa, Thos. Brady, Bartholomew Berthold, Samuel Hammond, Rufus Easton, Robert Simpson, Christian Wilt and Risdon H. Price. At an election, held on the 20th of the following month, Samuel Hammond was elected president and John B. N. Smith cashier. The career of this

bank was not successful, and continued for something over two years, when it came to a disastrous close. On the 1st of February 1817, the Missouri Bank was incorporated, the commissioners appointed by the stockholders to receive subscriptions being, Charles Gratiot, Wm. Smith, John McKnight, J. B. Cabanné, and Mathew Kerr. The first president was Auguste Chouteau, and the cashier Lilburn W. Boggs.

A census published in the *Missouri Gazette*, December 9, 1815, and taken by John W. Thompson, states that the number of souls in the town was 2,000, and the total population of county and town was 7,395.

CHAPTER VII.

ST. LOUIS IN 1821.—THE FINE CATHEDRAL.—FIRST DUELS, ETC.

The first Directory of St. Louis, issued in 1821 by John A. Paxton, gives a better view of the town at that day than can be had from any other source. The book is now out of print, and almost out of existence, but one or two copies remaining; therefore its contents are the more interesting. It contained 749 names, many of which have their representatives in the Directory of to-day.

The "Notes of St. Louis," which follow the preface of the first Directory, and which probably furnish as fair an index of the town as the last Directory is of the city, reveal a number of striking and amusing contrasts between the St. Louis of 1821 and our St. Louis of 1876. It may be remarked, however, that in the statement of the preface to the old work, that "St. Louis, the commercial metropolis of the State, and the emporium of the trade of a greater extent of country than that of any other place in the Western region, is, from its convenient situation, destined to become much the largest town on this side of the *Eastern Mountains*," is abundantly justified in her present condition. Even at that time there was a progress to be proud of: the language of congratulation which comes of right and by nature to every St. Louisan was already indulged in, as the following paragraph illustrates:

"Since that period (the founding of the settlement) the progress of civilization and improvement is wonderful. It is but about forty years since the now flourishing, but yet more promising, State of Missouri was but a vast wilderness. Many of the inhabitants of this country yet remember the time when they met together to kill the buffalo, at the same place where Mr. Phillipson's ox saw and flour mill is now erected, and on Mill Creek, near to where Mr. Chouteau's mill now stands. What a prodigious change has been operated! St. Louis is now ornamented with a great number of brick buildings, and both the scholar and courtier could move in a circle suiting their choice and taste."

A still more "prodigious change" will be recognized by contrasting the St. Louis of to-day with the St. Louis of 1821, of which the old Directory speaks as follows:

"St. Louis, besides the elegant Roman Catholic Cathedral, contains ten common schools; a brick Baptist church, forty feet by sixty, built in 1818; an Episcopal church of wood; the Methodist congregation hold their meetings in the old Court-house, and the Presbyterians in the Circuit Court room. In St. Louis are the following mercantile, professional, mechanical, etc., establishments: Forty-six mercantile houses, which carry on an extensive trade with the

most distant part of the republic, in merchandise, produce, furs and peltry; three auctioneers, who do considerable business; three weekly newspapers, viz: *St. Louis Inquirer*, *Missouri Gazette*, and *St. Louis Register*, and as many printing offices; one bookstore; two binderies; three large inns, together with a number of smaller taverns and boarding-houses; six livery stables; fifty-seven grocers and bottlers; twenty-seven attorneys; thirteen physicians; three druggists; three midwives; one portrait painter, who would do credit to any country; five clock and watch makers, silversmiths, and jewelers; one silver plater; one engraver; one brewery, where is manufactured beer, ale and porter of a quality equal to any in the western country; one tannery; three soap and candle factories; two brick yards; three stone cutters; fourteen bricklayers and plasterers; twenty-eight carpenters; nine blacksmiths; three gunsmiths; two copper and tinware manufacturers; six cabinet makers; four coach makers; seven turners and chair makers; three saddle and harness manufacturers; three hatters; twelve tailors; thirteen boot and shoe manufacturers; ten sign painters; one nail factory; four hair dressers and perfumers; two confectioners and cordial distillers; four coopers; four bakers; one comb factory; one bell man; five billiard tables, which pay an annual tax of \$100 each to the State, and the same sum to the corporation; several hacks or pleasure carriages, and the considerable number of fifty-seven drays and carts; several professional musicians, who play at balls, which are very frequent, and well-attended by the inhabitants, more particularly the French, who, in general, are remarkably graceful performers, and much attached to so rational, healthy and improving an amusement; two potteries are within a few miles, and there are several promising gardens in and near to the town."

In speaking of the houses, it is announced with evident pride that one hundred and fifty-four are of brick and stone, and that "most of the houses are furnished with a garden, some of which are large and under good cultivation. The large, old-fashioned dwellings, erected by the French inhabitants, are surrounded by a piazza, which renders them very pleasant, particularly during the heat of summer."

There were in those days—when the whole taxable property of the city amounted to only \$940,000 and the tax to \$3,763—pavement discussions, as now, and the matter was considered of as serious import as now. For instance, the directory says:

"The lower end of Market street is well paved, and the trustees of the town have passed an ordinance for paving the sidewalks of Main street. This is a very wholesome regulation, and is the more necessary as this, and many other streets are sometimes so extremely muddy as to be rendered almost impassable. It is to be hoped that the trustees will next pave the middle of Main street, and that they will proceed gradually to improve the other streets which will contribute to make the town more healthy, add to the value of property, and make it a desirable place of residence."

Elsewhere we are told that "On the Hill, in the center of the town, is a public square, 240 by 300 feet, on which it is intended to build an elegant Court-house. The various courts are held at present in buildings adjacent to the public square.

A new stone jail of two stories, 70 feet front by 30 deep, stands west of the site for the Court-house." "The fortifications erected in early times for the defense of the place stand principally on the 'Hill.' They consist of several circular stone towers, about fifteen feet in height and twenty in diameter, a wooden block-house, and a large stone bastion, the interior of which is used as a garden by Captain A. Wetmore of the U. S. Army." "There are two fire engines, with properly-organized companies, one of which is in the north part of the town, and the other in the south. Every dwelling and store has to be provided with good leather fire-buckets." "A considerable sand-bar has been formed in the river adjoining the lower part of the town, which extends far out, and has thrown the main channel over on the Illinois side; when the water is low it is entirely dry, and is covered with an immense quantity of driftwood, nearly sufficient to supply the town with fuel." The "Missouri Fur Company" was formed by several gentlemen of St. Louis, in 1817, for the purpose of trading on the Missouri river and its waters. The principal establishment of the company is at Council Bluffs, yet they have several others of minor consequence several hundred miles above, and it is expected that the establishment will be extended shortly up as high as the Mandan villages. The actual capital invested in the trade is \$70,000. They have in their employ twenty-five clerks and interpreters and seventy laboring men." "It is estimated that the annual value of the Indian trade of the Missouri and Mississippi rivers is \$600,000. The annual amount of imports is stated at upwards of \$2,000,000. The commerce by water is carried on by a great number of steamboats, barges, and keel-boats, which center here after performing the greatest inland voyages known in the world." "The roads leading from St. Louis are very good, and it is expected that the great National Line Turnpike, leading from Washington, will strike this place, as the commissioners for the United States have reported in favor of it." "Two stages run from the town: one to Edwardsville, and the other to Franklin. Colonel Chouteau's mill-dam, in the rear of the south part of the town, is a beautiful sheet of water, affording plenty of fish and water-fowl; it has outlet to the Mississippi, below the town."

The condition of the town is summed up in these words: The Indian agents and traders, the officers of the army destined for the upper military posts, and the surveyors make their outfits at St. Louis, which puts a great deal of cash into circulation. Here is a land office for the sale of United States lands in Illinois, Missouri and Arkansas, and a bank with a capital of \$250,000. There is a theatre of wood, but the foundation has been laid for a brick one, 40 by 80 feet, which, "owing to the present stagnation in business, will not be completed very soon." Of the future, this is hoped: "It is contemplated at some future day to open a direct intercourse with India by the Missouri and Columbia rivers. In the course of a few years the Illinois river will be most probably connected with Lake Michigan, which will afford incalculable advantages to this place, as it will open a direct water communication, when the New York and Pennsylvania canals to the lakes are completed, to Montreal, New York and Philadelphia."

The same Directory has a glowing account of the Cathedral erected by the good Bishop Du Bourg. We quote :

“By the exertions of the Right Rev. Bishop Louis Wm. Du Bourg, the inhabitants have seen a fine cathedral rise at the same spot where stood an old log church. * * * This elegant building was commenced in 1818, under the superintendence of Mr. Gabriel Paul, the architect, and is only in part completed. As it now stands it is 40 feet by 135 in depth and 40 feet in height. When completed it will have a wing on each side running its whole length 22½ feet wide and 25 in height, giving it a front of 85 feet. It will have a steeple the same height as the depth of the building, which will be provided with several large bells expected from France. The lot on which the church, college and other buildings are erected embraces a complete square, a part of which is used as a burial ground.

* * * * *

“It is truly a delightful sight, to an American of taste, to find in one of the remotest towns in the Union, a church decorated with *original* paintings of Rubens, Raphael, Guido, Paul Veronese and a number of others by the first modern masters of the Italian, French and Flemish schools. The ancient and precious gold embroideries which the St. Louis Cathedral possesses would certainly decorate any museum in the world. All this is due to the liberality of the Catholics of Europe, who presented these rich articles to Bishop Du Bourg, on his last tour through France, Italy, Sicily and the Netherlands. Among the liberal benefactors could be named many princes and princesses, but we will only insert the names of Louis XVIII., the present King of France, and that of the Baroness Le Candele de Ghyseghern, a Flemish lady, to whose munificence the Cathedral is particularly indebted, and who, even lately, has sent a fine, large and elegant organ, fit to correspond with the rest of the decorations. The Bishop possesses besides, a very elegant and valuable library containing about 8,000 volumes, and which is without doubt, the most complete scientific and literary repository of the Western country, if not of the Western world. Though it is not public, there is no doubt but the man of science, the antiquary and the linguist, will obtain a ready access to it, and find the Bishop a man at once endowed with the elegance and politeness of the courtier, the piety and zeal of the apostle, and the learning of a father of the church. Connected with this establishment is the St. Louis College, under the direction of Bishop Du Bourg. It is a two-story brick building and has about sixty-five students, who are taught the Greek, Latin, French, English, Spanish and Italian languages, mathematics, elementary and transcendent, drawing, etc. There are several teachers. Connected with the college is an ecclesiastical seminary, at the Barrens, in Ste. Genevieve county, where divinity, the oriental languages and philosophy are taught.”

Only about four years had elapsed from the arrival of the first steamboat at St. Louis to the time this directory was published, yet it is evident that municipal growth had been exceedingly rapid; business of all kinds, particularly in furs, peltries, lead and agricultural productions, had expanded greatly, while numbers

of steamboats, barges and other craft were constantly engaged in the river commerce. In fact, even at this early period the inhabitants appear to have had some idea of the great future before their city. The career of St. Louis as an incorporated city may be dated from December 9, 1822, when an act was passed by the State Legislature entitled "An act to incorporate the inhabitants of the town of St. Louis;" and in April following, an election took place for Mayor and nine Aldermen, in accordance with the provisions of the act. William Carr Lane was elected Mayor, with the following Aldermen: Thomas McNight, James Kennerley, Philip Rocheblane, Archibald Gamble, William H. Savage, Robert Nash, James Loper, Henry Von Phul and James Lackman. The new city government proved a most effective one and immediately set about the improvement of the city. An ordinance was passed for the grading of Main street and compelling citizens to improve streets in front of their lots. The salary of the Mayor was only \$300 per annum, but he applied himself with as much earnestness and assiduity to the public service as if he were receiving the present salary of \$4,000. Before proceeding to sketch the progress of St. Louis as an incorporated city, the following items may be mentioned as illustrating the progress of building up to that time: Chouteau's row in block No. 7 was begun in 1818 and finished in 1819. During the same years three other buildings of an important character were erected; the first by General Clark, the second by Bernard Pratte, at the corner of Market and Water streets, and the third, a large warehouse, by A. Chouteau, in block No. 6. The Catholic church, a large brick building on Second street, long since demolished, was constructed in 1818, and on Christmas Day, 1819, divine service was performed there for the first time. The first paving which was laid in St. Louis was executed by William Deckers, with stone on edge, on Market street, between Main and Water. In 1821 the first brick pavement was laid on Second street, and finally it may be mentioned that the first *brick* dwelling was built in 1813 by William C. Carr. There was, at the time we now speak of, but little indications of settlement on the eastern bank of the river opposite St. Louis, but the long strip of land near the Illinois shore had already earned the right to the title of Bloody Island, as more than one fatal duel had taken place there.

The first was that between Thos. H. Benton, subsequently so distinguished a citizen, and Charles Lucas. The difficulty between the parties originated during a trial in which both were engaged as counsel. Col. Benton, believing himself insulted,* challenged Mr. Lucas, who declined on the ground that statements made to a jury could not properly be considered a cause for such a meeting. The ill-feeling thus created was aggravated by a subsequent political controversy, and Mr. Lucas challenged Mr. Benton, who accepted. The meeting took place on Bloody Island on the morning of August 12, 1817, pistols being the weapons used. Mr. Lucas was severely wounded in the neck, and owing to the effusion of blood was withdrawn from the field. A temporary reconciliation followed

*Charles Lucas challenged Thos. H. Benton's vote, and Benton called Lucas an "insolent puppy," which was the cause of the duel.

this duel, but the feud between the parties broke afresh shortly afterward, and another duel took place on Bloody Island, resulting in the killing of young Lucas, at the age of twenty-five. This deplorable re-encounter occurred on the 27th of September, 1817. During the following year another duel occurred on Bloody Island, which also resulted fatally, the combatants being Captains Martin and Ramsey, of the U. S. Army, who were stationed at the Fort Belle Fontaine, on the Missouri river. Ramsey was wounded, and died a few days afterward, and was buried with Masonic and military honors. On the 30th of June 1818, a hostile meeting took place at the same locality between Joshua Barton, District Attorney of the United States, resident in St. Louis, and Thos. C. Rector. The parties met in the evening, and Mr. Barton fell mortally wounded. An article which appeared in the *Missouri Republican*, charging Gen. Wm. Rector, then United States Surveyor, with corruption in office, was the cause of the duel. The General was in Washington at the time, and his brother, Thos. C. Rector, warmly espoused his cause, and learning that Mr. Barton was the author of the charge, sent him the challenge which resulted so fatally. Various other encounters between the adherents to the "code of honor" took place at later dates on Bloody Island, so that the reader will see that its sanguinary appellation had a reasonable and appropriate origin. The more prominent of the other duels which occurred there will be mentioned when we reach their appropriate dates.

Notwithstanding the disastrous conflicts between the Indians and the followers of the Rocky Mountains and Missouri Fur Companies, which occurred in 1823, the progress of trade and exploration, under the daring leadership of Gen. Wm. H. Ashley and others, was not seriously retarded. Benj. O'Fallon, U. S. Agent for Indian Affairs, writes to Gen. Wm. Clark, Superintendent of Indian Affairs, giving an account of the misfortunes to Gen. Ashley's command, and adds: "Many circumstances have transpired to induce the belief that the British traders (Hudson's Bay Company) are exciting the Indians against us, either to drive us from that quarter, or reap with the Indians the fruits of our labors." It is evident from all the records of that time, that trade and exploration in the Upper Missouri and Rocky Mountain region were environed with extraordinary hardships and perils, and nothing but the greatest courage, energy and endurance could have accomplished their advancement. In 1824 Gen. Ashley made another expedition, penetrating as far as the great Utah Lake, near which he discovered another and a smaller, to which he gave his own name. In this vicinity he established a fort, and two years afterward a six-pound cannon was drawn from Missouri to this fort, twelve hundred miles, and in 1828 many loaded wagons performed the same journey. Between the years 1824 and 1827, Gen. Ashley's men sent furs to this city to the value of over \$200,000. The General, having achieved a handsome competence during his perilous career, sold out all his interests and establishments to the Rocky Mountain Fur Company, in which Messrs. J. S. Smith, David E. Jackson, and Wm. L. Sublette were principals, Mr. Robert Campbell then holding the position of clerk. The followers of this

company penetrated the far West in every direction and had many conflicts with the Indians, and "traversed every part of the country about the southern branches of the Columbia, and ransacked nearly the whole of California." It is stated on good authority that during the five years from 1825 to 1830, of the number of our men engaged in the fur trade, two-fifths were killed by the Indians or died victims to the dangers of exploring a wilderness.

In 1824 Frederic Bates was elected Governor, defeating Gen. Wm. Ashley after an exciting political contest; but he did not long enjoy the honors of the position, for he was attacked by pleurisy, and died in August of the following year.

The most interesting event that ever occurred in the early history of St. Louis, probably, was the visit of Lafayette, on the 28th of April, 1825. A vivid and somewhat humorous description of the circumstances attending this visit, was given some years since in the columns of the *Republican* by Hon. John F. Darby, and we can do no better than to transfer it to these pages:

In order to understand the subject properly, it is but right to give a short statement of the condition of the town and affairs at that time. There was no wharf in front of the city. At the foot of Market street, and again at the foot of what was then called Oak street, now Morgan street, were the only two landings in the city. From a short distance north of Market street, all the way up to Morgan street, the primitive bluffs of the Mississippi rose up in a state of nature to the height of twenty feet, and in some places more—as the French called it: "*ors eccore du Mississippi*"—the abrupt wall or perpendicular bank of the Mississippi river. Seventh street was the western limit, beyond which were the fences of Judge John B. C. Lucas, Major Christy and others, inclosing pastures, meadows, etc. The Court-house square was entirely vacant, except a pillory and whipping-post in the center, on which malefactors, rogues and evil-doers not sentenced to be hanged were stripped and whipped with a raw cow-hide on their bare-backs by the Sheriff of the county, who in each particular case was sworn by the Clerk of the court to 'lay on the lashes to the best of his skill and ability so help him God.' Market street only extended to Eighth street, all beyond to the north was Chouteau's pond, woods, hazel-brush, etc., etc. All the space between Market street and Washington avenue and Fourth and Fifth streets, was unimproved—no houses, no enclosures—all in a state of nature, no grading, no paving.

At that time, the city of St. Louis had only been incorporated a little more than a year, of which Dr. William Carr Lane was Mayor. His personal appearance, fine, indeed; besides he was a most finished scholar, and a man of generous impulses, and of pleasing and winning manners and address.

The seat of government of the State of Missouri was in St. Charles, and Frederick Bates was Governor. As there was no executive mansion at St. Charles, and the Legislature not being in session, Governor Bates stayed mostly at his farm, up in Bonhomme, on the bluffs of the Missouri river, in St. Louis county, about five miles above St. Charles, leaving the executive department of

the State in the hands of his Secretary of State, Hamilton Rowan Gamble. Gov. Bates would go over to St. Charles and stay a day or so, as business required, every week. When the city authorities found that Gen. Lafayette was about to visit St. Louis, they, in those primitive days of honest municipal government, began to doubt their authority to appropriate money from the city treasury to entertain Gen. Lafayette. The city functionaries were in great trouble and did not know what to do.

Dr. William Carr Lane, the Mayor, in this emergency, took his horse and rode all the way out to Gov. Bates' farm, more than twenty miles from St. Louis, to beg and get the Governor to come into town and receive Gen. Lafayette, the expectation being that some of the moneyed men would advance the money to entertain the General; and if the Governor would take part they would get the State to make an appropriation to cover the expenses of the entertainments afterward.

Governor Frederick Bates refused to have anything to do in the matter. He said the State had made no appropriation to entertain General Lafayette; and that he would take no part in any proceeding of the kind, unless there had been money enough provided to entertain General Lafayette in a manner becoming the dignity and character of the State.

Dr. William Carr Lane returned from the visit to Governor Bates, despondent, disheartened and almost discouraged. But something must be done, and that quickly. His Honor, the Mayor, went around and saw his Aldermen, Joseph Charless, Archibald Gamble, Henry Von Phul, Mary P. Ledue, Wm. H. Savage, etc. These gentlemen all agreed that they would take so much money as was necessary to entertain General Lafayette from the city treasury, and if there was any fuss made about it, these very same gentlemen would join together and refund the amount. That worthy and good man informed me afterward — for we talked over the subject of General Lafayette's visit hundreds of times afterward — that the whole expense of entertaining the distinguished guest to the city was exactly thirty-seven dollars, and no more. The people all seemed to acquiesce in the expenditure, although there was no authority for it in the charter. Indeed, these worthy officials of the municipal government economized and managed to the best advantage all they could, the efficient and active Mayor taking the lead. They went to Major Pierre Chouteau and engaged his house as the quarters for General Lafayette. Major Chouteau was a man of great wealth, and was too proud of the opportunity to place his elegant house and furniture at the disposal of General Lafayette. Major Pierre Chouteau's house was situated on the west side of Main street, about equi-distant between Vine and Washington avenue. The mansion, with its appurtenances and out-houses, occupied the whole square, which was bounded on the north by Washington avenue, east by Main street, south by Vine street, and west by Second street, and was inclosed by a solid stone wall two feet thick and twelve feet high, through which port-holes had been left about ten feet apart, through which to shoot Indians in case of an attack from the savages. The mansion of Major Chouteau, with the high stone wall all

around the square, was, in fact, a "castle." It was, perhaps, the finest private residence at that time in the city. The walls were of stone, about three feet thick, and three sides of the elegant edifice were surrounded by a large porch or piazza about fourteen feet wide. The domicile was the most elegantly-furnished, with the most costly furniture, of any house in the city; there were no carpets on the floors, but they were all made of walnut and so finely polished that they seemed, as it were, to reflect as mirrors. Many a time and oft have I danced in that hospitable mansion all night "till daylight" did appear. Here were the quarters prepared for General Lafayette free of expense. At that early day there were no hacks or carriages in St. Louis, and the next move was to get a conveyance to take the expected guest from the steamboat to his quarters thus secured.

Major Thomas Biddle, Paymaster in the United States Army, brother of Nicholas Biddle, president of the United States bank, had a barouche and two white horses, and Judge James H. Peck, of the United States District Court, had a barouche and two white horses. Major Biddle was kind enough to lend his barouche and horses for the occasion to the Mayor and Aldermen, and Judge Peck was so obliging as to lend his two white horses to the city authorities to convey the great man from the steamboat to his quarters. And to do the thing with a becoming dignity and grandeur, the four white horses were all harnessed up and hitched to Major Biddle's barouche. The proper committees of reception had been appointed on the part of the Board of Aldermen, who were to be designated as committeemen by ribbons worn through the button-holes in the lappel of their coats. Sullivan Blood, then Town Constable, had been appointed grand-marshal of the day, with John Simonds, Jr., and John K. Walker assistant marshals. The arrangements were all now complete to receive and welcome General Lafayette through the exertions of the Mayor, William Carr Lane. The people of the whole city began to assemble at the foot of Market street, on the river bank, on Friday, the 28th of April 1825, and shortly after nine o'clock in the morning the steamboat Natchez was seen down the river in the Cahokia bend with colors flying, all knowing that Lafayette was on board. It took but a few minutes for the boat to reach the foot of Market street. The crowd was great, old and young, men, women and children, white and black, had assembled together; and when the boat touched the shore there was considerable cheering. As soon as the planks could be run out from the boat to the shore, General Lafayette was by some one on the boat led ashore, where he was met by, and introduced to the Mayor, William Carr Lane. The Mayor had his address of welcome written out, and commenced to read it to the distinguished visitor. The Mayor's voice was low, and, although it was a fine piece of composition, the noise and confusion was so great that very few persons heard it. To this address the eminent visitor replied in appropriate and proper terms. The Mayor was surrounded with his Aldermen and committee of reception; there was no military party or power there present at the reception, and it was almost impossible for the marshal to keep order in the crowd.

Amongst the outskirts of the multitude was a butcher by the name of Roth—

Jacob Roth ; he rode a sorrel horse with a long tail, the hair of which had been cut square at the end. At that period most of the people of the town kept their own cows, and the cattle ranged out on the prairie and came home at night. This man Roth had been indicted in the Circuit Court for stealing the people's cows and making beef, which he would sell to the real owners. On the occasion of the reception of Lafayette, Roth was very greasy from the handling of meats, and he held in his hand a greasy leather whip, with which he was accustomed to drive cattle. So soon as General Lafayette had replied to the address of welcome made by Mayor William Carr Lane, Jacob Roth jumped off his horse and ran up to Lafayette, saying, as loud as he could shout: "Whooraw for liberty! Old fellow, just give us your paw! Whooraw for liberty! Hand out your paw! Old fellow, just give us your hand! How are you?" and seizing Lafayette by the hand shook it violently.

Just at that moment, one of the committeemen, who had imbibed considerably, seeing Roth shaking hands with Lafayette, called out to him and said: "Go way! Go way from there, I tell you! You stole a cow!" To this Roth replied: "I'm as good as you are, you old puss-g—rascal, if I did steal a cow." The same inebriated committeeman was afraid Lafayette would fall into bad company, and he went up to the distinguished visitor and took him by the arm, and pointing to Jacob Roth, said: "Don't you associate with that fellow! he stole a cow."

The barouche with the four white horses was now called into requisition. General Lafayette was assisted into the carriage, with the Mayor, William Carr Lane, and Colonel Auguste Chouteau and Stephen Hempstead. These four filled the carriage. The horses were balky and at first would not pull, never having been worked together before. After some little delay the vehicle was driven up to Major Pierre Chouteau's residence to the quarters prepared for the eminent visitor. The great body of the people followed on foot behind the carriage. The horse troop of Captain Archibald Gamble, which in the meantime had formed and taken position on Main street in front of Colonel Auguste Chouteau's residence, more than a square from the reception at the foot of Market street, now joined in the procession, in the rear of the great body of the people walking behind the carriage, and proceeded up Main street to the Major Chouteau mansion. The men of Captain Gamble's company dismounted from their horses and marched up on to the piazza of the building where they formed into line on foot, when General Lafayette was brought out and introduced to them. After the military reception, Lafayette took some gentleman by the arm and marched along in front of the line, and was introduced to each member of the troop separately, and he shook hands with every individual. The members of the company then withdrew. There was then living in St. Louis an old Frenchman by the name of Alexander Bellissime. He was commonly called "Eleckzan." He was a very old man, and had lived many years keeping a tavern on Second street, on the west side, between Myrtle and Spruce streets. He had been one of Lafayette's soldiers in the Revolutionary war, and had been shot through the shoulder and left for dead on the battle-field at Yorktown. But he had recovered and made his

way to St. Louis. As soon as General Lafayette had been taken to his quarters, Mr. Bellissime presented himself before him and asked the General if he knew him. Lafayette replied that he did not. Mr. Bellissime then told him who he was, and related some incident that had happened on board the ship as they were coming from France, which Lafayette remembered and brought him to mind. The two old soldiers rushed into each other's arms, embraced and hugged each other warmly and shed tears of joy most profusely. The scene was most affecting to every person present. After the distinguished visitor had received a great many calls he was taken in a barouche, with some of the gentlemen in attendance, and driven up on the hill and around town to see the city. It so happened that Captain David B. Hill, who was a commander of a militia company, had his company out on parade, on the green Court-house square, and other vacant grounds on the hill.

Captain David B. Hill was a carpenter and builder. He was a man of singular peculiarities. He died in this city some two or three years ago at the advanced age of eighty-four years. He wore colored spectacles with side-glasses, was addicted to the habit of taking snuff, which he did in immoderate quantities. He spoke with a whining accent through his nose. Captain David B. Hill, with his militia company, were out on the green on the hills—none of the streets being either graded or paved. As soon as Captain Hill saw General Lafayette approaching in the barouche, the captain became very much excited and began to take snuff. "Gentlemen," said he, "Gin-eral Laf-fay-ette, the great apostle of liberty, is coming. You must prepare to salute Gin-eral Laf-fay-ette, the great apostle of liberty. Attention, company! All you in roundabouts, or short-tailed coats, take the rear rank. All you with long-tailed coats, take the front rank." The captain paused to rub a fresh supply of snuff into his nasal organ. "Now," said the commander of the company, "all those having sticks, laths and umbrellas in the front rank, exchange them with those who have guns in the rear rank."

Just then Robert N. Moore, commonly called "Big Bob Moore," a noted individual about town, called out to Captain Hill, and said: "Captain! Captain! I say, Cooney Fox is priming his gun with brandy." "I'll be consarned," said Captain Hill, "if it isn't a scandalous shame, to be guilty of such conduct right in the presence of Gin-eral Laf-fay-ette—at the most important period of a man's whole life—when about to salute Gin-eral Laf-fayette. If it wa'n't for the presence of Gin-eral Laf-fay-ette, the great apostle of liberty, I'd put you under arrest immediately."

By this time the General had alighted from the carriage and walked up in front of Captain David B. Hill's militia company, when the captain ordered the company to "present arms," after which the visitor withdrew. It may be supposed that in all the wars in which General Lafayette had been engaged, he had never met or encountered a more Falstaffian military organization than that which presented itself in this militia company. This much is due to Captain David B. Hill's military genius, as showing his ready resource of mind in case of

an emergency. It is proper to state that Captain David B. Hill had a fine military taste and turn of mind. He afterwards organized a fine military company of volunteers, finely uniformed, which he called "the Marions," in honor of the distinguished Revolutionary patriot, which he took great pride in commanding, and which paraded on the Fourth of July and other public occasions. This independent company of Captain Hill's some mischievous persons nicknamed "Captain Davy Hill's Mary Anns," by which name they were generally known and called.

General Lafayette got into the carriage and was driven to the Freemasons lodge, where he was duly received as an honorary member. From thence he was driven back to his quarters; whence he received calls and visits until four o'clock, when he was sumptuously entertained with a fine dinner.

In the evening, a splendid ball was given in honor of the distinguished visitor at the City Hotel, on the corner of Vine and Third streets.

Lafayette, directly after supper at the ball, was taken by the committee from the ball-room to the steamboat at the foot of Market street, where he slept. His baggage had not been removed from the boat. He was under engagement to meet a committee of citizens of the State of Illinois at the Kaskaskia landing the next day at twelve o'clock, and be escorted to that ancient and time-honored capitol of that great State, and could not delay.

The next morning, while all the inhabitants of this city slept, and just at the dawn of day, the steamboat Natchez raised steam, pushed off down the Mississippi river, with the great man of world-wide fame, glory and renown on board; who was not disturbed in his slumbers till the steamer was in the vicinity of the dilapidated town of Herculaneum, almost half way to the Kaskaskia landing, when he was summoned to breakfast.

He left the city quietly, before any one was stirring; and the boat pushed off from the shore when there was not a solitary individual present to note her going.

During the year 1825 measures were taken to locate a permanent route across the plains. Major Sibley, one the commissioners appointed by Government, set out from St. Louis in June, accompanied by Joseph C. Brown and Captain Gamble, with seven wagons containing various goods for trading with the Indians on the road. The party selected a route to Sante Fe, which afterward was adopted as the general highway for intercourse and trade.

The first Episcopal church of any architectural importance was erected in this year at the corner of Third and Chestnut streets. It afterward passed into the hands of the Baptists, and finally disappeared as business houses multiplied in the vicinity. The Presbyterian church was erected in 1825, near the corner of Fourth and St. Charles streets, and was consecrated by the Rev. Samuel Giddings, but also disappeared as business limits expanded. The first steps toward building a Court House were taken in 1826, and the building, a large one of brick, was erected in the following year, and which was destined to be succeeded by the present superb structure of stone. Antoine Chenie built the

first three-story house on Main street in 1825, and it was occupied by Tracy & Wahrendoff and James Clemens, Jr. ; Jefferson Barracks was commenced in July 1826, and Center Market in 1827. The U. S. Arsenal was authorized by Congress in 1826, and was commenced during the next year on the block where it is now situated, but it was many years before it was completed. An ordinance was passed in 1826 changing the names of the streets with the exception of Market street. From 1809 those running west from the river, excepting Market, had been designated by letters, and they now received in most instances the names by which they are at present known. From the last date to 1830 no events of prominent interest mark the history of St. Louis. Different ordinances were passed for the grading, paving and general improvement of streets ; and the growth of the city, if not rapid, was steady and satisfactory. Daniel D. Page was elected Mayor in 1829, and proved an energetic and valuable executive. Dr. Robert Simpson was elected Sheriff by a large majority over Frederick Hyat, his opponent. The branch Bank was established here during this year. Col. John O'Fallon was appointed president, and Henry S. Coxe cashier ; and during the years it continued in existence, it possessed the public confidence and closed its career without disaster.

In 1830 the number of brick buildings in the city increased considerably, as the multiplication of brick-yards brought that material more into general use. A bridge was erected across Mill creek on lower Fourth street ; and, architecturally and commercially, there were evidences of solid advancement. The large yards and gardens, which surrounded so many of the dwellings and stores of earlier times, gradually disappeared with the growth of improvements. Some excitement was caused this year by the decisions rendered by Judge James H. Peck, of the United States District Court, in regard to land claims, which were of a stringent character. Judge Lawless, who was interested as counsel in some cases in which Auguste Chouteau and others, and the heirs of Mackey Wherry, were plaintiffs *vs.* the United States, having avowed the authorship of a rather severe criticism which appeared in some of the newspapers on some decisions of Judge Peck, was committed to prison for contempt of court. He was released after a few hours, on a writ of *habeas corpus*, and subsequently preferred charges against Judge Peck before the House of Representatives, which, however, were dismissed after some examination. On the first day of August, in this year, the corner-stone of the Cathedral on Walnut street, between Second and Third, was laid with religious ceremonies, and this building is now the oldest place of worship in the city, as all those erected previously have given place to other edifices.

The population of the city in 1831 was 5,963. Various measures were adopted this year for public improvement, and an ordinance was passed for building the Broadway Market. The Missouri Insurance Company was incorporated with a capital of \$100,000, and George Collier was elected president. In August, a most shocking and fatal duel occurred on Bloody Island. Spencer Pettis, a young lawyer of promise, was a candidate for Congress, his opponent

being David Barton. Major Biddle made some severe criticisms on Mr. Pettis through the newspapers, and a challenge passed and was accepted. They fought at five paces distant, and at the first fire both fell mortally wounded. Mr. Pettis died in about twenty-four hours, while Major Biddle survived only a few days. The former had just gained his election, and Gen. Wm. H. Ashley was elected to fill the vacancy caused by his death.

In 1832 the famous expedition of Captain Bonneville took place, and important steps were made in the opening of the great country to the West. Fort William was established on the Arkansas by the Messrs. Bent, of this city. Messrs. Sublette and Campbell went to the Mountains. Mr. Wyeth established Fort Hall on the Lewis river, and the American Fur Company sent the first steamboat to the Yellow Stone. The Asiatic cholera visited the city this summer, having first invaded Eastern and Southern cities. It first broke out at Jefferson Barracks, and, notwithstanding the most energetic sanitary measures, soon spread through the town with alarming severity. The population was then 6,918, and the deaths averaged, for some time, more than thirty a day. The disease prevailed for little over a month, then abated and disappeared. In the fall, Daniel Dunklin, the Jackson candidate, was elected Governor, and L. A. Boggs Lieutenant-Governor. During the next year an effort was made to impeach Wm. C. Carr, one of the Circuit Judges, and one of the oldest citizens, the charge being that he was wholly unqualified for judicial station. On examination of the case before both Houses of the Legislature he was acquitted. Dr. Samuel Merry was elected Mayor, but was declared ineligible on the ground of being a receiver of public moneys, which office he held under the appointment of the President; and the next autumn Col. John W. Johnson was elected in his place. The taxable property was valued, in 1833, at only \$2,000,000, and the whole tax of the year on real and personal property amounted only to \$2,745.84. The tonnage of boats belonging to the port was hardly 2,000, and the fees for wharfage not more than \$600.

In 1834 Mr. Astor retired from business and sold his Western department to Messrs. B. Pratte, P. Chouteau, Jr., and Mr. Cabanne, who conducted the business until 1839. A few years after this latter date, nearly the entire fur trade of the West was controlled by the house of Pierre Chouteau, Jr., & Co., and the firm of Messrs. Bent & St. Vrain.

The business of the city was now developing rapidly, although the lack of proper banking facilities made itself felt somewhat injuriously; and while the unfortunate careers of the Bank of St. Louis and the Bank of Missouri had tended to make the people distrustful of such institutions, the want of them was generally recognized. During 1835-6 applications were made to the Legislature to supply this deficiency, but without success, and finally the banks of the other States were invited to establish branches in this city. Immigration at this period was uncommonly large, and a vigorous activity pervaded every department of business. As an illustration of this we quote from one of the newspapers: "The prosperity of our city is laid deep and broad. * * * * * Whether we turn to the right

or to the left, we see workmen busy in laying the foundation or finishing some costly edifice. The dilapidated and antique structure of the original settler is fast giving way to the spacious and lofty blocks of brick and stone. But comparatively a few years ago, even within the remembrance of our young men, our town was confined to one or two streets running parallel with the river. The 'half-moon' fortifications, the 'bastion,' the tower, the rampart, were then known as the utmost limits. What was then termed 'The Hill,' now forming the most beautiful part of the town, covered with elegant mansions, but a few years ago was covered with shrubbery. A tract of land was purchased by a gentleman now living, as we have understood, for two barrels of whisky, which is now worth half a million of dollars. * * * * * Intimately connected with the prosperity of the city is the fate of the petition pending in Congress for the removal of the sandbar now forming in front of our steamboat landing."

The number of boats in 1835, exclusive of barges, was 121; aggregate tonnage, 15,470 tons, and total wharfage collected, \$4,573. In March of this year the sale of the town commons was ordered by the City Council, and in accordance with the Act of the Legislature, nine-tenths of the proceeds was appropriated to the improvement of streets and one-tenth to the support of public schools. The sum realized for the latter was small, but it assisted materially in laying the foundation of the present system, so extensive and beneficent in its operation. John F. Darby was elected Mayor in 1835, and during that year a meeting of citizens was called for the purpose of memorializing Congress to direct the great national road, then building, to cross the Mississippi at St. Louis, in its extension to Jefferson City. Mr. Darby presided at the meeting and George K. McGunnege acted as secretary. The popular interest in railroad enterprises which at this time prevailed in the East soon reached as far as St. Louis, and on the 20th of April 1835 an Internal Improvement Convention was held in this city. Delegations from the counties in the State interested in the movement were invited to attend. Dr. Samuel Merry acted as chairman and Mr. Gunnege as secretary. The two railroad lines particularly advocated were from St. Louis to Fayette, and from the same point to the iron and lead mines in the southern portion of the State. A banquet at the National Hotel followed the convention, and the event had doubtless an important influence in fostering railroad interests, always so important in the life of a community.

CHAPTER VIII.

BURNING THE NEGRO.—NEW ENTERPRISES.—IMPORTANT EVENTS.

A MOST exciting local incident occurred shortly after the sitting of the Convention. A negro named Francis L. McIntosh had been arrested for assisting a steamboat hand to escape who was in custody for some offense. He was taken to a justice's office, where the case was examined, and the prisoner, unable to furnish the requisite bail, was delivered to Mr. Wm. Mull, Deputy Constable, to be taken to jail. While on the way there, Mr. George Hammond, the Sheriff's Deputy, met Mr. Mull and volunteered to assist him in conducting his charge to the jail. The three men walked on together, and when near the northeast corner of the Court House block, the negro asked Mr. Hammond what would be done to him for the offense committed. He replied, in jest, "perhaps you will be hanged." The prisoner in a moment jerked himself free from the grasp of Mull, and struck at him with a boatman's knife; the first stroke missed, but another followed inflicting a severe wound in the left side of the Constable. Mr. Hammond then seized the negro by the collar and pulled him back, when the latter struck him in the neck with the knife, severing the important arteries. The wounded man ran some steps toward his own home, when he fell from loss of blood and expired in a few moments. The negro fled after this bloody work, pursued by Mull, who raised the alarm by shouting until he fainted from loss of blood. A number of citizens joined in the pursuit, and the murderer was finally captured and lodged in jail. An intense public excitement was created, and an angry multitude of people gathered round the jail. The prisoner was given up to them when demanded, by the affrighted jailer, and he was seized and dragged to a point near the corner of Seventh and Chestnut streets, where the cries of the mob—"burn him! burn him!"—were literally carried into effect. The wretched culprit was bound to a small locust tree, some brush and other dry wood piled around him and set on fire. Mr. Joseph Charless, son of the founder of the *Republican*, made an ineffectual effort to dissuade the crowd from their awful purpose, but he was not listened to, and in sullen and un pitying silence they stood round the fire and watched the agonies of their victim.

A correspondent of the *Pittsburg Commercial*, in some reminiscences of "Old-Time Boatmen," gives another version of the affair, which, though not differing materially, adds much to the account not hitherto known. He says:

"In the years of 1836-'37 the two-boiler steamboat *Flora*, commanded by R. N. Davis, was running between Pittsburg and St. Louis. One trip, when the *Flora* was lying at the St. Louis wharf, a tragedy was enacted which was terrible in its beginning and horrible in its ending, in which one of the crew was the principal actor. He was the second steward of the boat, a bright, yellow man, possessed

of unusual intelligence and some education. His name was McIntosh. He was often heard expressing bitter hatred against the slaveholders and the laws of the country which allowed them to oppress his race. Impelled by these feelings was doubtless the cause of his interference in an affair in which he was not personally concerned, and which in the end cost him his life. The circumstances, as near as I can remember (for I write from memory), are as follows: A negro fireman belonging to the *Flora*, while perambulating along the levee, took a fancy to a cap he saw in one of the stores. I suppose he never had heard of the old saying that 'he that will steal an egg would steal an ox,' so as it was a small thing, he took the cap without paying for it and started for the boat. But he was not sharp enough, and was seen in the act. He was followed to the boat by the Sheriff and his Deputy, and arrested. While they were on their way up-town, they were followed or met by McIntosh, who commenced a busing the officers. Finally he caught hold of the prisoner and succeeded in rescuing him, but was himself taken into custody. He went along without any resistance until somewhere near the old Court-house. Then he commenced using his knife, and killed the Sheriff and severely wounded his assistant. He then started to run, but was speedily followed by some citizens who witnessed the terrible scene. The number of persons increased as they ran, and soon a large crowd was after him. He was headed off once or twice by others in front. Finally, seeing the hopelessness of his attempt to escape, he ran into an out-house, determined to sell his life as dear as possible. He closed the door, and threatened to kill any one who would attempt to enter. The place was soon surrounded. While they were discussing among themselves the safest mode of capturing him alive, a large, powerful man was seen pushing his way through the crowd. Every lineament in his face denoted courage and determination, while in each hand he held a brick. When he was close enough he said, "Stand aside, boys, and I will fetch him out of that." Room was made for him, when he coolly walked up to the door, and with one kick of his foot knocked it off its hinges, and with one of his bricks he sent the knife flying out of the culprit's hand. He then rushed in and dragged him out, and never let him go until he was landed safe in jail. The name of this brave and resolute man was Patrick Keegan, then engaged with James Delany in the quarrying and building business, and for many years after in the same business in St. Louis on his own account. The news of the murder, and capture of the murderer soon spread throughout the entire city. And—as free negroes were very much disliked in all slave States—caused great excitement, and stirred up bitter feelings of revenge. It seemed that some intuitive impulse turned every one's feet toward the jail as soon as the news was heard, and as a result the street in front of it was soon a perfect jam. It was a densely-packed mass of excited humanity, surging to and fro like the rolling waves of a disturbed sea. Those who were near the entrance soon found their way inside. No efforts of the officers could keep them out. Up to this time I don't think any particular mode of punishment had been decided on. As soon as it was known that he was in the hands of the leaders,

shouts of 'kill him,' 'hang him,' 'burn him,' arose from every part. The latter punishment seemed to suit the majority of the crowd, and soon nothing but 'burn him' could be heard. He was taken out on the commons, I think on what is now the square bounded by Market, Chestnut, Eighth and Ninth streets. A chain was procured and passed around his chest under his manacled arms, and then over the limb of a black jack tree; his body was drawn up so that his feet were but a few inches from the ground, and willing hands soon gathered large quantities of wood, which was piled around him. While these preparations were going on, the prisoner manifested no fear, and when the fire was started he commenced to sing. One old man, while piling the wood up, kept saying, "It is not your color I object to; it is your bad conduct, sir." He bore his suffering with so much fortitude and bravery, while the forked tongues of fire were licking the skin from the flesh and the flesh from his bones—that some of the more tender-hearted in the crowd cried out to "shoot him and end his misery," which was answered by others: "If you do, we will put you on his place." The legs and lower part of the body were nearly all consumed, while the upper part and head were crisped, black and unsightly. I do not now remember whether he was taken down that night or not. The partially-burned tree was cut down soon after. It was reported it was taken to Cincinnati. After a short time the stump disappeared; whether or not it was grubbed out and sent North I am unable to say. I do not remember under what circumstances the Flora passed away; but I remember her captain, H. N. Davis, as a merchant in St. Louis for many years."

In 1836, the corner stone of the St. Louis Theater was laid at the corner of Third and Olive streets, on the site now occupied by the Custom House and Post Office, the parties principally interested in the enterprise being N. M. Ludlow, E. H. Bebee, H. S. Coxe, J. C. Lavielle, L. M. Clark and C. Keemle. The building erected was quite a handsome one, and the theater was carried on for a number of years until the property was purchased by the United States and the present Government buildings erected. The Central Fire Company of the city of St. Louis was also incorporated this year. The first steam flour mill erected in St. Louis by Captain Martin Thomas, was burned down on the night of the 10th of July this year. On the 20th of September the daily issue of the *Missouri Republican* commenced.

On the first of February 1837, the Bank of the State of Missouri was incorporated by the Legislature with a capital of \$5,000,000. The first officers elected were John Smith, president of the parent bank, with the following directors: Hugh O'Neal, Samuel S. Rayburn, Edward Walsh, Edward Dobyns, Wm. L. Sublette and John O'Fallon, all of St. Louis. A branch was also established at Lafayette, and J. J. Lowry was appointed president. Not long after the passage of the act incorporating the State Bank, another was passed excluding all other banking agencies from the State. The new bank, with its great privileges and brilliant prospects, opened business in a house owned by Pierre Chouteau on Main street near Vine. The total tonnage of the port in

1836 was 19,447 tons, and the amount of wharfage collected between \$7,000 and \$8,000. In 1837 the Planters' House was commenced, but owing to the financial embarrassments of the year, the progress of the building was slow.

During this year Kemper College, which was built principally through the exertions of Bishop Kemper, was open. The medical department was formed shortly after, and owed its origin to Drs. Joseph N. McDowell and J. W. Hall. On the 20th of November, the Legislature met at Jefferson City, and during its session, which lasted until February 1850, some important acts were passed in connection with St. Louis. The Criminal Court was established, over which the Hon. James B. Bowlin presided as Judge for several years. A bill was passed to incorporate the St. Louis Hotel Company, under the auspices of which the Planters' House was completed. A Mayor's Court was also established, for the purpose of disposing of trials for breach of city ordinances. A charter was granted to the St. Louis Gaslight Company, but the streets were not lighted with gas by this corporation for many years afterward. The present gas company holds its exclusive privileges under this charter; and although the original intention of the Legislature was that the city should have the authority to purchase the works at a certain specified period, this has not been done yet. The charter expires by limitation in 1889.

Early this summer Daniel Webster visited the city, and was received with the utmost cordiality and enthusiasm. It was expected that Henry Clay would accompany him, but he was prevented by business engagements. The distinguished guest and his family stopped at the National Hotel and remained for several days. A public festival or barbecue was given them in a grove on the land of Judge Lucas, west of Ninth street, and the occasion became peculiarly memorable from the fact that Mr. Webster delivered an eloquent speech.

The general financial disasters of 1837 were felt to a serious extent in St. Louis, and the Bank of the State of Missouri suspended temporarily. On September 26th, David Barton, a colleague of Colonel Thos. H. Benton in the United States Senate, and one of the most distinguished citizens of the State, died in Cooper county, at the residence of Mr. Gibson. In the summer of the next year Thos. M. Doherty, one of the Judges of St. Louis county, was mysteriously murdered on the road between this city and Carondelet, and the murderers were never discovered. In the fall General Wm. Clark died. He was the oldest American resident in St. Louis, was the first Governor of the Territory of Missouri, and as Superintendent of Indian affairs rendered important public services.

Considerable agitation was current about this time, owing to the action of the officers of the Bank of the State of Missouri in refusing to receive the notes of any suspended banks on deposit or in payment at their counter. This resolution was caused by the financial disturbance that pervaded the country, and the fact that a number of banks in different States of the Union had again suspended specie payments. A strong effort was made by the merchants of the city to procure a rescinding of the resolution, and ten gentlemen, among the most

prominent and wealthy in the city, offered to legally bind themselves to indemnify the bank against any loss that might be sustained by the depreciation of the notes of any of the suspended banks. The directors, however, after a consultation, refused the proposition and adhered to their cautious policy, notwithstanding that some of their best patrons withdrew their deposits in irritation at this course. The result, however, showed that the bank acted wisely, and the public confidence in it was rather increased than impaired. The County Court ordered the commencement of an important addition to the Court House, commenced in 1825-6, and the corner-stone was laid with the usual ceremonies in the presence of a large concourse of citizens.

We are indebted to Mr. Southack for the following statement about the condition of trade of St. Louis in 1837:

At this period the city had begun to increase after several years of comparative quietness. It was then a thriving and busy little city of scarcely 12,000 inhabitants. My attention was especially attracted to its peculiar location for a great business center, for, after an extensive tour through the Northern States from New York to Missouri, I saw no city which presented so much of a business appearance as this, and at that early period I came to the conclusion that this must inevitably be the great manufacturing and distributing central city of the Mississippi Valley.

The boundaries of the city at this period were very limited, extending from the river west to Seventh street, while to the north it went in a semi-circular direction to a Spanish tower named Roy, on the river bank, and to the south it extended to Mill Creek, on Second street.

Thus far my conclusions are being verified, for such a wonderful increase of population and business which has taken place during the last thirty-five years is without a parallel. Judging from the past, any one can decide what its future must be.

Its appearance at this time was quite picturesque, and somewhat rural. Beautiful forest trees were on every street, and it was several years that they were permitted to remain, but the encroachments of business finally caused them to disappear. The principal business then was transacted on the levee and Main street. Here were the large wholesale grocery and commission houses, and the levee was the grand landing-place of everything that came in and went out of the city. Transportation was chiefly confined to steamboats, but occasionally a long line of wagons, commonly called "prairie schooners," could be seen on Main and the levee, loading up for the great interior, several hundred miles distant.

The city had trade extending all over this great valley; to the north, including Iowa, Illinois and Wisconsin; to the west, the great fur trade of the Indian territories and the mining regions of New Mexico, while to the south, it embraced portions of Arkansas, Kentucky and Tennessee. New Orleans was the grand entrepot of the Mississippi Valley, through which goods generally were forwarded to all portions of the States and Territories. A large class of steamers were employed in bringing freight to St. Louis. The usual time of passage was from

ten to twelve days; and as these arrivals were looked-for very anxiously by the merchants, it was no uncommon thing to see crowds of them and their clerks rushing down to the river bank, as soon as the loud escape of the engines announced the approach of these steamers to the landing.

It was not until several years afterward that the Government passed an order requiring the officers of steamers to deliver their mail-bags to the postmaster, and then the letters were subject to the same rate of postage as ship letters from abroad, which was two cents.

At the foot of Market street was the chief market square, occupying the whole space of ground between Main and the levee, Walnut and Market streets, where is now located the Exchange and other buildings. On the east side fronting the river stood the market-house; the butchers' stalls being in the lower part on a level with the square in front, while the upper story was used by the city officers. In the basement on the levee were several stores, and in the center a room was used for the city calaboose. In the center and around the side of the market square were located the vegetable stands and wagons of the farmers from Cahokia and Vide-Poche, offering for sale what few vegetables they were able to raise. A little above Main street, on Market street, were the stands for the wood carts; these were very small, and peculiarly constructed of willows, and called charettes; the wheels being without iron ties. The usual price for a load was six bits, or seventy-five cents, but if sometimes the honest old Frenchman was offered more, he would instantly reject the temptation with scorn, and cry out louder than ever, "Seex beets! seex beets! no more, no less!" What a commentary is this on the present degenerate times! The price of almost everything was very cheap; cuts of surloin beef sold at 5 to 6 cents, and even lower; mutton, 50 to 75 cents a quarter; butter, 10 to 15 cents per pound. Flour, \$2.50 and \$3.50 per barrel; potatoes, 20 to 25 cents per bushel; whole deer for \$1; prairie chicken, 10 to 15 cents; eggs 5 to 6 cents; chickens, 15 cents; turkeys, 50 cents wild, and everything else in proportion. No. 1 sugar, 6 to 7 cents; Rio coffee, 8 to 10 cents.

Fruits were scarce and high. Very little attention had been paid to the cultivation of fruit, and of course hardly anything but the native apples, peaches and plums were to be seen in the market. Around the sides of the market square were wholesale and retail stores, mostly for the country trade, among which were the old houses of Stanford & Davis, J. & W. McDowell, Chouteau & Barlow, Christy & Wiggins, Silas Drake and David Coons, the former of which is still in existence, under the name of Samuel C. Davis & Co.

Fronting the market on Main street was the venerable mansion of Madame Auguste Chouteau, constructed in the French style, surrounded by gardens, embracing the whole ground between Main and Second and Market and Walnut streets, excepting a narrow strip on Market street and immediately on the corner of Main street, where was a large brick building, constructed by Samuel Perry in 1829, the lower portion of which was used as a store by Hunt & Paddock.

St. Louis at this period had a class of merchants who, for character and sound commercial integrity, were not excelled by any city in the Union.

Without the facilities of banking, they stood A No. 1, and although it was in this year that the great commercial revolution which swept along the sea-board from Portland to New Orleans commenced, yet the effects were not realized in St. Louis until about the year 1840, when but few, comparatively, of her merchants succumbed to the storm. It was a severe crisis, but the city weathered the gale, to use a nautical expression, and continued prosperously until 1857, when another of those periodical commercial revulsions spread all over the country.

The currency was in a very disordered state, and subject to heavy discounts. The credit system was carried out to its fullest extent, and notes of country merchants would be taken in payment for goods at six, twelve, and eighteen months, and payable whenever it suited the convenience of the maker. No interior banking houses, no railroads or express lines were then to be found; collections in the country had to be made on horseback chiefly, or in open wagons or stage-coaches, and oftentimes it was the case that the creditor, getting tired of waiting for his customer to make his appearance and pay up his notes, would send out his collector, and after a long and wearisome journey for hundreds of miles, to find the debtor was not to be found, had "absquatulated," to use an elegant expression of those times. Ask any old merchant who may happen to be living in these more prosperous days, and he can tell you many a tale of collecting in the olden time.

One pleasing feature of those days was the confidence merchants reposed in each other. Being deprived of banking facilities, many were their own bankers, and to lend a few thousand dollars to one another was no uncommon thing. Peter would borrow from Paul, and Tom would borrow from Harry for several days together, and this, too, without interest. It was told of one of the principal merchants, who was noted for absence of mind, that on a certain day when, having to meet his liabilities to the amount of \$5,000, on going to his counting-house with his head down, as usual, he encountered a lamp-post, and mistaking it for a friend, exclaimed: "Anything over to-day, sir?"

No competitor was in the field; no, not even our neighbor Chicago, who at that time could not boast of having 3,000 inhabitants within her borders. One principal feature of business then was the product of the great lead mines of Illinois and Wisconsin. Every pig of lead that was destined for the Eastern cities had to be conveyed down the river and re-shipped here for New Orleans, and thence by sea to the Northern ports. This trade was immense, and every steamer from Galena and Dubuque was loaded chiefly with this article.

Piles and piles of lead were stacked upon the levee, and besides this, it was a very interesting sight to stand on the upper deck of some steamer and take a look up and down the levee, and see the vast quantities of merchandise and produce of every kind which was brought from far distant places, hundreds and thousands of miles from every direction of the compass.

Here, from the Missouri river, were large cargoes of buffalo robes, peltries generally, hogsheads of tobacco, bales of hemp, and sacks of grain. From the Mississippi were pigs of lead and bags of wheat, corn and oats, etc., while from

the Ohio and Lower Mississippi rivers came the varied products and manufactures of Pennsylvania and Northern States and European countries, besides the products of Louisiana, of which sugar was the chief article, and other Southern States.

Never has our levee presented such a business-like appearance as it did between the years 1840 and 1855. On this levee were located all the heavy grocery, iron, commission and forwarding houses. This latter was a principal feature of business in those days, for while New Orleans was the great port of entry for almost every article brought from Europe and the Northern cities, St. Louis was the chief distributing point, and here was, as it always will be, the great central business city of the Mississippi Valley.

The total arrivals of steamboats at this port during the year 1839 was 2,095; departures, 1,645. In the spring of 1840 the corner-stone of the Catholic church attached to the St. Louis University was laid, and a number of other buildings erected. During this year, the unfortunate affray between Mr. Andrew J. Davis, proprietor of the *Argus*, and Mr. Wm. P. Darnes, occurred, arising from some severe remarks published in the journal named, reflecting on the latter. The parties chanced to meet on Third street near the National Hotel, and Mr. Davis received several blows on the head from an iron cane in the hands of Mr. Darnes, and subsequently died from the effects. The trial of Darnes took place in November, and he was found guilty of manslaughter in the fourth degree and fined \$500. The steamer *Meteor* made the trip from New Orleans to this city in five days and five hours, during the early part of this season, being the quickest trip ever made up to that time. The Hon. John F. Darby, the Whig candidate, was elected Mayor in April, and at the election of county officers in August, the same party was successful. There were ten insurance companies in existence in St. Louis in the year 1841, many of which carried on a semi-banking business.

In April, two young men, Jacob Weaver and Jesse Baker met a shocking and violent death. They slept in a room in a large stone building on the corner of Pine and Water streets, occupied in front by Messrs. Simonds & Morrison, and in the rear by Mr. Wm. G. Pettus, banker and broker. An alarm of fire came from this building early on Sunday morning, April 18th, and one of the firemen in forcing open the door, discovered the body of Jacob Weaver, lying in a pool of blood, and evidently the victim of a cruel murder. The remains of Jesse Baker were discovered the next day in the ruins of the building, which was nearly destroyed, and hardly a doubt remained that he had also been murdered. It may be mentioned, that A. S. Kembell, first engineer of the Union Fire Company, was killed during the progress of the fire, by a portion of the wall falling on him. Subsequent investigations into the crimes, led to the arrest of four negroes named Madison, Brown, Seward and Warrick, who, it was shown, had been influenced to enter the building by the hope of robbery. They were all convicted of murder in the first degree, and were executed upon the island opposite the lower part of the city, and the four-fold execution became so memorable an event, that the time was often alluded to as that "when the negroes were hung."

CHAPTER IX.

ANOTHER DECADE.—IMPORTANT ENTERPRISES INAUGURATED.

The Legislature extended the city limits considerably in 1841, and the Mayor and Aldermen were authorized to divide the city into five wards. At the municipal election in April, John D. Daggett was elected Mayor, and in the same month the Planters' House was opened by Messrs. Stickney & Knight as proprietors. There were now in the city two colleges, the St. Louis University and Kemper College, with a medical school attached to each. The churches were as follows: Two Catholic, two Presbyterians, two Episcopal, two Methodist, one Baptist, one Associate Reform Presbyterian, one Unitarian, one German Lutheran, and two for colored congregations. There were two orphan asylums, one under the charge of the Sisters of Charity, and one under the control of Protestant ladies. The Sisters' Hospital was in operation, and there were several hotels, the principal of which was the Planters' House; six grist mills, six breweries, two foundries, and a number of other manufactories of different characters. Steamboat building had also been established as a permanent business, the originators being, it is stated, Messrs. Case & Nelson, and on all sides there were indications that the city was fairly launched on a prosperous career.

Among the prominent events of 1842, were the election of Hon. Geo. Maguire as Mayor, in April, and the laying of the corner-stone of the Centenary Church, at the corner of Fifth and Pine streets, on the 10th of May. This edifice long remained a prominent place of worship, but finally, in 1870, was changed into a business establishment. In the autumn of the year, the Hon. John B. C. Lucas died, one of the earliest citizens of St. Louis, and who had received from President Jefferson the appointment of Judge of the highest court in Missouri when it was the District of Louisiana. He was a man generally esteemed and respected, and his name is prominently and forever identified with the earlier years of our city. In the spring of the year, the "St. Louis Oak" was turned out from the boat-yard of Captain Irwine, ready to enter into the Galena trade, for which she had been built; and is stated to have been the first steamboat entirely built here, including machinery, engines, etc. In the May Term of the St. Louis Criminal Court, the Hon. Bryan Mullanphy, Judge of the Circuit Court, was arraigned for alleged oppression in the discharge of his official duties. The matter originated from the Judge having imposed three fines, of \$50 each, on Ferdinand W. Risque, a lawyer. Mr. R. feeling some indignation while in the court room at a certain ruling which was contrary to that he had expected, made some contemptuous gesture or expression of countenance, and the Judge ordered him to be seated,

and for each refusal imposed a fine, and finally ordered him to be removed from the court room by the Sheriff. Judge Mullanphy was acquitted.

There were now two public schools in St. Louis: one on Fourth, the other on Sixth street, and they were numerously attended, indicating that the people fully appreciated a general system of public instruction. On the third of July, the steamer Edna, a Missouri river boat, which had left St. Louis the night before with a large number of emigrants on board, exploded her boiler with terrible results. Fifty-five persons lost their lives by this catastrophe, and there was a large list of injured. Gen. Henry Atkinson died this year at Jefferson Barracks, where his remains were interred. The only other incident we will mention was the murder of Major Floyd, at his residence near the Fair Grounds, on the night of the 10th of August. The crime was perpetrated by a party of five men, who robbed the house and escaped. A young man named Henry Johnson was convicted and executed for the crime, although he solemnly protested his innocence to the last moment.

In March 1843, Audubon, the French naturalist, visited the city on his way to the Yellowstone, in the interest of his favorite science. The business of the city improved generally this year, and there was no small activity in commerce and in building. The State Tobacco Warehouse was in course of erection, as well as some sixty stores on Front, Main and Second streets, and some three to four hundred other buildings.

In June 1844, Macready visited the place, and being then at the highest point of his fame and abilities, he created quite a general local sensation. He was succeeded by Forrest, who divided with him popular admiration. Judge P. Hill Engle died in the early part of the year. A Catholic church of some importance was commenced in Soulard's addition. A most memorable and disastrous rise in the Mississippi took place this year. About the 8th or 10th of June, the river commenced to rise rapidly, while intelligence was received of the rising of the Illinois and Missouri rivers. The levee was soon covered, and by the 16th the curb-stones of Front street were under water, and the danger to property and business became quite alarming. At first it was regarded as merely the usual "June rise," but the continued expansion of the flood soon convinced the inhabitants of its unprecedented and alarming character. Illinoistown and Brooklyn were nearly submerged, the occupants of the houses being driven to the upper stories. The American Bottom was a turbid sea. The town of Naples was inundated, boats plying in the streets; and from all places on the rivers came intelligence of heavy losses to stock and property, and the surface of the Mississippi was nearly covered with immense masses of drift trees and other substances torn from the shores. As the reports reached St. Louis that the inhabitants of the towns and villages on the Illinois shore, and other places on the river, were in danger, active measures were taken for their relief. Captain Saltmarsh, of the steamer Monona, particularly distinguished himself by offering the use of his boat gratis. Between four and five hundred persons in St. Louis and vicinity were driven from their homes, and great distress prevailed. To procure means to

alleviate this, a meeting of citizens was held in front of the Court House, and a list of committees appointed to obtain subscriptions, and quite a large amount was collected. The river reached its greatest height here on the 24th of June, when it was seven feet seven inches above the city directrix. A few days before this, the glad intelligence was received that the Upper Missouri and Illinois were falling, but the effect was not immediately evident here, and the water did not reach the city directrix in its abatement until the 14th of July. The rise of 1844 attained a greater elevation than any previous similar event. The great flood of 1785, known as *L'année des Grandes Eaux*, was surpassed, as were also the floods of 1811 and 1826. The number of buildings erected in 1844 was 1,146, and notwithstanding the misfortune of the great flood, the year was one of general prosperity.

St. George's Episcopal Church was organized in 1845, the Rev. E. C. Hutchinson being pastor. During the summer of this year Colonel William Sublette died in Pittsburgh, on his way East for the benefit of his health. He belonged to one of the old families of St. Louis, and his name has been alluded to more than once before in this sketch. In August, an election was held for members to the Convention to revise the Constitution, and was attended with much public interest. The City Hospital was commenced, but was not finished in its present form for several years afterward. The erection of Lucas Market was also commenced.

The Mercantile Library Association was formed in 1846, and ultimately led to the erection of the fine building now occupied by them on Fifth street. The originators of the library were John C. Tevis and Robert K. Woods, and the first meeting of citizens in connection with the project was held at the counting room of Mr. Tevis, on the evening of December 30, 1846. There were eight gentlemen present, namely: Col. A. B. Chambers, Peter Powell, Robert K. Woods, John F. Franklin, R. P. Perry, Wm. P. Scott, John Halsall and John C. Tevis, all merchants, except Col. Chambers. On the 13th of January following, a meeting was held in accordance with a public call, at Concert Hall, and the Association was organized by the adoption of a constitution. On the 16th of February rooms were rented on the corner of Pine and Main streets, and in April it was open to the members. At the end of the first year the cash receipts amounted to \$2,689, the members numbering 283, with 1,680 volumes in the library. The association prospered rapidly, and finally a joint stock company, designated the Mercantile Library Hall Association, was formed, the main object being the erection of a suitable building for the library. The first president was Alfred Vinton. On the 10th of June, 1851, it was determined to purchase a lot on the corner of Fifth and Locust streets, at a cost of \$25,500. A design for the building by Robert S. Mitchell was adopted and the present edifice erected. The estimate cost was \$70,000, which, with the price of the lot, made the total expenditure \$95,500. To illustrate the growth of this noble institution, we may add that the present building is now insufficient for its accommodation, and the question of erecting another, fire-proof in its character, at a cost of \$350,000, is seriously considered.

On the 10th of January of this year, Mrs. Ann Biddle died. She was the daughter of John Mullanphy, who was the possessor of great wealth, and had established the male department of the Mullanphy Orphan Asylum, besides being identified with other enterprises of a noble and charitable character. Mrs. Biddle was the widow of Major Biddle, who was killed in the duel with Mr. Pettus on Bloody Island, and shortly after her husband's death established a Female Orphan Asylum, and even surrendered her fine residence on Broadway for religious and charitable purposes. In her will she left an appropriation for a Widows' and Orphans' Asylum, whilst her private charities, of which there is no earthly record, are believed to have been very large. The inclosed monument near Tenth and Biddle streets, with its inscription, "Pray for the souls of Thomas and Ann Biddle," is familiar to many of our readers. The spot for the monument was designated by Mrs. Biddle, who bequeathed a sum of money for the purpose of its erection. It is appropriately placed in close contiguity with the noble institutions with which the names of the deceased are identified. The harbor of St. Louis again attracted public attention this year, owing to a sand-bar forming in the river nearly in front of the landing, extending from Duncan's Island nearly to Cherry street, and interruption of commerce became so evident, that the municipal and general governments were compelled to take some active measures, which resulted in the removal of the obstructions. An idea of the proportions now assumed by the commerce of the city may be gathered from the fact that in 1845 there were nearly 2,100 steamboats connected with the port, the aggregate tonnage being 358,045, and the number of keel and flat boats was 346.

The war declared between the United States and Mexico created, this year, an unusual excitement in St. Louis. Numerous volunteers came forward, and the St. Louis Legion, a military organization, prepared for the field. A meeting of citizens was held with the view of raising supplies for the volunteers, and Colonel J. B. Brant started a subscription with \$1,000, and Lucas, Mullanphy, Robert Campbell, Alfred Vinton, Benjamin Stickney and others subscribed liberally, and a few days afterwards the Legion departed for the South, under command of Colonel Easton, with a grand public farewell demonstration in their honor. The corner-stone of the Odd Fellows' Hall had been laid April 26th, 1845, and on the 26th of October of this year the building was dedicated.

In the early part of 1847 the Boatmen's Savings Institution was incorporated, and it commenced a career which has proven not only successful, but most beneficial to the public. The most prominent event of this year was the public anniversary celebration, on the 15th of February, of the founding of St. Louis. The grand features of the day were an imposing public pageant and a banquet. At an early hour the various societies and other bodies participating, marched to the place of rendezvous, and at ten o'clock the procession moved in the following order: Chief Marshal Colonel Thornton Grimsley and his aids, followed by the military companies, and the Apprentices' Library Association bearing banners. Then came the Committee of Arrangements, and next the invited guests, the latter being the most interesting portion of the procession. In an

open carriage was seated Mr. Pierre Chouteau, president of the day, and the only survivor of those who accompanied Laclède when he founded the city on the 15th day of February, 1764. The other occupants of this carriage were Pierre Chouteau, Jr., and P. Liguist Chouteau, his sons, and Gabriel S. Chouteau. In the next carriage were the Hon. Wm. C. Carr, Colonel John O'Fallon and General Wm. Milburn, and in other carriages were many others of the old inhabitants of the city. Without further specifying the features of this procession, some of which were highly interesting and unique, illustrating all the industries and trades, we will state that after carrying out the line of march the pageant ceased, and the Hon. Wilson Primm, orator of the day, addressed the multitude from a stand on the east side of Fourth street, fronting the Court-House, eloquently reviewing the history of St. Louis from its founding to the date of the celebration. The address was carefully prepared and contained a quantity of valuable historical data not previously, we believe, presented in literary form. The banquet took place in the State Tobacco Warehouse, and proved an exceedingly brilliant affair. Among the speakers we may mention Colonel L. V. Boggy, Colonel Campbell, Hon. Wm. C. Carr, Mr. Thos. Allen, Mr. Crockett, Colonel Kennett, Dr. Linton, Mr. Darby, Mr. Treat, George R. Taylor and others. A ball at the Planters' House closed the proceedings of the memorable day. On December 20th of this year the telegraph lines connecting with the East, reached East St. Louis, and our city was placed in telegraphic communication with the leading cities of the country. On the 28th of the same month an important meeting of citizens took place, to consider the advisability of the city subscribing \$500,000 towards the construction of the Ohio and Mississippi railroad, the route of which from Cincinnati through Vincennes had been established. A committee of seven, comprising Messrs. Hudson, Gamble, Kennett, Darby, Kayser, Yeatman and Collier, were appointed for the purpose of petitioning the Legislature to authorize the subscription. The measure being supported by a general vote of the people, the subscription was finally made. The two most important agents in the development of commerce—the telegraph and the railroad—were now identified with the growth of St. Louis, and her advancement became accelerated greatly through their influence.

No public events of a very important character mark the year of 1848, but the career of the city, commercially and in reference to general improvements, was satisfactory. On the the 22d day of June, Edward Charless died in his fiftieth year. His death excited no small amount of public attention and regret, as he was very generally known, having come to this country at a very early period, with his father Joseph Charless. Several public meetings were held in connection with the intelligence of the victorious operations of our arms in Mexico, and the exciting reports of the revolutions in France and Germany. Toward the close of the year rumors prevailed of the approach of the cholera, which for more than a year previous had appeared in Europe and subsequently at different points in the United States. A few cases occurred here, and the authorities were stirred up to active sanitary precautions, but the dreaded

disease did not develop itself until the ensuing spring. In April, 1849, the Bellefontaine Cemetery was established, the ground being previously known as the "Hempstead Farm," and was purchased from Luther M. Kennett. The names of the trustees mentioned in the act of incorporation are: John F. Darby, Henry Kayser, Wayman Crow, James E. Yeatman, James Harrison, Charles S. Rannels, Gerard B. Allen, Philander Salisbury, Wm. Bennett, Augustus Brewster and Wm. M. McPherson. The cemetery is now one of the most beautiful in the country. This year was one of the most disastrous in the history of St. Louis, owing to the outbreak of the cholera and the occurrence of a terrible conflagration. About ten o'clock on Thursday night, May 19th, a fire broke out on the steamer White Cloud, lying at the wharf between Vine and Cherry streets, and the steamboat and fire-bells soon spread the alarm throughout the city. The flames rapidly enveloped the steamer, and, notwithstanding vigorous efforts to check their course, communicated to three or four other boats in the vicinity. The White Cloud became loosened from the wharf and drifted down the river with the current; the blazing wreck came in collision with a number of other steamers, and in a short time twenty-three or four boats were in flames. The dreadful disaster did not, however, stop here. A stiff breeze prevailed from the northeast, and an avalanche of fiery embers was whirled over the buildings on the levee, and soon a number of them were in flames. The first which caught fire were near the corner of Locust street, and the conflagration, rapidly extending south and westward, assumed the most stupendous proportions, and the utmost excitement and dismay prevailed over the city. Without sketching in detail the devastation of the terrible calamity, we may say that it was by far the most serious of the kind that ever visited St. Louis. All the buildings, with only a few exceptions, from Locust to Market, and between Second and the river, were destroyed or badly injured, and the progress of the fire was only arrested by blowing up buildings with gunpowder. In one of these explosions, Mr. T. B. Targee, the well-known auctioneer, was killed, and several others injured. Twenty-three steamboats, three barges and one canal boat were destroyed, the total value being estimated at about \$440,000. The whole value of property destroyed reached over \$3,000,000. The occurrence of the fire was a serious blow to our city, but the energy of its citizens was displayed in the manner with which they labored to repair its ravages, and the evidences of desolation and ruin soon disappeared, and new buildings were erected of a more substantial character than the old, and Main street was considerably widened.

We turn from the fire to the second great calamity of the year. As before stated, the coming of the cholera was heralded during the fall of '48, and early in the ensuing spring it reappeared, the number of deaths increasing daily as the summer approached, and in June it assumed a virulent epidemic form and spread dismay throughout the community. At the time of the outbreak of the disease the sanitary condition of the city was bad, the present sewer system having hardly been commenced, and most of the alleys were unpaved and in a shockingly dirty

condition. When the cholera declared itself, the authorities adopted energetic sanitary measures, but without avail, and the mortality increased steadily. As is generally the case, there was a conflict of opinion respecting the disease among the physicians, and at first the medical board pronounced the use of vegetables injurious, and the City Council passed an ordinance prohibiting their sale within the city limits; but this order was shortly afterward revoked. The Council, finally, on recommendation of the Committee of Public Health, adopted quarantine regulations, and a site for quarantine on Arsenal Island. Notwithstanding all the efforts made, the number of deaths increased to over 160 *per diem*, which, in a city with a population of less than 64,000, indicates the truly alarming extent of the epidemic. The second day of July was observed as a day of humiliation and prayer, but it was not until late in the month that there was any sensible abatement in the epidemic, and about the middle of August it had nearly disappeared. Between June 25th and July 16th the greatest mortality occurred, and from April 30th to August 6th the total number of deaths from all causes was 5,989, of which 4,060 were from cholera; and among the host of victims were many well-known citizens and several prominent physicians. The disasters of this year seriously interrupted the progress of our city, but their effects were soon repaired; a bountiful harvest was gathered, and with the general improvements of the locality devastated by the fire, business revived and commercial facilities were extended. During the year, the immense emigration to California, owing to the discovery of the gold fields and the general impression of the vast wealth and resources of the Far West, brought the project of a great railroad route across the continent prominently before the minds of our people. It was determined to call together a mass convention in St. Louis, for the purpose of considering the enterprise; and invitations were sent to the prominent citizens of nearly every State in the Union. The convention assembled on the 15th of October, in the Court House, and was called to order by Judge A. T. Ellis of Indiana. The result of the deliberations was a general conviction of the necessity of the road, and an influential committee was appointed to prepare an address to the people of the Union, soliciting their co-operation in inducing Congress to take the requisite action towards the end desired. It is thus evident that the St. Louis citizens were the first to move in the great enterprise of a continental railroad, and there are many living to-day who participated in these preliminary measures, who now witness the practical fulfillment of the stupendous achievement which they inaugurated. The fine building on the corner of Seventh and Myrtle streets, then connected with the medical department of the St. Louis University, was built during this year, and owes its origin to the munificence of Col. John O'Fallon. Louis A. Labeaume was this year elected Assistant Treasurer of the United States, and his bondsmen were all St. Louis citizens, representing an aggregate wealth of over \$6,000,000.

An exciting and bloody affair occurred at the City Hotel on the night of the 29th of October. A day or so before, two unknown gentlemen arrived at the hotel on the corner of Third and Vine streets, then kept by Theron Barnum, and

some trouble in reference to accommodations arose between them and Mr. Kirby Barnum, nephew of the proprietor, but it was settled without anything serious having occurred. On the night mentioned, Mr. Kirby Barnum retired to his room, and shortly after a shot was fired through the window, which fatally wounded him, and in attempting to leave the room he fell in the hall. Wm. Albert Jones, who occupied a room on the same floor, on opening his door to ascertain the cause of the firing, was shot dead, and H. M. Henderson and Captain W. D. Hubbell, who were rooming with him, were both wounded. The affair produced intense excitement, and the two strangers, who were Frenchmen named Gonsalve and Raymond Montesque, were accused of the crime. On the first trial the jury did not agree; and at the second, Gonsalve, who had confessed his guilt and alleged "God made him do it," was acquitted on the ground of insanity, and Raymond was shown to be innocent. The only other incident we will mention in connection with the year is the extraordinary robbery at the bank of the State of Missouri, the sum of \$120,000 having disappeared from the vaults; but the perpetrators were never discovered.

CHAPTER X.

FROM 1850 TO 1860.—THE AGRICULTURAL FAIR ASSOCIATION.—OTHER ENTERPRISES.

THE ten years embraced between 1850 and 1860, were those of remarkable development for St. Louis, as they were also for the entire West. They were years of vigor and expansion of commercial energies throughout the nation. Before that period the growth of the city had been comparatively slow, and although within less than a century from the rude foundation laid by Laclède an astonishing superstructure had arisen,—the real wonders of our city's history were yet to be achieved. In 1850 the population of the city was about 74,000; with the close of that decade it had increased to more than double, or 160,000. During this time she shook herself clear from pretentious rivals, and was an acknowledged leader. Our railroad system was barely commenced. Our public institutions were yet to be built; our iron manufactories to be established; our hotels and splendid business houses to be reared; and our system of parks, sewerage, water supply, and the other features and elements which go to make up a great city, were yet to be perfected.

From 1850 forward, the limits of a single book do not admit of perfect chronological order in selecting and presenting the events and initial enterprises which have a bearing upon the present. The delineation, however, of the earlier events, gives a portraiture of a history replete with instructive thought. The last fourth of a century is fresh in the minds of many living men, and its record is comparatively safe from mutilation or perversion. The dim tradition and scattered memorials of the frontier village have been exchanged for the glowing and ever-available archives of the metropolis. It is a curious fact, that from the accumulated disasters of the year 1849 may be dated the more rapid and remarkable development of the city. Forth from the ruins of conflagration, and the gloom of the shadow of death, she emerged upon a bright and broad career, with abounding vigor and exuberant life.

The review of the mighty steps in civic progress in each succeeding year brings us upon constant matter for astonishment.

The railroad convention held in 1849 was quickly followed by substantial fruits, and on the 4th of July 1851, ground was broken in the practical commencement of the Pacific Railroad, the company having been organized some time previously through the exertions of such citizens as Thomas Allen, James H. Lucas, Daniel D. Page, John O'Fallon and other public-spirited gentlemen. The following year witnessed the commencement of the Ohio and Mississippi Railroad, also the Terre Haute and Alton; and in 1852 the Chicago and St. Louis Railroad, then called the Alton and Sangamon line, was opened to Carlinville by a public excursion. On the 30th of June 1853 the Ohio and Mississippi was opened to

Vincennes, and on the 4th of July of that year an excursion of citizens took place to the last named place. Thus our now splendid railroad system was inaugurated, and the rapidity of its development is significantly illustrated when we glance at the map and see trunk lines with their feeders radiating in every direction. Over these lines, trains are daily dispatched for the Atlantic and for the Pacific, for the great lakes of the North, and for the semi-tropical lands that hem in the waters of the Mexican Gulf. Yet the system is constantly expanding, and with each new track binds us, in newer ties, to distant people, to whom St. Louis becomes the center for exchange. The herds and products of the prairies, and the treasures from the mines, increase with each new mile of this iron bond of commerce—a bond that, instead of resting on the neck, is placed beneath the feet—the mute servitor of a progressive people. In every other department of business enterprise the same activity prevailed. Noble and spacious business structures sprang up along our principal thoroughfares, and the territory allotted to business purposes grew apace. At the same time residences increased rapidly, and became more costly and imposing. The first Lindell Hotel, occupying the site on which the present house of that name stands, was commenced in 1857, and on its completion presented to the people of the country, the astonishing spectacle of a hotel beyond the Mississippi surpassing in magnitude any other in the United States. This noble edifice, one of the adornments of the city, was destroyed by fire in 1867. It was after a time rebuilt, and opened for business in 1874. The garden at Tower Grove, commenced in 1850, assisted in a material manner the growth of the western part of the city, which in that direction entered upon a new era of embellishment. The sewerage system was elaborated. The water supply, evidently inadequate for the requirements of the near future, was reorganized with new machinery, settling reservoirs, and a storage reservoir at Compton Hill; the whole expenditure in this department reaching four million dollars. During this period, too, the public school system took form and character, growing from a moderate beginning to a magnitude and perfection which was a proper source of pride to our citizens.

Early in 1852, Kossuth visited St. Louis, and presented the cause of Hungary to our citizens in an elaborate speech. And in 1854 Father Matthew also visited the city, in the interest of the cause of temperance.

In December 1855, a charter was obtained for the St. Louis Agricultural and Mechanical Association, and officers were appointed May 5th, 1856, as follows: J. Richard Barret, President; T. Grimsley, A. Harper and H. C. Hart, Vice-Presidents; H. S. Turner, Treasurer; G. O. Kalb, Agent and Recording Secretary, and Oscar W. Collet, Corresponding Secretary. The present site of the Fair Grounds was purchased from Colonel O'Fallon, suitable buildings were erected, and in the fall of 1856 the first fair was held. It proved a most satisfactory success, and the career of the Association was fully inaugurated, which has resulted in substantial and important benefits to St. Louis. The fairs were interrupted during the exciting and troublous years of the war, but recommenced in 1866, each year since increasing in interest and attendance, and now trans-

ending any effort of the kind in the country. In fact, they have ceased to be representatives merely of the arts and industries, stock and agricultural products of the State; they are *National* exhibitions, with a premium list of great liberality; and if their future growth correspond with their past, their fame will become international in character.

The formation of our system of street railroads corresponds in vigor and rapidity with the general growth of the city during this period. It was not until 1859 that the old omnibus lines began to give place to this improved method of local transportation, and we have now nine or ten separate and distinct lines in full operation, running between 160 and 170 cars, and carrying a total of between seven and eight thousand passengers each day.

Among the important public structures erected, we may mention the Custom-House and Post-Office in 1859, John Hogan being the first postmaster. This building is now inadequate to the wants of the city, and will soon doubtless be replaced by a magnificent structure in a different locality at a probable cost of between two and three millions dollars.

In 1857 the site was purchased for the Southern Hotel, and the work of excavating was commenced in the following spring. Work was suspended temporarily, but continued again in 1861. This splendid hotel was opened to the public, September 6, 1865.

CHAPTER XI.

MODERN IMPROVEMENTS.—THE GREAT BRIDGE ACROSS THE MISSISSIPPI.

THE Laclede Hotel, Fifth and Chestnut streets, was enlarged by the erection of a new building upon the site of the old jail, one of the ancient landmarks. The new edifice, of cut sandstone, was made continuous with that already in existence, the whole extending from Fifth to Sixth streets and fronting on Chestnut.

The project of rebuilding the Lindell Hotel upon its old site led to the contribution of a bonus of \$100,000 by neighboring property-holders and business men, who thought they would be benefited by the erection of a fine hotel on that block, and the work was commenced. It is of brick, with an iron front, and though not so extensive as the former building, over whose ashes it rose, it has advantages and conveniences which the former in its magnitude never possessed. It was opened for business by Felt, Griswold & Co., in the autumn of 1874, and has from the first enjoyed a liberal patronage. Almost simultaneously with its erection, new and costly business houses rose along the whole lower part of Washington avenue, and now elegant structures have been put up for two or three blocks West, and in the streets intersecting the Avenue.

The Polytechnic Building, finished in 1867, occupying the corner of Seventh and Chestnut streets, is one of the adornments of that portion of the city. It is the headquarters of the Public School Department, and contains the Public School Library. As it is the center from which extend the radiating arms of our educational system, that may be stated in the same connection. From a small and uncertain beginning, it has grown to proportions exceeding any other in the West. The number of pupils enrolled, as shown by the quarterly report for June 1875, was 36,157. On the 1st of March 1876, there were 1,100 more. The whole number of school-houses was fifty-seven. This number includes six colored schools, one high school and five branch high schools.* The school-houses are handsome and substantial brick structures, well lighted and ventilated, and illustrate the prevailing force of a utility that is at the same time not devoid of grace. The Public School Library, in the Polytechnic Building, is in a flourishing condition. By a legislative act approved March 27, 1874, the School Board was given legal power to provide for all the wants of the Library. In consequence of this law, the Library is free to the public. Any one is at liberty to consult its collection of books, papers and periodicals in the hall of the reading-room. Notwithstanding the Library is free, the membership system has been retained. Membership confers upon the holder the additional right of taking out books for home use, and of voting at annual elections for seven out of the sixteen members of the board of managers. The fee for membership is only one

dollar per quarter, and twelve dollars paid in this manner within any four consecutive years entitles the payer to a life-membership. The report for the year 1874 shows the regular library to contain 25,878 volumes, and the total number to amount to 33,556. The room now assigned as a reading hall is the large hall of the Polytechnic Building, which is one hundred feet in length by fifty feet in width, and forty-two feet in height. There are to be found on file between sixty and seventy newspapers, in English, French and German, and all the principal American and foreign periodicals. An index of the periodicals to be found in the hall is placed at the entrance. The experiment of opening the hall on Sundays was tried in 1874, and its influence declared to be salutary by the officers in charge. The attendance on Sundays was found to be more than double that of secular days. The following societies have joined the Library with their books and collections: The Art Society, the Medical Society, the Academy of Science, the Institute of Architects, the Engineers' Club, the Historical Society, the Microscopical Society, and the Local Steam Engineers' Association. The collection of technical literature, both standard and periodical, has received extraordinary accessions from the societies which have thus joined their efforts with the Library. At the same time, the general collection is one that displays sound judgment in the administration of this growing educator of youth and manhood.

The County Insane Asylum was commenced in 1865, and finished in April 1869. It is situated about two miles west of Tower Grove Park and the costly and charming garden of Mr. Henry Shaw, which he makes free of access to the public. The Asylum cost about \$900,000, including the cost of the furniture and the boring of the artesian well. It has a capacity for about three hundred patients.

The new jail, fronting on Clark avenue, and running east from Twelfth street on its southern side, is a slightly and commodious building of cream-colored sandstone, in the *Renaissance* style of architecture. In outline it is almost a copy of the celebrated Louvre palace. The Police Court, and the inferior and superior Criminal Courts, occupy the main body of the building, from which it has come to be designated as "The Four Courts." It was completed early in 1871, at a total cost of about three-quarters of a million dollars.

The Court House, completed in 1862, after years of labor and difficulty, has its history specially presented in these pages.

The various newspapers have each sought better locations and more room, all of them in more commodious structures, some of which are of more than usual architectural beauty.

Ranges of magnificent stores have been built along our principal streets, new church edifices, hospitals, asylums, and other eleemosynary institutions, have arisen in various directions. Few cities on the continent can boast a greater number of elegant private residences. These, in St. Louis, are not confined to any particular locality, but are scattered throughout the city.

There is yet one great structure around which centers the pride of every citizen of St. Louis. The bridge is a type of her greatness, her power, her enterprise.

Across the Father of Waters stretches in three graceful arches, a web of steel that forms the roadway for the commerce of a continent. Nothing equal to it has yet been built; it stands alone as a monument of determined purpose, engineering skill and unchecked expenditure. It consists of three arches, supported by abutments on either shore, and two massive stone piers, sunk below the bed of the river to a rock foundation. The sinking of the east pier was justly regarded as one of the great engineering feats of the age. When the rock was reached it was one hundred and ten feet six inches below the water line. The piers are each five hundred feet from the abutments, and five hundred and twenty feet from each other. The latter distance is therefore the measure of the central arch; the other two being each five hundred feet. The grand stretch of five hundred and twenty feet of the middle arch exceeds largely the span of any other arch in the world, and also exceeds the span of any other bridge in the world other than suspension. The material of the arch—that part of it which sustains the load—is cast steel of the highest perfection known to the present state of manufacture. The steel is in the form of hollow tubes, a form which gives the greatest strength for the weight of material employed. The superstructure contains 2,200 tons of steel and 3,400 tons of iron. The entire length of the bridge proper is 2,225 feet, and the entire expense of its construction \$10,000,000. Following upon the agitation of some years, the first legislative enactment relating to the work was an act of the Missouri Legislature, incorporating the Illinois and St. Louis Bridge Company, with a capital stock of \$1,000,000. This act was approved February 5, 1864. This was followed by an amended act approved February 20, 1865.

The Legislature of Illinois passed an act which was approved February 16, 1865, authorizing the incorporators under the Missouri act to build a bridge under certain stipulations which it provided. An act of Congress approved July 25, 1866, authorized the construction of certain bridges of which this was one. These acts were not long upon the statute books before Captain James B. Eads, who became engineer-in-chief, took hold of the work and had his plans completed early in the spring of 1867. An acrimonious strife between two rival bridge companies then followed for about a year, when a settlement was effected. The first work was put under contract in August of 1867, and a coffer dam was constructed for the west abutment pier, and rock was being taken from the quarries for the masonry. The work went on slowly, however, and it was January 25, 1865, that witnessed the laying of the first stone. In the spring of 1868 Captain Eads' health failed, and he passed the succeeding summer in Europe. On his return, the work was vigorously pushed, and caissons built for the work of sinking the central piers. In 1871, the superstructure was put under contract to the Keystone Bridge Company of Pittsburg. Each span consists of four truss-ribbed arches, each rib made of two steel tubes placed twelve feet apart in the span. The coupling pins and fastenings are of the best quality of steel, the brace bars of the best quality of charcoal iron. Each part, before being placed in position, was subjected to the most exacting tests. When the material arrived, the arches

were built up without the aid of "false works" by an ingeniously-devised plan of Colonel Henry Flad, chief assistant of Captain Eads. Throughout the whole progress of the work, the operations were watched with intense interest by the engineers of the world, who saw new theories tested upon a scale of the greatest magnificence.

On the 4th of July 1874, the completion of the great bridge was formally announced, and the event was celebrated with a unanimity of enthusiasm and a civic display such as our country has rarely, if ever, witnessed. There were no circumstances to detract from the general satisfaction and pride. A great and noble work had been completed that brought us nearer to a glorious destiny. It was at once a prophecy and a fulfillment, and symbolized a future for which, like itself, the world had no equal. The carriage way was carried along over the crown of the arches, and was continuous with the grade of Washington Avenue. The railway track was upon the line of the chord of the upper arch and twelve feet below the grade of the street.

The tunnel, constructed by another company, commences at the west end of the bridge, follows the line of Washington avenue to Seventh, when it bends to the south to strike the line of Eighth street, which it follows to Clark Avenue. From there an open cut for a short distance brings it upon the plane of the Pacific Railroad, and to the Union Depot at Twelfth street. Its total length is 4,886 feet. Its construction was carried on by an open cut, from which was excavated 210,000 cubic feet of dirt. Then, upon massive stone walls on either side and through the center, were built two parallel brick arches, the track being double, one on either side of the central wall. The roadway was then reconstructed upon the same grade as before, and now railway trains constantly traverse the heart of the city, too far beneath the surface to indicate their presence to those walking directly over them.

CHAPTER XII.

HISTORY OF THE COURT HOUSE — CITY CHARTERS AND EXECUTIVE OFFICERS.

THE Court House building which towers above our city, and gives to it, when viewed from a little distance, an aspect like London with its St. Paul's, is one of the most massive and imposing architectural structures of the kind in the country, and the following historical particulars respecting it will be interesting to our readers:

On the 14th of December, 1822, an act was approved entitled "An act concerning a Court House and Jail in the county of St. Louis," and in accordance with its provisions, Thomas Sappington of Gravois, Ludwell Bacon of Bonhomme, Robt. Quarles of St. Ferdinand, and Pierre Chouteau, Jr., and Wm. Carr Lane, of the town of St. Louis, were appointed Commissioners to select a proper site within the town of St. Louis, whereon to erect a Court House for said county. The Commissioners were also authorized to receive proposals from all persons willing to make donations of land for the purpose named, and to accept any donation that might seem to them most beneficial to the county; and to cause a deed of conveyance to be executed, whereby the land so donated should be conveyed to the Justices of the County Court and their successors in office. Under the authority conveyed in this act, the Commissioners named selected the site now occupied by the Court House, which was donated for the purpose by the proprietors, John B. C. Lucas and Auguste Chouteau; the date of the report of the Commissioners being August 25, 1823. It is stated that under the old *régime*, the whipping-post was placed at a point on the site now occupied by the Court House. The first step toward the erection of the building was taken by the County Court on the 9th of November, 1825, the Justices then being Joseph V. Garnier, Peter Ferguson, and Francis Nash; when the sum of \$7,000 was appropriated for the purpose, and Alexander Stuart was appointed Commissioner to superintend the work. On the 7th of February 1826, an additional appropriation in the sum of \$5,000 was made, and on the 9th of the same month, Mr. Stuart submitted plans for the building, which were approved, the estimate of the cost being \$12,000. Some difficulty appears to have occurred relative to the plans adopted, for on May 1, 1826, a plan prepared by Messrs. Morton & Laveille was approved, and \$2,000 additional was appropriated. Stuart's plan was apparently thrown overboard, and the contract for the erection was awarded to Joseph C. Laveille and George Morton for \$14,000, and bears date May 26, 1826. At a meeting of the Court, held on July 26 of the same year, Henry S. Geyer was appointed Commissioner to superintend the building of the Court House, *vice* Alexander

Stuart, resigned. This building was completed on the 10th of August 1833, the entire cost being \$14,416.16.

In June 1838, the public business had so increased, and the necessity for greater accommodations was so evident, that the Court asked for proposals for clerks' offices on the southwest corner of the square (Fifth and Market streets), to be 132 feet long by 36 feet wide. In September 1838, another public notice was given, and an offer of \$100 for the best plan for a building on the Public Square, either adjoining the Court House or adjacent thereto. A plan submitted by Henry Singleton on July 8, 1839, was adopted, and the designer was appointed architect and superintendent. This was really the commencement of the present imposing structure; and the first contract for work was made by Mr. Singleton with Joseph Foster, for the carpenter work, on August 12, 1836; and in April 1842, a contract for the cut-stone work of the rotunda was awarded to J. H. Hall. The work progressed slowly until 1851, when Robert S. Mitchell was appointed architect and superintendent, and he immediately proceeded to tear down the old building, which stood where the east wing was to be erected, and in October 1852, contracted with Mr. Bernard Crickard for the cut-stone work for the wing. It was subsequently decided by the Court to have the north and south wings; and on the 28th of May 1853, Mr. Mitchell contracted with Mr. Crickard for the cut-stone work of the south wing, and in July 1853, for the six stone columns in the portico of the east wing. In May 1857, the Court superseded Mr. Mitchell and appointed Thomas D. P. Lanham to the office, at a remuneration of four per cent. on the amount of work done under his supervision. The County Court was abolished by the Legislature, and on the first Monday in August 1859, the Board of County Commissioners were elected, and on the 21st of September following, the Board declared the office of architect and superintendent vacant, and the day after appointed William Rumbold to the office, at a salary of \$125 per month. The work from this period progressed with steadiness. The design for the dome prepared by Mr. Lanham was rejected, and the wrought-iron dome devised by Mr. Rumbold was adopted, having been carefully tested, and the contract for the erection awarded to Mr. James McPheeters.

Without pursuing the different steps of the work as it neared completion, it is sufficient to state that this splendid building, after the lapse of a quarter of a century from the time of its commencement, was pronounced completed at the beginning of July 1862. The cost of the work was as follows :

Cut-stone work.....	\$383,647 05
Other stone work.....	48,455 91
Iron work.....	151,342 22
Brick and material.....	71,115 23
Plastering.....	21,054 65
Carpentry.....	146,607 19
Painting and glazing.....	21,650 13
Roofing.....	23,825 49
Sundries, labor, material, etc.....	288 329 71
Architect and superintendent.....	43,844 33
<hr/>	<hr/>
Total cost.....	\$1,199,871 91

The town of St. Louis was first incorporated on the 9th day of November 1809, by the Court of Common Pleas for the District of St. Louis, upon the petition of two-thirds of the taxable inhabitants, under authority of an act of the Legislature of the Territory of Louisiana, passed June 18, 1808, entitled "An act concerning towns in this Territory." The Judges constituting the Court were Silas Bent, President, and Bernard Pratte and Louis Labeaume, Associates. The charter granted by the Court was the only one under which the town existed until 1822, when it was incorporated as a city. It is to be found in the records of the Court in Book A, page 334, in the following words:

"On petition of sundry inhabitants of the town of St. Louis, praying so much of said town as is included in the following limits to be incorporated, to-wit: Beginning at Antoine Roy's mill on the banks of the Mississippi river, thence running sixty arpents west, thence south on said line of sixty arpents in the rear until the same comes to the Barriere Denoyer, thence due south until it comes to the Sugar Loaf, thence due east to the Mississippi, from thence by the Mississippi to the place first mentioned. The Court having examined the said petition, and finding that the same is signed by two-thirds of the taxable inhabitants residing in said town, order the same to be incorporated, and the metes and bounds to be surveyed and marked, and a plat thereof filed of record in the Clerk's office." David Delawney and Wm. C. Carr were appointed Commissioners to superintend the first election of five trustees in accordance with the law.

The next act in reference to incorporation is entitled "An act to incorporate the inhabitants of the town of St. Louis, approved December 9, 1822." The limits stated in this act are as follows: Beginning at a point in the middle of the main channel of the Mississippi river, due east of the southern end of a bridge across Mill Creek, at the lower end of the town of St. Louis: thence due west to a point at which the line of Seventh street extending southwardly will intersect the same; thence northwardly along the western side of Seventh street, and continuing in that course to a point due west of the northern side of Roy's tower; thence due east to the middle of the main channel of the river Mississippi; thence with the middle of the main channel of the said river to the beginning. By this act the town bounded as above given, was "erected into a city" by the name of the city of St. Louis, and the inhabitants constituted a body politic and corporate under the name and style of the Mayor, Aldermen and Citizens of the City of St. Louis.

An act supplementary to that last mentioned was passed January 15, 1831, but without any alteration of the boundaries. On the 16th of January 1833, an additional act was passed dividing the city into four wards. On the 26th of February a new charter was passed by the Legislature, which reiterated the boundaries of the act of 1822, but contained new and more specific provisions for municipal government. On February 8, 1839, a new charter was again promulgated by the Legislature, which was much more elaborate than any of the preceding, being divided into articles, a formality not previously observed.

This established the boundaries as follows: Beginning at a point in the middle of the main channel of the Mississippi river due east of the mouth of Mill Creek (so called); thence due west to the mouth of said creek; thence up the center of the main channel of said creek to a point where the southern side of Rutgers street, produced, shall intersect the same; thence westwardly along the southern side of said street to the intersection of the same with the western line of Seventh street, produced; thence northwardly along the western side of Seventh street to the northern line of Biddle street; thence eastwardly with the northern line of Biddle street to the western line of Broadway, to a point where the southern boundary of survey number six hundred and seventy-one, produced, shall intersect the same; thence eastwardly along the southern boundary of said survey to the Mississippi river; thence due east to the main channel of the Mississippi river; thence down with the middle of the main channel of said river to the place of beginning.

On the 15th of February 1841, an act amendatory to the foregoing again changed the boundaries as follows: Beginning at a point in the middle of the main channel of the river due east of the southeast corner of St. George, in St. Louis county; thence due west to the west line of Second Carondelet avenue; thence north with the west line of said avenue to the north line of Chouteau avenue; thence northwardly in a direct line to the mouth of Stony creek, above the then existing north line of the city; thence due east to the middle of the main channel of the Mississippi river, and thence south to the place of beginning.

On February 8, 1843, an act was approved entitled "An act to reduce the law incorporating the city of St. Louis and the several acts amendatory thereof, into one act, and to amend the same." This act did not change the city limits. Another act similar in title to that just mentioned was approved March 3, 1851, but it left the limits as last quoted.

Various supplementary and amendatory acts besides those mentioned were passed in reference to the city, but the next extension of the limits was made by an act specifically for that purpose, which was approved December 5, 1855. This act made the line of Keokuk street the southern boundary of the city, to a point six hundred and sixty feet west of Grand avenue; thence northwardly and parallel to the line of Grand or Lindell avenue at a distance of six hundred and sixty feet therefrom, until the line intersects the Bellefontaine road; thence northeast to the line dividing townships 45 and 46 north, range seven east; thence eastwardly with said line and in the same direction to the middle of the main channel of the Mississippi river; thence southwardly with the meanderings of said channel to place of beginning.

In 1866, the Legislature granted another charter for the city of St. Louis, which divided the city into ten wards, but left the boundaries unchanged. In 1867, another charter was obtained which added the suburb of Carondelet to the city by extending the southern limits, but this extension did not go into effect until the first Tuesday in April 1870. The city proper remained unchanged as

to boundaries, and the extension authorized received the designation of the "new limits." This charter divided the city into twelve wards. It remained unchanged until 1870, when an act was passed by the Legislature, entitled, "An act to revise the charter of St. Louis and to extend the limits thereof." Notwithstanding its title, there was no actual extension of the limits by this act, but the provisions of the previous charter in reference to the incorporation of Carondelet were re-enacted, with a provision that for the first five years the rate of taxation in the "new limits" should not exceed one-half the rate levied on the old limits.

In 1873, a new law extending the city limits, was enacted, but it was declared unconstitutional and consequently inoperative.

The charter approved March 4, 1870, is therefore the instrument under which the municipal government is conducted. Amendments of minor importance have been made to the charter since, but the limits remain unchanged, as also its more important provisions.

CHIEF EXECUTIVE OFFICERS OF ST. LOUIS SINCE 1810.

1810	Auguste Chouteau.....	Chairman.	1844	Bernard Pratte.....	Mayor.
1811	Charles Gratiot.....	“	1845	Bernard Pratte.....	“
1812	Charles Gratiot.....	“	1846	Peter G. Camden.....	“
1813	Charles Gratiot.....	“	1847	Bryan Mullanphy.....	“
1814	Clement B. Penrose.....	“	1848	John M. Krum.....	“
1815	Elijah Beebe.....	“	1849	James B. Barry.....	“
1816	Elijah Beebe.....	“	1850	Luther M. Kennett.....	“
1817	Elijah Beebe.....	“	1851	Luther M. Kennett.....	“
1818	Thomas F. Riddick.....	“	1852	Luther M. Kennett.....	“
1819	Peter Ferguson.....	“	1853	John How.....	“
1820	Pierre Chouteau, Sr.....	“	1854	John How.....	“
1821	Pierre Chouteau, Sr.....	“	1855	Washington King.....	“
1822	Thomas McKnight.....	“	1856	John How.....	“
1823	William Carr Lane.....	Mayor.	1857	John M. Wimer.....	“
1824	William Carr Lane.....	“	1858	Oliver D. Filley.....	“
1825	William Carr Lane.....	“	1859	Oliver D. Filley.....	“
1826	William Carr Lane.....	“	1860	Oliver D. Filley.....	“
1827	William Carr Lane.....	“	1861	Daniel G. Taylor.....	“
1828	William Carr Lane.....	“	1862	Daniel G. Taylor.....	“
1829	Daniel D. Page.....	“	1863	Chauncey I. Filley.....	“
1830	Daniel D. Page.....	“	1864	James S. Thomas.....	“
1831	Daniel D. Page.....	“	1865	James S. Thomas.....	“
1832	Daniel D. Page.....	“	1866	James S. Thomas.....	“
1833	*Samuel Merry.....	“	1867	James S. Thomas.....	“
1834	John W. Johnson.....	“	1868	James S. Thomas.....	“
1835	John F. Darby.....	“	1869	Nathan Cole.....	“
1836	John F. Darby.....	“	1870	Nathan Cole.....	“
1837	John F. Darby.....	“	1871	Joseph Brown.....	“
1838	William Carr Lane.....	“	1872	Joseph Brown.....	“
1839	William Carr Lane.....	“	1873	Joseph Brown.....	“
1840	John F. Darby.....	“	1874	Joseph Brown.....	“
1841	John D. Daggett.....	“	1875	†Arthur B. Barrett.....	“
1842	George Maguire.....	“	1875	‡James H. Britton.....	“
1843	John M. Wimer.....	“	1876	§Henry Overstolz.....	“

* Disqualified in consequence of holding office under the General Government, and Jno. W. Johnson elected in his stead.

† Elected on April 6th, inaugurated on the 13th, and died on the 27th of the same month.

‡ Elected to fill vacancy caused by death of Barrett, who had served only two weeks.

§ Mr. Overstolz contested Mr. Britton's claim to the position, and the office was given up to him by decision of Supreme Court.

POPULATION.

Supplementary to the history of St. Louis are many subjects of interest in reference to her growth and greatness, first of which is the subject of population.

Beginning with the founding of the city by Pierre Laclede Liguist, in 1764, the growth of population to 1870 is herewith presented:

Years.	Population.	Years.	Population.
1764.....	120	1835.....	8,316
1780.....	687	1837.....	12,040
1785.....	897	1840.....	√ 16,469
1788.....	1,197	1844.....	34,140
1799.....	925	1850.....	√ 74,439
1811.....	1,400	1852.....	94,000
1820.....	4,928	1856.....	125,200
1828.....	5,000	1860.....	√ 160,773
1830.....	√ 5,852	1870.....	√ 310,963
1833.....	6,397		

By the census of 1860, the total foreign born population of the county was 96,086. The colored population consisted of 1,865 free and 4,346 slave, the total population of the county being 190,524.

Since the census of 1870, the population of St. Louis has been, and is now, growing at the rate of 12 per cent. per annum. This rate of growth would make the present number of our people over 500,000, and there is no question about the number being a half a million.

TABLE SHOWING THE WHITE AND COLORED POPULATION OF ST. LOUIS COUNTY.

ST. LOUIS COUNTY.	White.	Colored.	Indian.	Chinese.	Native.	Foreign.	Total.
Bonhomme.....	5,304	858	.....	.....	4,704	1,458	6,162
Central.....	8,120	803	.....	.....	6,017	2,906	8,923
Carondelet.....	5,000	297	.....	.....	3,609	1,778	5,387
Meramec.....	2,853	583	.....	.....	2,705	731	3,436
St. Ferdinand.....	6,262	952	.....	.....	5,346	1 868	7,214
St. Louis.....	8,395	805	3	.....	5,817	3,386	9,203
St. Louis.....	288,705	22,117	38	.....	188,608	112,256	310,864
First Ward.....	32,099	1,607	2	.....	23,389	10,319	33,708
Second Ward.....	21,295	580	.....	.....	12,166	9,688	21,855
Third Ward.....	23,109	754	15	.....	13,341	10,537	23,878
Fourth Ward.....	36,633	2,538	2	.....	26,363	12,810	39,173
Fifth Ward.....	26,257	3,510	7	.....	19,624	10,150	29,774
Sixth Ward.....	20,408	1,104	.....	.....	15,116	6,396	21,512
Seventh Ward.....	16,875	1,630	3	.....	12,603	5,105	18,508
Eighth Ward.....	19,659	7,051	.....	.....	18,600	8,110	26,710
Ninth Ward.....	22,268	649	1	4	13,368	9,574	22,922
Tenth Ward.....	19,430	1,173	.....	.....	12,298	8,325	20,623
Eleventh Ward.....	31,885	687	8	.....	19,018	13,562	32,580
Twelfth Ward.....	18,787	834	.....	.....	12,722	6,890	19,621
	324,729	26,415	41	4	226,806	124,383	351,189

TABLE SHOWING THE CENSUS OF THE CITY OF ST. LOUIS ACCORDING TO NATIONALITY AND COLOR.

BORN IN UNITED STATES.				BORN IN FOREIGN COUNTRIES.				
STATES.	White	Colored.	Indians.	COUNTRIES.	White.	Colored.	Indians.	Chinese.
Alabama.....	426	559	.....	Africa.....	7	8	.....	.....
Arkansas.....	246	274	.....	Asia.....	27	1	.....	.....
California.....	123	1	1	Atlantic Island.....	3	.....	.....	.....
Connecticut.....	625	6	.....	Australia.....	27	.....	.....	.....
Delaware.....	231	11	.....	Austria.....	751	.....	.....	.....
Florida.....	56	28	.....	Belgium.....	254	.....	.....	.....
Georgia.....	340	205	.....	Bohemia.....	2,652	.....	.....	.....
Illinois.....	6,720	174	7	British America:	.....	.....	.....	.....
Indiana.....	2,439	32	.....	Canada.....	1,841	16	6	.....
Iowa.....	1,424	26	.....	New Brunswick.....	58	.....	.....	.....
Kansas.....	278	9	.....	Newfoundland.....	4	.....	.....	.....
Kentucky.....	3,726	2,010	.....	Nova Scotia.....	74	.....	.....	.....
Louisiana.....	1,882	511	.....	British America, not specified.....	9	.....	.....	.....
Maine.....	712	.....	.....	Total British America.....	.....	.....	.....	.....
Maryland.....	1,502	174	.....	Central America.....	4	1	.....	.....
Massachusetts.....	2,542	27	.....	China.....	.....	.....	.....	.....
Michigan.....	746	66	.....	Cuba.....	17	1	.....	.....
Minnesota.....	145	8	1	Denmark.....	178	.....	.....	.....
Mississippi.....	554	911	2	England.....	5,366	.....	.....	.....
Missouri.....	121,931	12,281	9	Europe, not specified.....	.....	8	.....	.....
Nebraska.....	58	1	.....	France.....	94	.....	.....	.....
Nevada.....	1	.....	.....	.....	2,788	.....	.....	.....
New Hampshire.....	343	3	.....	Germany:	.....	.....	.....	.....
New Jersey.....	955	8	.....	Baden.....	5,881	.....	.....	.....
New York.....	9,250	38	.....	Bavaria.....	6,430	.....	.....	.....
North Carolina.....	190	243	.....	Brunswick.....	269	.....	.....	.....
Ohio.....	6,880	362	.....	Hamburg.....	310	.....	.....	.....
Oregon.....	2	.....	.....	Hanover.....	8,858	.....	.....	.....
Pennsylvania.....	5,878	210	2	Hessen.....	4,849	.....	.....	.....
Rhode Island.....	150	3	.....	Lubeck.....	9	.....	.....	.....
South Carolina.....	150	148	.....	Mecklenburg.....	186	.....	.....	.....
Tennessee.....	1,439	1,764	.....	Nassau.....	482	.....	.....	.....
Texas.....	129	89	.....	Oldenburg.....	220	.....	.....	.....
Vermont.....	578	4	.....	Prussia.....	24,269	.....	.....	.....
Virginia.....	2,235	1,647	1	Saxony.....	1,775	.....	.....	.....
West Virginia.....	45	9	.....	Weimar.....	3	.....	.....	.....
Wisconsin.....	660	8	.....	Wurtemberg.....	2,566	.....	.....	.....
District of Columbia.....	251	30	.....	Germany, not specified.....	2,933	.....	.....	.....
TERRITORIES.				Total Germany.....	59,040	.....	.....	.....
Alaska.....	.....	.....	.....	Great Britain, not specified.....	5	.....	.....	.....
Arizona.....	.....	.....	.....	Greece.....	2	.....	.....	.....
Colorado.....	20	1	.....	Holland.....	643	.....	.....	.....
Dakota.....	5	1	.....	Hungary.....	126	.....	.....	.....
Idaho.....	.....	.....	1	Ireland.....	32,239	.....	.....	.....
Indian.....	5	.....	.....	Italy.....	985	.....	.....	.....
Montana.....	9	.....	4	Mexico.....	25	5	2	.....
New Mexico.....	27	9	.....	Norway.....	76	.....	.....	.....
Utah.....	18	.....	.....	Pacific Islands.....	1	.....	.....	.....
Washington.....	4	.....	.....	Poland.....	292	.....	.....	.....
Wyoming.....	1	.....	.....	Portugal.....	14	.....	.....	.....
At sea under United States flag.....	1	.....	.....	Russia.....	86	.....	.....	.....
Not stated.....	625	53	2	Sandwich Islands.....	1	.....	.....	.....
Total U. S.....	176,540	22,045	30	Sardinia.....	1	.....	.....	.....
RECAPITULATION.				Scotland.....	1,202	.....	.....	.....
Total Whites.....	288,737	.....	.....	South America.....	15	2	.....	.....
" Colored.....	22,088	.....	.....	Spain.....	45	.....	.....	.....
" Indians.....	38	.....	.....	Sweden.....	237	.....	.....	.....
" Chinese.....	1	.....	.....	Switzerland.....	2,949	.....	.....	.....
" Natives.....	.....	198,615	.....	Turkey.....	2	.....	.....	.....
" Foreign.....	.....	112,249	.....	Wales.....	147	.....	.....	.....
Grand total.....	310,864	310,864	.....	West Indies.....	74	1	.....	.....
				At sea.....	45	.....	.....	.....
				Not stated.....	.....	.....	.....	.....
				Total foreign.....	112,197	43	8	1

COMMERCIAL REVIEW.

IN the historical review to be found in preceding pages, a general idea has been given of the rise and progress of the trade of St. Louis, during the earlier years, when the thriving river town but faintly foreshadowed the magnificent metropolis of the future. We have looked upon it in its infancy, and now present some facts and figures which illustrate its extent and character in the present, and indicate the vaster proportions to be attained in the future. In giving a general review of the trade, manufactures, etc., of St. Louis, we are necessarily compelled to do so in the most compact form, and to leave to the reader the thoughts and comparisons naturally suggested by the statistical statements made. It is not our purpose to review in detail each branch of business, but to group only the more important, from which the aggregate may be fairly inferred.

To begin the commercial statement of St. Louis, it is but reasonable that it be introduced by a presentation of the merchants representing the commerce of the city.

THE MERCHANTS.

If the boy is father to the man, with equal propriety may the village be said to be the progenitor of the metropolitan city. The same energy of character in both, the same elements of organization, are developed as prophecies of future eminence. These may not be apparent at the beginning, because the grand characteristics which are to distinguish either may not have found their appropriate field of appreciation and action in the mind of the people; the embryo, however, existed, and when greatness was achieved its parentage is traceable with all possible certainty. When Laclède selected the site now occupied by the Future Great City of the continent, it was because the locality was conducive to the leading design—the successful operations of the business of the early founders, the fur trade. Above and below it the rivers of the North, West and East, debouched into the main stream of the Mississippi, on all of which was found the wealth they sought, and opened a field of hardy and remunerative enterprise sufficiently broad to attract the attention of the boldest spirits. The idea was not conceived at that day that the rich soil penetrated by these rivers would teem, in half a century, with the richest products of agriculture; and that these inland waters would eventually bear upon their bosom a commerce of greater value, and of more beneficial influences to humanity, than the world had hitherto known; yet that pre-eminent object

was then inaugurated by a determinate power which shapes destinies and appropriates resources. The pirogue of the trapper was the pioneer of the steamer; and his indomitable will and courage the intuitive forces destined to subdue the wilderness, and open up this magnificent domain to civilization and the beauties and comforts of progressive art. Looking forward at that time, not one of those early voyageurs or projectors, however intuitive, could discover the first intimation of the ultimate result of his labors; looking back, there is not an individual but can read plainly and legibly the connection existing between the design and the consummation, the commencement and the realization. The village founded by trappers has grown into a city erected by merchants and artisans; the broad expanse of plain, varied by valley and hill, has yielded to the plowshare, and exchanged its savage aspect for the economic glories of harvest fields and happy homes.

At the time, however, when the Mississippi Valley attracted the attention of Spanish and French adventurers, and subsequently of American citizens — for three nationalities have claimed the magnificent country — the growth of cities was the work of centuries; emigration was on a small scale; transportation was of the most primitive order; science had developed little of mechanical skill and power to overcome distances and impediments. The ocean had not been crossed by steamships; while river navigation depended entirely on simple muscle. In the energy and brightness of the boy, the future man might be discerned, because individual achievements had their precedents thickly scattered throughout the history of the race, while the formation of communities had resulted from the aggregations of ages rather than from the advantages of location, or the wealth of soil and mineral resources. In a thousand years, therefore, the daring flight of a poetic fancy might reckon on the march of Empire toward the West, and class it as the last act in the world's drama; but that in a century such a scene should be presented, was beyond the human intellect to conjecture or entertain. It may be doubted if Laclède ever dreamed of a commerce beyond the commodities of furs and skins; of a settlement greater than that which offers protection by rude stockades against a savage enemy; and comforts superior to the most limited demands of humanity. The elements on every hand of progress and greatness, as we see and appropriate them, were so many obstacles to the development of such a result — a seal on the future of a more opaque and impenetrable character to hide the supposition from the reason or imagination. Rapid streams, dense forests, extended prairies, and isolation of a vast interior, forbade the idea of civilized industries and the concentrated influences of settlements to resist the treachery and combined power of the murderous Indian. His policy was to preserve the hunting-grounds in their primeval wildness, for which these grand provisions of Nature seemed peculiarly adapted. Indeed, we need not go back to that time and to the trapper's village, to gather up the notions of the geologists, the statesmen and the merchants of that period, as they cogitated along the banks of the Mississippi, or polled and cordelled upon the Missouri and Illinois; for

not longer ago than yesterday, the enlightened men of the present supposed the broad belt of land between our State line and the Rocky Mountains to be a desert, incapable of cultivation, and closed out by drought and inhospitable barrenness from the inroads of civilization. On our western border, however, the work of settlement goes on with continuous improvement, from year to year, until, for a thousand miles beyond the Missouri line, the Great American Desert is dotted with thriving villages, and even cities, and begins to blossom like the rose. The remotest rain-line is already passed, and the successful experiment of cultivation even without irrigation has already been made and found to be practicable. It is in these constant developments of new resources that we find the strength which steadily builds up, and must continue to enlarge, this metropolitan city.

There were, in the nature of the service to be performed by the early pioneers, characteristics of moral power which have had much to do in shaping and directing the destiny of St. Louis. The men who sought this wide and wild theater for their exploits were of no ordinary mould. They were self-reliant and determined. Danger was their constant companion, and steadiness of purpose their cardinal virtue. Of all who turned their backs on the safety and comforts of home; of whatever nationality, and set their faces hitherward to brave the perils and share the labors of a constantly-exposed frontier life, each was a well-defined individuality. None other crossed the Mississippi at that day and ventured into the *terra incognita* which lay beyond, guarded as it was by real dangers, and by the more terrible apprehensions which spring from exaggerated legends and imaginary horrors. Their dependence was upon themselves; their safety rested alone within the citadel of their own indomitable will and determined action. Individuality of character begets responsibilities in almost all cases of intrinsic worth. A prominent man cannot afford to be indifferent to his obligations, public or private. His promises and pledges must be met promptly, else his standing becomes a mark for peculiar derision and defamation. This ingredient in the character of the early settlers of the Great Valley, has exercised ever since a high-toned influence, not only in administrative acts which belong to all departments of duty, but in the trade relations which have been established throughout the country. The subject of the boyhood of this community was introduced for the purpose of adverting to these moral agencies, showing that the implantations of independent thought and action, of energy and integrity, early made, have taken deep root and have distinguished, and continue to distinguish, our commercial men to the present time. They began with no fanciful schemes of suddenly-acquired fortunes, but adopted the plain and solid basis of hard work and fair equivalents. Wild speculations were not indulged, and it may be doubted if such vagaries found a lodgment in their brain. Buy and pay promptly, was the secret of success, the motto of business. This slow and sure policy seems to have been adopted — too slow, it may be said, and probably was; for even

now, with all the evidences of a brilliant future, the brakes are applied to the wheels of progress with singular and provoking obstinacy. Never was development allowed a safer process. No scheme of early aggrandizement was adopted, but the pioneers simply depended upon natural means to acquire competence without resorting to any of those excitements in which speculation finds its main agencies.

Capital was considered the basis of success, and a character was established by our traders which has clung to their successors with remarkably good effects. The boy was father to the man in his patient industry, his indomitable independence, his self-reliance and individuality, and his freedom from experiments of doubtful propriety, in which recklessness forms generally a too large ingredient. Then the material of the community was composed of men of enterprise, who were able to brave dangers, were fond of adventure, and not easily deterred by arduous labors and personal sacrifices. Each prominent individual had the reputation of the settlement to bear, and each was willing to take the responsibility of that reputation, though it involved his pecuniary means or his life. How well these characteristics were exemplified in subsequent times, when St. Louis began to assume the position of a commercial point, is one of the proudest portions of its history. The financial convulsions of the country were felt here with the same violence with which they shook the established centers of business in the East, but they were met by resistances of personal effort and forbearance, of local pride and magnanimity, of determined purpose and self sacrifice—the offspring of those qualities which had triumphed over physical dangers and overcome the discomforts of the wilderness, which were not found elsewhere. Men stood in the doors of our banking institutions, and by a pledge of their private fortunes subdued the evil spirits of alarm and doubt. They threw themselves in the breach and re-established confidence. The honor of the city rested upon their prompt, decided action, and they were quick to respond. A remarkable instance of this kind occurred in the financial disturbance of 1855, when the entire country was shaken by a crisis that involved both the pecuniary and political interests of the nation. It was a pressure upon our civic institutions which tried beyond precedent at that day the principles of self-government, and tested the powers of popular domination. When other communities went under, hopelessly wrecked by the storm of disaffection and partisan fury, the people of Missouri, directed by calm, decisive leaders, who had won their positions through the practical school of imminent danger and personal adaptations, re-established order and preserved the honor of the commonwealth. Credit and patriotism were boldly asserted, and the victory honorably achieved. Capital began to look to the west bank of the Mississippi for the citadel of integrity, and here that proud distinction has been found, in a score of conflicts that have imperiled commercial credit since, as it had on less memorable occasions imperiled it before. The honors won by the metropolis of the Adriatic were repeated here—the one the refined center of Eastern

commerce, the other the rude beginnings of a capital destined to be erected in the wilds of Western Empire. St. Louis was unknown when

“Venice sat in state, throned on her hundred isles,”

but the same inviolate honor in trade relations which embellishes the history of the old *régime* of business obligations and extended transactions, still works its influence in the successful achievement of metropolitan greatness. Looking through those periods of financial struggles, there are comparatively few of our merchants who took advantage of the stress of circumstances to avoid calamity, benefit their position, or yield to inglorious imbecility or defeat. They met the liabilities of the day with open frankness, and, generally free from the encumbrances of unreasonable liabilities and speculative investments, were able with renewed industry to start afresh in the race of enterprise.

Large business centers have been started since the early trappers settled this site as the rendez-vous of their operations, and every inch of ground has been contested for commercial supremacy by them. For a while, aided by outside capital and the appliances of modern influences, the contest has seemed doubtful, and artificial stimulants have threatened to triumph over natural advantages. The very strength of this locality has seemed but to assist in its prostration. Situated between the agricultural interests of the North and South, its trade was the exchange of the commodities of both, and it soon became the battle-field for the extension or contraction of an institution which finally shook the very foundations of the Republic. Its grand position invited the contest, and all the forces of anti-slavery influences were pointed in this direction. National means were employed, corporate powers invoked, individual and combined efforts brought into requisition, to crush or render nugatory the inherent strength of this business emporium. Our rivers were to be superseded by railroads, and our plain old style of honest dealing laughed out of countenance by a mode of glittering operations which had no basis but that of fancy, and no powers but those of excitement. The conflict broke at last in actual war, and during its prolonged existence, with the guns of both parties directed against us, our trade languished, and those points which presented no strategic advantages being really without the circle of business and political consideration, were vastly benefited. “St. Louis must lose the supremacy of her position, even though it require millions to overcome her natural advantages,” was the language and determination of the party who looked upon slavery as a morally-abhorred system and political monstrosity. Self-reliant, the descendants of the fur traders had sought no outside influences, and secure in their position, they awaited the results with calm indifference; still developing her energies by those slow processes which wait upon positive demands, her citizens followed the plain requirements of the day. When the army of occupation began to penetrate the far West, and improvements became necessary to retain the business relations established in the East,

and South, and North, our people were ready for action, and entered upon the duty with proper zeal and activity.

It is one of the characteristics of true merit that it is reliable and distinguished under all circumstances. If slavery was supposed to be peculiarly adapted to the staple articles of agriculture and the mining wealth of the State, it has been found since its abrogation that universal emancipation has far stronger ingredients in its nature to enrich materially our condition, and draw hither the wealth of population, of labor and of capital. From that gigantic civil revolution which tore asunder the bands which supported our industries—the foundations on which were erected the superstructure of our local forces—the State has become doubly powerful and prosperous; she has thrown herself at one bound within the influences of a sympathy which pervades an advanced civilization the world over, and gives to this internal region those moral correspondent qualities so necessary to the true development of physical resources. Our population, therefore, mingles in its veins the blood of all nations—blood which possesses the fire of adventure, the stamina of enterprise, the daring necessary to achieve personal independence.

An allusion to an incident in the history of the city may be permitted, which illustrates the texture of those moral elements of character derived from the crude looms of the early settlers of the trappers' village. In 1849 St. Louis was visited with the triple furies of fire, blood and pestilence. The best portion of her business locations was reduced to ashes; five thousand of her people died with a disease that bid defiance to medical skill; her rivers rose and flooded her productive bottom lands. Ruin stalked through her streets and pervaded the country tributary to her commercial support. At this trying moment, with that self-reliant and indomitable will which carried her founders safely through the ordeals to which they were exposed, she met the responsibilities of the trial with an independent spirit, a prowess of resistances and recuperative energies of the highest type. Honorable as it is to our nature that sympathy finds a lodgment not alone in individual bosoms, but in communities and nations, our citizens asked no aid from this benevolent feeling to meet the exigencies of the hour. Not a dollar was asked or received from contiguous or distant cities. The bravery and self-reliant characteristics of the trapper shone out in the artisan, merchant and professional man of the present, and an immediate effort was put in requisition to redeem losses and repair devastations. Such an exhibition of unconquerable will, if inherent strength, is surely a forcible prognostic, a grand prophecy of the ultimate destiny of our beloved metropolis.

THE OLD EXCHANGE AND THE NEW.

THE completion and occupation of the New Exchange Hall was an event of such great importance in the history of the Commerce of St. Louis, that, in order that the record of the same might be preserved in convenient form, we give the carefully-collected record of the proceedings attending the inauguration, together with other facts in relation to the first organization of the old Chamber of Commerce, and a history of the organization of the present building company from its inception. The records of the old Chamber of Commerce having been destroyed in the great fire of 1849, its history up to that time has been gathered from individuals and paper files, and is necessarily incomplete.*

In the summer of 1836, a few merchants, not exceeding twenty-five, met together and formed "The St. Louis Chamber of Commerce." The association thus formed did not, however, contemplate the buying and selling of produce as is now done on 'Change, but was formed for consultation and co-operation, and to look after matters that affected the general business interests of the city. Meetings were held monthly in the evening, and different matters were discussed and acted upon as required. The association met in the office of the Missouri Insurance Company, on the east side of Main street, between Olive and Pine, and elected as officers Edward Tracy, president; Henry Von Phul, vice-president, and John Ford, secretary and treasurer.

During the next session of the Legislature, a charter was obtained, and the former association became a corporation.

The new corporation prospered, and received so many additions to its membership that the rooms of the Missouri Insurance Company became inadequate, and more spacious quarters were secured in the second story of the *Missouri Republican* building, on the east side of Main street, near Pine. Subsequently, the Chamber accupied the basement of the Unitarian Church, northwest corner of Fourth and Pine.

On the 11th of September 1849, at a special meeting, the vice-president, George K. McGunnege, Esq., stated the object of the meeting to be to take into consideration the subject of the establishment of a Merchants' Exchange and the procuring of rooms which would answer that purpose for the present, with the ulterior view of erecting an edifice suitable to the object. After discussion, the matter was referred to a committee, of which James E. Yeatman was chairman. The committee reported on the 17th September that it was impracticable at that time to build a Merchants' Exchange, and recommended the leasing of the second

* "Annual Statement of the Trade and Commerce of St. Louis, 1875;" George H. Morgan, Secretary.

floor of the building owned by Mr. Charless, next door to the corner of Main and Olive streets. The report was adopted, and a committee appointed for the purpose of establishing a Merchants' Exchange. In the meantime the millers of St. Louis, in February 1849, on the invitation of James Waugh and T. A. Buckland, held a meeting at the office of C. L. Tucker, and organized the Miller's Association by electing as directors, Gabriel Chouteau, Dennis Marks, John Walsh, Joseph Powell, Mr. Tibbets, T. A. Buckland and James Waugh. Joseph Powell was elected president, and Charles L. Tucker secretary. There were present at the meeting, in addition to the gentlemen above named, Messrs. Henry Whitmore, Henry Pilkington, Joseph G. Shands, George P. Plant, Alphonso Smith, Messrs. Goodfellow & Robinson, and Mackelroy & Tibbets. A committee was appointed to rent rooms and procure the necessary tables, pans, etc., and to invite the merchants to bring their samples for sale. About the first of March, 1849, the Millers' Exchange was opened at Nos. 9 and 11 Locust street, and was, it is believed, the first Exchange in the United States, established for the buying and selling of produce.

The Chamber of Commerce soon after established the Merchants' Exchange in connection with the Chamber of Commerce, on the corner of Main and Olive streets, and from the best information to be had, it seems that about the first of January, 1850, the Millers' Association joined in the Merchants' Exchange, and the business was conducted under the charter of the Chamber of Commerce.

On the 13th of September 1855, on the motion of Hon. Henry T. Blow, a committee consisting of Henry T. Blow, R. J. Lackland, Charles P. Chouteau, A. F. Shapleigh and Thomas E. Tutt was appointed to procure a charter for an Exchange Company, to solicit proposals for a suitable lot, and to procure plans for a suitable building for an Exchange. On the 15th of November 1855, Messrs. Edward J. Gay and Robert Bart, on the part of and representing the owners of property on the east side of Main street, between Market and Walnut streets, submitted a proposition for the erection of a building on the site named, fronting 123 feet on Main street, the second story to be appropriated exclusively for the use of a Merchants' Exchange Hall, at a rental of \$2,500 per year for ten years; and at a meeting held on the 24th of November 1855, the president of the Chamber of Commerce was instructed to enter into a lease of the premises offered by Messrs. Gay & Barth. The result was the erection of the Exchange Hall on Main street, which was occupied on the first of July 1857, and was for nearly nineteen years the center and soul of the commercial enterprises of our city. Little did the projectors of this hall, then the pride of the city and the largest and most magnificent room west of the Alleghanies, imagine that in nineteen years the commerce of our city would demand, and the citizens of St. Louis erect, a hall unequalled in the world in grandeur of proportions and beauty of architectural design.

The officers of the Chamber of Commerce from its organization were as follows :

OFFICERS OF THE CHAMBER OF COMMERCE FROM ITS ORGANIZATION.

- 1836 to 1840—
 EDWARD TRACY, President.
 HENRY VON PHUL, Vice President.
 JOHN FORD, Secretary.
- 1841 to Oct. 1849—
 WAYMAN CROW, President.
 GEO. K. MCGUNNEGLE, Vice President.
- 1836 to 1849—
 JOHN FORD, DANIEL HOUGH, and F. L.
 RIDGELY, Secretaries.
- From Oct. to Dec. 1849—
 GEO. K. MCGUNNEGLE, President.
 EDWARD BRIGGS, Vice President.
 EDWARD BARRY, Secretary.
- 1850—
 GEO. K. MCGUNNEGLE, President.
 EDWARD BROOKS, Vice President.
 EDWARD BARRY, Secretary.
- 1851 to March 4—
 GEO. K. MCGUNNEGLE, President.
 EDWARD BROOKS, Vice President.
- 1851 from March 4—
 WM. M. MORRISON, President.
 ALFRED VINTON and DAVID TATUM,
 Vice Presidents.
 EDWARD BARRY, Secretary.
- 1852—
 WM. M. MORRISON, President.
 ALFRED VINTON and HENRY VON
 PHUL, Vice Presidents.
 EDWARD BARRY, Secretary.
- 1853—
 ALFRED VINTON, President.
 JAS. E. YEATMAN and HENRY VON
 PHUL, Vice Presidents.
 EDWARD BARRY, Secretary.
- 1854—
 ALFRED VINTON, President.
 R. M. HENNING and HENRY VON
 PHUL, Vice Presidents.
 EDWARD BARRY, Secretary.
- 1855—
 R. M. HENNING, President.
 RUFUS J. LACKLAND and HENRY
 T. BLOW, Vice President.
 EDWARD BARRY, Secretary.
- 1856 to May 31—
 R. M. HENNING, President.
 J. A. BROWNLEE and WM. T. HAZARD,
 Vice Presidents.
- From June 9, 1856 and 1857—
 HENRY AMES, President.
 D. A. JANUARY and JOHN J. ROE,
 Vice Presidents.
 W. B. BAKER, Secretary.
- 1858—
 E. M. RYLAND, President.
 R. M. FUNKHOUSER and
 T. A. BUCKLAND, Vice Presidents.
 W. B. BAKER, Secretary.
- 1859—
 R. M. FUNKHOUSER, President.
 JOHN T. DOUGLASS and CHARLES L.
 TUCKER, Vice Presidents.
 W. B. BAKER, Secretary.
- 1860—
 D. A. JANUARY, President.
 M. L. POTTLE and J. H. OGLESBY,
 Vice Presidents.
 W. B. BAKER, Secretary.
- 1861—
 D. A. JANUARY, President.
 WM. MATTHEWS and M. L. POTTLE,
 Vice Presidents.
 W. B. BAKER, Secretary.
- 1862—
 WM. MATTHEWS, President.
 JAMES MCKOY and GEORGE BAYHA,
 Vice Presidents.
 R. H. DAVIS, Secretary.

OFFICERS OF THE MERCHANTS' EXCHANGE FROM ITS ORGANIZATION.

- 1862— HENRY J MOORE, President.
CARLOS S. GREELEY and A. W. FAGIN,
Vice Presidents.
CLINTON B. FISK, Secretary and
Treasurer.
- 1863— GEORGE PARTRIDGE President.
CARLOS S. GREELEY and A. W. FAGIN,
Vice Presidents.
J. H. ALEXANDER, Secretary and
Treasurer.
- 1866— E. O. STANARD, President.
ALEX. H. SMITH and DANIEL G.
TAYLOR, Vice Presidents.
GEORGE H. MORGAN, Secretary and
Treasurer.
- 1867— CHARLES L. TUCKER, President.
EDGAR AMES and DANIEL G. TAYLOR,
Vice Presidents.
GEORGE H. MORGAN, Secretary and
Treasurer.
- 1868— JOHN J. ROE, President.
GEORGE P. PLANT and H. A. HOMEYER,
Vice Presidents.
GEORGE H. MORGAN, Secretary and
Treasurer.
- 1869— GEORGE P. PLANT, President.
H. A. HOMEYER and NATHAN COLE,
Vice Presidents.
GEORGE H. MORGAN, Secretary and
Treasurer.
- 1870— WM. J. LEWIS, President.
GEORGE C. WAGGAMAN and H. C. YAEGER,
Vice Presidents.
GEORGE H. MORGAN, Secretary and
Treasurer.
- 1876— NATHAN COLE, President.
JOHN WAHL and F. B. DAVIDSON,
Vice Presidents.
GEORGE H. MORGAN, Secretary and
Treasurer.
- 1864— THOMAS RICHESON, President.
BARTON ABLE and CHARLES L. TUCKER,
Vice Presidents.
J. H. ALEXANDER, Secretary and
Treasurer.
- 1865— BARTON ABLE, President.
E. O. STANARD and H. A. HOMEYER,
Vice Presidents.
GEORGE H. MORGAN, Secretary and
Treasurer.
- 1871— GERARD B. ALLEN, President.
R. P. TANSEY and GEORGE BAIN,
Vice Presidents.
GEORGE H. MORGAN, Secretary
and Treasurer.
- 1872— R. P. TANSEY, President.
WM. H. SCUDDER and CHAS. H.
TEICHMAN, Vice Presidents.
GEORGE H. MORGAN, Secretary and
Treasurer.
- 1873— WM. H. SCUDDER, President.
S. M. EDGELL and WEB. M. SAMUEL,
Vice Presidents.
GEORGE H. MORGAN, Secretary and
Treasurer.
- 1874— WEB. M. SAMUEL, President.
LEVI L. ASHBROOK and JOHN F. TOLLE,
Vice Presidents.
GEORGE H. MORGAN, Secretary and
Treasurer.
- 1875— D. P. ROWLAND, President.
JOHN P. MEYER and WM. M. SENTER,
Vice Presidents.
GEORGE H. MORGAN, Secretary and
Treasurer.

Under the "Chamber of Commerce," there existed in fact two organizations: the members of the Chamber of Commerce, who controlled the affairs of the association, and were known as the voting members, and the members of the Merchant's Exchange, who had simply the right to transact business in the Exchange rooms, without a vote in the government. In January 1862, a dissen-

sion arising out of political feeling, resulted in the organization of the Union Merchant's Exchange, under which name the Exchange continued until 1875, when the name was changed to the Merchants' Exchange of St. Louis, under which, it is sincerely hoped and believed that the merchants of St. Louis will dwell in harmony and peace forever more, and work together hand in hand for the welfare of our city and the extension of our commerce.

At the close of the war the trade of St. Louis, which had been so long diverted, revived, and it soon became evident that the old hall was too contracted for our growing commerce; and various projects were submitted and various locations were proposed for a new Exchange, but no definite plan or acceptable proposition was received until November 22, 1871, when George Knapp, Esq., appeared before the Board of Directors of the Exchange, and submitted a plan for an elegant and commodious building to be erected on the square bounded by Third, Fourth, Chestnut and Pine streets, the same being block 86. The board of Directors of the Exchange at that time consisted of Gerard B. Allen, president; R. P. Tansey, first vice-president; George Bain, 2d vice-president; and George P. Plant, John F. Mauntel, William H. Scudder, Phil. C. Taylor, D. P. Rowland, William J. Lewis, Web. M. Samuel, John A. Scudder, John Wahl and Miles Sells, directors. The proposition of Mr. Knapp was favorably considered by the Board, and Messrs. Allen, Samuel, Bain, Wahl, Sells and Rowland were appointed a committee to prepare articles of association to be submitted to the Board. On the 20th of November, the Committee reported. The report was approved and accepted, and a corporation was formed under the name of "The St. Louis Chamber of Commerce Association," and the amount of the capital stock fixed at \$1,000,000. The original board of directors consisted of Messrs. Rufus J. Lackland, B. W. Alexander, Henry T. Blow, Gerard B. Allen, George Knapp, John A. Scudder, Web. M. Samuel, Geo. Bain, Geo. P. Plant, Henry L. Patterson, E. O. Stanard, Wm. J. Lewis and D. P. Rowland. A committee to obtain subscriptions to the stock of the new company was appointed, and thus the enterprise which has been carried to so successful a termination was fairly inaugurated.

On the 12th of December 1871, the directors met and organized the Board by electing the following officers: Rufus J. Lackland, president; Gerard B. Allen, 1st vice-president; George Knapp, 2d vice president; George H. Morgan, secretary and treasurer. The Board went to work at once to purchase the ground, which was finally secured at a net cost of \$561,700.86, and subscriptions to the capital stock obtained to the amount of \$835,700. Work was at once commenced, and on the 6th of June 1874, the corner-stone was laid, at the corner of Third and Pine streets, with Masonic ceremonies, under the direction of Rufus E. Anderson, Grand Master of the Grand Lodge of the State of Missouri. At five o'clock, a procession was formed at the old Exchange on Main street, composed of the officers and stockholders of the Chamber of Commerce Association, the officers and members of the Merchants' Exchange, the different Masonic Lodges, the Knights Templar and the Grand Lodge, escorted by Company A,

National Guard, Captain John B. Gray commanding, and marched to the site of the proposed building, where Mr. R. J. Lackland, President of the Chamber of Commerce Association, introduced Mr. Web. M. Samuel, President of the Merchants' Exchange, who delivered an eloquent and appropriate address.

Grand Master Rufus E. Anderson delivered the Masonic address, and at the close the imposing and beautiful ceremony of the laying of the corner-stone commenced. A large copper box filled with daily papers, current money and other relics, was deposited, and the huge nine-ton corner-stone lowered to its future resting place, and duly squared and leveled. The work then proceeded rapidly under the direction of the architects, Messrs. Lee & Annan, and the result was the completion of the Grand Hall and approaches within eighteen months after the laying of the corner-stone.

The building, fronting two hundred and thirty-three feet on Third street, and one hundred and eighty-seven feet on Pine and Chestnut streets, while externally a unit, is in reality divided into two distinct structures, one fronting on Third street, designed for banks and offices, and the other, occupying the western portion of the site and separated from the first by courts twenty-seven feet wide, with open arcades along the Pine and Chestnut street fronts, the portion occupied by the Grand Exchange Hall. The hall is two hundred and twenty-one feet ten inches long by ninety-two feet six inches wide, and sixty feet to the ceiling, lit on all sides by seventy windows arranged in two tiers—the lower ones twenty-six by ten and the upper twenty-three by ten feet. A light gallery, supported by enriched brackets and consoles, extends around the hall and between the two lines of windows. Not a column or other obstruction exists in the hall, and the roof has a clear span from wall to wall. The entire wood work of the hall is of solid walnut, mahogany, and other hard woods, and is finished in the highest style of art. The ceiling is a marvel of beauty, being frescoed in three large panels.

The ceiling, including the cornice and cove, is ninety-nine by two hundred and fifteen feet, and exclusive of them is fifty by one hundred and seventy-nine, and is divided into three compartments, each containing a grand medallion.

The central figure of the ceiling is emblematic of the great city of the West, surrounded by groups typical of the agricultural, mineral and industrial products of the Mississippi Valley. The group of figures to the north represents the four quarters of the world bringing their various offerings to the West, which, with outstretched arms, offers its products in exchange. The two figures at the bottom complete the representation of the West with the Mississippi river.

The two end compartments are composed of geometrical divisions, ornamented in imitation of stucco, containing each four panels, with emblematic representations of the industries of the State of Missouri in basso-relievo. The centers of these two compartments form each a medallion of 6 by 25 feet.

The one on the north end represents characteristic types of European nations, England, Germany, Italy, France, Scotland and Ireland, forming a central group, surrounded by Russia, Switzerland, Spain, Slavonia, European Turkey and Greece.

The south medallion represents characteristic types of Asia and Africa—Arabia, Egypt, Judea, China and Japan, forming the principal group, surrounded by Ethiopia, Circassia, India, Persia, Abyssinia and Mongolia.

The cornice, surrounding the ceiling, with the spandrels, and lunets over the windows form a border twenty feet wide, containing the names of all the States of the Union, and representations of the merchant flags of the world in panel work, enriched with ornaments in imitation of stucco.

The grand room being ready for occupancy, the 21st day of December 1875 was fixed upon by the Board of Directors of the Merchants' Exchange as the day of the opening.

About ten o'clock, on the 21st, the old Hall on Main street began to fill with members who had come to say farewell to the place which had for so many years been the scene of busy, active life. Never before had the room been so full. All business was suspended, and every one felt that it was a day long to be remembered.

At eleven o'clock, the president, D. P. Rowland, Esq., called the vast assemblage to order, and introduced Mr. Crow, the second president of the old Chamber of Commerce, who spoke as follows :

MR. PRESIDENT AND GENTLEMEN OF THE MERCHANTS' EXCHANGE:—Your committee have requested me, as the oldest ex-president of this body, to say a word on this the last occasion of your assembling here. In stating some facts in regard to the origin and progress of the Merchants' Exchange, I shall only detain you a few minutes. In the summer of 1836, when this city had only a population of about 10,000, a few of the merchants met and formed an association under the style of "The St. Louis Chamber of Commerce." The number did not, I think, exceed twenty or twenty-five members. Their meetings were held in the office of the Missouri Insurance Company. Edward Tracy, a highly respected merchant, was chosen as president; Henry Von Phul, vice-president, and John Ford, secretary and treasurer. The ensuing winter George K. McGunnegle, then a member of the Legislature, obtained an act of the General Assembly incorporating "The St. Louis Chamber of Commerce." The membership increased so rapidly that in a short time the room first occupied became inadequate, and the Chamber removed to more spacious quarters on the second floor, generously given free of rent by the *Missouri Republican*, then located on Main street, near Pine. At a later day, the Chamber occupied the basement room of the Unitarian church, corner of Pine and Fourth streets, a fact which sufficiently exhibits the contrast between the smallness of our beginnings and the magnitude to which your enterprise has now attained. Mr. Tracy continued as president until 1840, when, in consequence of business embarrassments, he was impelled by his delicate and nice sense of mercantile honor to resign. The members of the Chamber declined to accept his resignation, and urged his continuance as president, being unwilling to lose the services of so faithful an officer. He refused, however, to withdraw his resignation, and Henry Von Phul was, almost by acclamation, chosen to preside; but Mr. Von Phul, declining the honor, nominated me, and I was elected. I served as president from 1841 until 1850, Mr. McGunnegle being the vice-president.

In consequence of the destruction of the records by the fire of 1849, I am prevented from recalling many facts which might be of interest to you, although, if leisure were given, I might easily glean them from the public journals of the time. At the annual election in 1850, I declined re-nomination, and George K. McGunnegle was elected president. During this period, the secretaries were John Ford, Daniel Hough, F. L. Ridgley, and Edward Barry. About 1850 or 1851

the Chamber rented the commodious room adjoining the St. Louis Insurance Company, on Main street, where they established a daily reading and assembly room with convenient arrangements. Subsequently they invited the Millers' Exchange—which had just organized—to unite with them and bring samples of grain, flour, &c., “on 'Change”; an important step of progress, for, if I am not mistaken, this was the pioneer Corn Exchange in this country—our Chamber taking the lead in thus bringing together the buyers and the sellers, with their samples, for the purpose of facilitating their daily intercourse and trade. At a later period the Chamber removed to this hall. In 1862, the disturbances of civil war led to a suspension of the meetings of the Chamber of Commerce, when the “Union Merchants' Exchange” was organized, electing Captain Moore its first president.

From that day to the present our history is too well known to need recital. Our organization, gentlemen, has witnessed in this city a growth and development almost unparalleled in modern times. Since the day of our incorporation, a population of 10,000 has increased to nearly half a million. In a little more than half a century St. Louis has passed from a border trading-post, scarcely yet Americanized, to a metropolis which is already contending for a foremost rank among American cities. I can scarcely help feeling surprised, when I look around, to find myself almost if not quite, the oldest “business man” of St. Louis, although in some communities I might claim to be a young man yet. But, having been in business here more than forty years, I cannot recall to mind an individual now in commercial life, who was engaged in mercantile pursuits at the time of my coming. You will pardon me then, I am sure, seeing that I belong to the past more than to the present, if my thoughts revert to those early days and rest for a moment with the men who were my trusted co-laborers, and with those who immediately preceded us in our work. At least you will permit me to bear witness to the high character, the commercial honor, the faithfulness of those who were the early founders of our prosperity, and who gave the tone and standard—not yet lost, and never, as we confidently hope, to be lost—to the daily business life of St. Louis. Those old-time workers may have been a little too conservative, sometimes timid—“old fogies” you would call them now-a-days; but they were scrupulously honest in their dealings, strict constructionists in their regard for contracts, men of untarnished integrity in meeting their engagements; and it is to their practice and example that the present high commercial credit of St. Louis both at home and abroad is greatly due. However strong and promising the present may be, I can not, as your oldest member, say a better word than this, that we should hold fast to the early traditions of the “Chamber of Commerce,” and maintain that high regard for honorable dealing which has characterized the past, so that to be a recognized member of the “St. Louis Merchants' Exchange” may always and everywhere be a passport to respect and confidence. Consider through what trials and difficulties we have thus far advanced. No city has suffered greater reverses by fire, pestilence and flood, by financial crises, by internal dissensions and civil war; and yet we have passed through all chiefly by the sturdy strength and steadfastness of our business men. At the present time, notwithstanding many disturbing influences, and more “exceptions” to the course of strict honesty than are necessary to “establish the rule,” yet the prevailing tendencies are in the right direction. The future is clear and bright before us. To your hands, gentlemen, upon whom the burden and heat of the day must fall, the commercial destinies of our city are committed. Let the future be better than the past, by as much as the magnificent building to which we go is better than that from which, almost reluctantly, we must now depart.

At the close of Mr. Crow's address, the entire Exchange joined in singing “Auld Lang Syne.”

The Exchange then formed and marched to the new Hall, where it was received by the architects; and the officers of the Chamber of Commerce and Merchants' Exchange and invited guests conducted to the platform.

Mr. F. D. Lee, architect, then addressed Mr. Lackland, president of the

Chamber of Commerce Association, in an appropriate speech. Mr. R. J. Lackland and D. P. Rowland, Esq., made addresses, and the regular oration was delivered by Captain James B. Eads. Rev. Dr. Eliot offered prayer, and Mr. Solon N. Sapp read an original poem on "Commerce." Hon. E. O. Stanard and Web. M. Samuel delivered short speeches, and after remarks by Captain Frank B. Davidson and George H. Morgan, the president declared the meeting adjourned, and the audience dispersed.

In the evening the Hall was beautifully illuminated, and thousands of ladies and gentlemen were present to admire its beauty and listen to the music.

On Wednesday evening the promenade concert was repeated, and so great was the throng that thousands were turned away, and, to accommodate all, another concert was given on Wednesday evening, which closed the opening ceremonies, and the Grand Hall opened for business.

In order that the names of the men who conceived this grand structure, and the workmen who carried the work to such a successful completion, may be preserved, they are herewith given :

Architects, FRANCIS D. LEE and T. B. ANNAN.	Tar Roofing.....SAMUEL D. WARREN & Co.
Excavation.....MICHAEL RYAN.	Steam Heating Apparatus, J. KUFFERLE & Co.
Foundations.....JOHN STUDDERT.	Plumbing.....GRAHAM & PETERS.
Cut Stone Work.....J. PICKEL & BROS.	Gas Fitting.....SIEGEL & BOBB.
Brick Work.....ANTHONY ITTNER.	Painting.....HUNT P. WILSON, Sup't.
Cast Iron Work.....THOS. R. PULLIS.	Elevators.....OTIS BROS. & Co., of N. Y.
Iron Roof and Wrought Iron	Plate Glass.....E. A. BOND.
Work.....SHICKLE, HARRISON & Co.	Other Glass.....F. A. DREW.
Carpenter Work.....J. K. BENT & SON.	Furniture.....BERNARD THOLE.
Hardware.....CHARLES HUMES & Co.	Fresco Decórations...BECKER & SCIEPCEVICH.
Storm Doors.....SEXTON BROS.	Marble Tiling.....JOHN F. GALLIGAN.
Plastering.....ADAMS, BRUNSWICK & ADAMS.	
Galvanized Iron and Tin Work.....	.....JOHN E. ONLEY & Co.

THE RIVER SYSTEM OF ST. LOUIS.

THE river system, of which St. Louis is the center, is incomparably the grand est and most extensive that the world affords. Before man had learned to harness steam for service on an iron road, there was here laid down those great natural highways, stretching in every direction through a valley of unexampled extent and fertility, which determined the location of the metropolis, and which will with constant force augment her trade and her resources.

The 40,000 miles of river navigation of which St. Louis is the center, and the growing needs and population of her tributary country, assure her against the commercial changes that other cities have felt, and fix with no uncertainty her commercial supremacy.

The following tabular statement prepared by Humphrey and Abbot, in their great work on the survey of the Mississippi river and its tributaries, presents some very important facts connected with the larger streams of the great river system of the interior basin of North America :

RIVERS.	Distance from Mouth.	Height above Sea.	Width at Mouth.	Downfall of Rain.	Mean Discharge Per Second.	Area of Basis.
	Miles.	Feet.	Feet.	Inches.	Cubic feet.	Sq. Miles.
Upper Mississippi.....	1,330	1,680	5,000	35.2	105,000	169,000
Missouri.....	2,908	6,800	3,000	20.9	120,000	518,000
Ohio.....	1,265	1,649	3,000	41.5	158,000	214,000
Arkansas.....	1,514	10,000	1,500	29.3	63,000	189,000
Red Rier.....	1,200	2,450	800	39.0	57,000	97,000
Yazoo.....	500	210	850	40.3	43,000	13,850
St. Francis.....	380	1,150	700	41.1	31,000	10,500
Lower Mississippi.....	1,286	416	2,470	30.4	675,000	1,244,000

While it is true that the rivers given in the above list do not include one-half, and but little more than one-fourth, of the navigable waters of the Mississippi Valley, they are the main branches that form the distinct drainage system that collects the waters of the great valley and through which they are sent forth to the Gulf of Mexico.

But whether we enumerate them as eight or thirty, makes no difference in the discussion. St. Louis is alike central in either case, to the great river system of the Grand Valley of the Mississippi. And were there not a railroad on the continent, she would command by means of these navigable waters the commerce of every State between the Alleghany and Sierra Nevada Mountains. Steamers are

constantly plying to and from her wharf, up and down the streams, ramifying every section of the country to bear away the rich products of the farm, the shop and the mine.

THE HARBOR AND TONNAGE OF THE PORT.

The harbor of St. Louis, from its southern extremity at River Des Peres to the limits of the city on the north, is nearly fourteen miles in length. Three and a half miles of this front are paved wharf, with all appliances and improvements necessary for the heaviest and most exacting traffic. Between seven and eight miles of the rest of the wharf is riveted and riplapped; and the portion entirely unimproved, which is small, is used for lumber and wood, so that all may be said to be in use. Dykes have recently been constructed at Venice, on the Illinois shore, which have so improved the depth of water, that all parts of the harbor show the same depth as the channel. Dykes have also been constructed at Horse Tail by the General Government, and the river and the channel so improved, that where formerly there was found only four feet in the channel there is now seven feet. The marked improvement which has resulted from this work, will no doubt lead to work of a similar character at all points between here and Cairo that require it, and the result will be a depth in the channel, at all stages of water, that will float the largest class of vessels.

Immediately in front of the paved wharf of the city, the width of the river is between 1,500 and 1,600 feet. To the south this width is maintained with little variation, but to the north it widens considerably.

The area of water covered by the harbor of St. Louis may be stated at about *five square miles*.

It must be confessed, that the river men of St. Louis have been slow to reform the facilities and appliances for water transportation. Reluctantly taught by the more enterprising men of the lakes and the St. Lawrence, they gradually introduced the wharfboat, the elevator and finally the tug into the St. Louis harbor, and finally the barge system of transportation.

Owing to the growth of the railway system of the country, the river business of the West has not been as great, for more than a decade, as in previous years, but the time is not distant when the river trade will, under an advanced growth of the commerce of the country, be far greater than ever before, and the majority of the business done by the railways will be in bringing trade from the interior of the country to feed the transports on the rivers.

At this time, therefore, the river trade does not show so well as in former years, as the following tables indicate :

ARRIVALS AND DEPARTURES OF STEAMBOATS AND BARGES, 1875.

ARRIVALS.

1875.	Upper Miss.	Low'r Miss.	Illin-cis.	Mis-souri.	Ark's and White	Cumb. and Tenn.	Red & Ouash ita.	Ohio.	Total Stmsr.	Barg's & Cn'l Boats.	Tons of Freight Received.
January.....											
February.....											
March.....	21	92	8	3		3		16	143	118	38,270
April.....	102	81	62	14	1	2	1	23	286	108	172,360
May.....	103	66	41	15		2		31	258	76	93,580
June.....	111	60	38	17	1	4		28	259	88	80,645
July.....	101	68	34	14	1			10	238	50	45,170
August.....	99	60	35	15	1			19	229	57	57,245
September.....	123	65	35	15		1		9	248	66	47,190
October.....	123	63	31	10				1	229	47	49,730
November.....	94	63	27	12		3		10	209	79	51,700
December.....	33	53	12	1		3		10	112	54	27,185
Total.....	910	671	324	116	4	18	1	157	2201	743	663,525

DEPARTURES.

1875.	Upper Miss.	Lower Miss.	Illin-ois.	Mis-souri.	Ark's and White	Cumb. and Tenn.	Red & Ouash ita.	Ohio.	Total Stmsr.	Tons of Freight Shipped.
January.....										
February.....		2							2	1,100
March.....	24	85	11	5		1	1	11	138	63,380
April.....	109	84	61	21		3		26	304	134,960
May.....	106	67	43	15		1		21	253	90,505
June.....	110	63	38	16		2		27	256	69,400
July.....	101	68	37	11		1		12	230	51,500
August.....	105	2	34	14				17	233	58,385
November.....	124	69	35	15	1	1		6	251	45,175
October.....	120	74	31	9	1		1		236	47,865
November.....	87	74	26	7		2		8	204	43,660
December.....	30	69	09					8	116	33,165
Total.....	916	717	325	113	2	12	2	136	2223	639,095

ARRIVALS AND DEPARTURES FOR ELEVEN YEARS.

ARRIVALS.				DEPARTURES.			
Year.	Boats.	Barg's	Tons of Freight Received.	Register'd Tonnage.	Year.	Boats.	Tons of Freight Shipped.
1875.....	2,201	734	663,525	.....	1875.....	2,223	639,095
1874.....	2,332	951	732,765	.....	1874.....	2,304	707,325
1873.....	2,316	1,020	810,055	.....	1873.....	2,303	783,256
1872.....	2,346	1,485	863,919	.....	1872.....	2,322	805,282
1871.....	2,574	1,165	883,401	.....	1871.....	2,604	779,498
1870.....	2,796	1,195	.....	1,166,889	1870.....	2,782	.....
1869.....	2,789	1,240	.....	1,225,443	1869.....	2,786	.....
1868.....	2,338	1,133	.....	1,055,795	1868.....	2,579	.....
1867.....	2,478	947	.....	1,086,340	1867.....	2,588	.....
1866.....	2,972	1,142	.....	1,227,078	1866.....	3,096	.....
1865.....	2,767	1,141	.....	1,229,826	1865.....	2,053	.....

LUMBER RECEIVED BY RIVER, 1875.....98,212,000 feet.

SHIPMENTS BY NEW ORLEANS BOATS FOR EACH MONTH OF 1875, AND COMPARATIVES FOR THE YEARS 1874, '73, '72, '71, '70.

MONTH.	Apples, bbls.	Bacon, Pounds.	Bag'ng Pieces.	Barley, Sacks.	Bran, Sacks.	Cattle, Head.	CORN.		Cornmeal, Bbls.	Cotton, Bales.
							Sacks.	Bushels.		
January.....										
February.....										
March.....	24	1,720,140			6,784	626	57,236		25,629	2
April.....	315	1,262,653	1,909		21,067	57	47,937	87,060	18,850	
May.....	15	1,013,718	909	100	9,320	24	37,487	15,000	16,538	164
June.....	10	784,079	454	250	5,165	14	47,364	29,757	19,714	58
July.....		899,239	740		571	2	16,691		11,284	
August.....	496	637,035	2,773	342	3,742	20	12,127		9,981	44
September.....	410	607,305	1,066	354	2,910	85	18,419		7,703	7
October.....	1,307	930,750	368	70	4,706	147	7,265		9,325	1
November.....	915	616,601	632	149	12,700	87	5,697		10,745	
December.....	785	694,333	2,516	454	8,779	154	10,421	40,800	7,871	460
Total 1875.....	4,373	9,165,853	11,367	1,719	75,104	1,216	260,644	172,617	137,640	730
Total 1874.....	10,402	18,382,380	5,527	1,627	105,379	1,670	449,635	1,047,794	169,856	2,992
Total 1873.....	9,297	25,675,700	9,324	1,302	142,865	4,810	423,683	1,373,969	112,499	
Total 1872.....	38,285	23,019,300	12,219	3,917	144,885	3,734	606,524	1,711,039	91,888	
Total 1871.....	45,908	19,694,400	12,300	2,724	132,249	2,651	621,716	309,077	66,774	
Total 1870.....	34,278	13,389,500	15,255	1,517	169,747	2,209	568,439		65,170	

MONTH.	Eggs, Packages.	Flour, Bbls.	Hay, Bales.	Horses and Mules, Head.	Hogs, Head.	Lard, Pounds.	Malt, Sacks.	OATS.		Onions, Packages.
								Sacks.	Bush.	
January.....										
February.....										
March.....	168	56,833	4,605	375	414	890,882	3,648	24,564		259
April.....	408	76,903	10,438	73	81	729,897	2,403	50,434		2
May.....	153	76,437	6,210	3	208	513,749	2,588	40,664		
June.....	227	57,615	6,588	66	120	105,690	2,284	42,823		2
July.....	83	21,205	1,463	21		177,460	795	9,812		
August.....	129	46,831	8,603	21	15	186,166	2,305	17,998		9
September.....	167	30,011	6,062	155		91,736	1,666	16,134		238
October.....	176	58,108	15,748	223	15	287,602	1,897	35,071		654
November.....	116	46,911	7,466	214	215	350,580	525	34,630		435
December.....	271	34,197	6,914	629	44	483,645	2,149	14,942		60
Total 1875.....	1,898	505,111	74,106	1,780	1,112	3,817,407	20,260	284,972		1,759
Total 1874.....	4,825	762,324	56,873	2,404	5,803	6,506,250	28,883	408,288	10,000	4,674
Total 1873.....	8,153	725,160	87,658		7,187	9,394,120	38,189	430,202		5,025
Total 1872.....	11,255	723,770	83,926		8,303	12,413,380	27,553	461,998		17,176
Total 1871.....	7,847	935,547	45,290		7,897	11,346,900	19,768	371,986	3,000	10,204
Total 1870.....	5,236	989,922	76,829		2,976	5,436,060	11,632	463,969		7,576

MONTH.	PORK.		Potatoes, Packages.	Rye, Sacks.	Sheep, Head.	Tobacco, Hhd's.	WHEAT.		Whiskey, Bbls.	Sundries, Packages.	TONS.
	Bbls.	Pounds.					Sacks.	Bushels.			
January.....											
February.....											
March.....	6,458		1,124	542	81		37	22,126	828	24,782	24,005
April.....	7,820	8,400	359	288		21	33		501	22,464	53,340
May.....	3,417		24		21	44			143	19,383	22,275
June.....	2,934					9	12		408	18,055	19,490
July.....	3,371		74			2		113,835	407	14,552	10,920
August.....	2,535	40,000	2,973	340		41	15		522	14,977	12,395
September.....	2,131	2,000	2,114	795		5			886	22,198	11,505
October.....	2,046	42,711	4,757	295	325				811	27,854	17,770
November.....	2,060		2,739	7					652	21,542	15,070
December.....	3,408	10,000	533		35	19			563	26,212	12,890
Total 1875.....	36,180	103,111	14,697	2,267	462	141	97	135,961	5,721	206,739	199,660
Total 1874.....	51,246	1,698,510	20,474	8,293	349	1,662	3,077	365,252	7,614	270,090	282,585
Total 1873.....	65,453	2,430,500	27,761	19,252	1,635	979	1,352		10,434	260,453	309,915
Total 1872.....	61,934	5,128,500	37,717	13,353	1,962	598	555		12,124	313,041	322,831
Total 1871.....	80,496	1,306,500	51,506	13,263	3,214	310	1,353		8,792	303,655	295,708
Total 1870.....	67,915	1,093,000	73,103	3,635	1,867	156	355	66,000	10,921	334,828	405,101

SHIPMENTS BY MEMPHIS AND VICKSBURG BOATS FOR EACH MONTH OF 1875, AND COMPARATIVES FOR THE YEARS 1874, '73, '72, '71, '70.

MONTH.	Apples bbls.	Bacon. Pounds.	Bagging Pieces.	Barley. Sacks.	Bran. Sacks.	Cattle. Head.	Corn. Sacks.	Cornm'l Barrels.	Cot'n bales.
January									
February		127,554	100		135		1,448	1,012	
March	215	2,492,678	176	153	7,260	191	47,843	27,337	71
April	471	1,599,538	18	4	6,293	117	37,063	22,063	169
May	52	1,254,652	57		4,973	59	50,162	33,543	34
June	7	975,446	964	11	3,394	38	50,645	39,419	
July	42	1,422,344	7,420	10	1,943	25	14,989	23,054	
August	37	1,852,106	8,957	53	551	6	5,037	15,215	4
September	990	1,463,609	9,483	18	1,711	16	3,073	10,603	
October	1,724	1,600,456	8,300	42	2,140	25	4,099	9,637	1
November	2,350	1,812,713	5,927	7	2,651	53	1,622	10,516	1
December	1,082	1,551,000	3,717	14	1,396	170	1,319	6,518	
Total 1875	6,970	16,152,090	45,110	312	32,357	700	216,610	189,917	280
Total 1874	11,134	24,281,720	36,810	2,385	46,023	1,278	165,582	108,654	154
Total 1873	11,981	22,463,100	37,523	465	63,824	2,740	270,735	203,494	
Total 1872	19,281	14,309,490	33,174	471	43,154	1,940	244,699	169,774	
Total 1871	19,013	13,243,200	21,148	661	36,667	2,330	152,790	88,564	
Total 1870	12,793	14,083,050	24,304	1,746	69,046	1,451	541,823	82,219	

MONTH.	Eggs, Pkgs.	Flour, Bbls.	Hay, Bales.	Horses Mules Head.	Hogs, Head.	Lard, Pounds.	Malt, Sacks.	Oats, Sacks.	Onions, Pkgs.	Pork, Bbls.
January										
February		2,813	160	48		10,038		500		252
March	59	42,063	7,293	849	294	345,745	216	13,702	352	6,098
April	90	32,865	6,634	573	79	406,967	271	9,946	144	4,194
May	43	31,003	4,658	176	50	174,440	577	10,375	52	3,499
June	85	16,853	2,408	66	10	129,342	172	7,477	17	2,999
July	45	23,230	886	88		269,780	60	4,502	47	2,679
August	11	23,595	1,287	104	23	161,722	12	8,046	1,146	2,251
September	162	29,766	1,372	196	70	232,160	68	9,908	1,410	2,927
October	198	39,406	1,738	472	441	204,160	82	12,504	1,882	1,885
November	126	29,201	2,291	580	308	188,428	249	3,237	938	1,404
December	240	28,786	1,373	450	222	224,616	228	2,469	469	1,057
Total 1875	1,059	290,491	39,096	3,602	1,497	2,347,707	2,126	81,856	6,457	29,155
Total 1874	5,141	408,581	16,702	5,551	4,881	3,237,650	1,339	88,727	5,010	25,060
Total 1873	6,342	466,302	22,029		2,579	4,433,050	1,994	113,767	5,298	24,257
Total 1872	4,433	394,570	29,151		1,945	3,173,300	1,709	82,621	8,053	26,392
Total 1871	4,055	373,392	13,349		2,516	2,124,850	1,786	67,890	6,499	29,272
Total 1870	3,755	497,295	35,797		1,442	2,409,300	2,034	128,133	5,067	28,422

MONTH.	Pork. Pounds.	Potatoes Pkgs.	Rye. Sacks.	Sheep. Head.	Tob'co. Hhds.	Wheat. Sacks.	Whisky. Bbls.	Sundries Pkgs.	TONS.
January									
February							24	2,833	1,100
March	18,744	1,997	56	160		275	890	70,186	20,255
April	25,043	2,280	155	213	27	7,143	570	44,887	15,380
May	19,486	969	119	215	14	6,126	386	61,644	16,885
June	1,682	1,056		42	7	2	385	44,095	14,555
July	398	119	86		4		285	49,243	12,375
August	1,662	1,508	1,236	100	41	1	367	49,356	12,800
September	758	4,180	829	293		447	1,334	92,740	13,830
October	8,875	5,379	281	450	20	30	1,173	86,458	14,615
November	15,257	4,243	1	258		13	880	80,208	12,500
December	10,444	929		191	1	25	799	73,726	10,230
Total, 1875	102,249	22,704	2,763	1,922	114	1,462	7,093	646,537	144,025
Total, 1874	1,812,430	18,729	5,319	2,615	239	697	10,384	754,673	156,770
Total, 1873	4,120,870	29,915	3,260	4,671	99	14,097	15,622	898,296	187,155
Total, 1872	2,061,250	26,780	2,752	1,801	66	12,311	14,755	884,637	170,902
Total, 1871	1,609,250	32,156	4,954	5,654	46	25,760	9,491	562,762	148,638
Total, 1870	2,456,800	24,707	4,684	4,444	7	9,011	11,286	645,287	

STATEMENT SHOWING THE AMOUNT OF FREIGHT, IN TONS, RECEIVED AT ST. LOUIS BY EACH
RAILROAD AND RIVER, FOR FIVE YEARS.

ROUTE.	1875.	1874.	1873.	1872.	1871.
Ohio & Mississippi Railroad.....	280,557	319,217	337,074	312,220	305,773
Chicago, Alton & St. Louis Railroad.....	184,834	195,691	203,765	218,972	218,127
Indianapolis & St. Louis Railroad.....	134,634	134,498	139,484	142,610	46,611
Atlantic & Pacific Railroad.....	196,968	196,891	149,007	104,642	72,273
Missouri Pacific Railroad.....	229,447	328,201	344,375	256,937	207,185
St. Louis, Iron Mountain & Southern Railroad.....	451,225	292,842	392,634	504,705	291,595
Missouri, Kansas & Texas Railroad.....	53,885	65,734	73,291	50,150	.....
St. Louis, Kansas City & Northern Railroad.....	266,091	253,159	278,335	241,810	204,959
St. Louis & Southeastern Railroad.....	221,634	216,898	177,611	140,049	96,663
St. Louis, Vandalia, Terre Haute & Ind. Railroad.....	310,658	276,138	294,445	126,035	204,293
Toledo, Wabash & Western Railroad.....	108,940	118,481	142,232	129,183	82,905
Rockford, Rock Island & St. Louis Railroad.....	60,993	107,151	46,304	95,799	60,793
Cairo & St. Louis Railroad.....	103,808	82,479	17,927	.....	.....
Illinois & St. Louis Railroad.....	213,443	215,252	202,920	126,565	114,673
Belleville & Southern Illinois Railroad.....	406,953	362,479	445,765	388,666	394,371
Upper Mississippi River.....	198,100	231,060	281,175	242,584	235,887
Lower Mississippi River.....	128,020	169,780	226,535	295,960	313,211
Illinois River.....	153,995	192,770	125,715	175,370	146,000
Missouri River.....	39,160	44,830	39,630	26,895	72,579
Red, Ouachita, Arkansas & White Rivers.....	100	340	1,075	3,720	4,476
Ohio, Cumberland and Tennessee Rivers.....	153,150	93,985	127,925	119,390	111,548
Total in Tons.....	3,896,295	3,897,858	4,046,223	3,702,283	3,182,722
Total by Rail.....	3,232,770	3,165,093	3,245,178	2,838,304	2,293,321
Total by River.....	663,525	732,765	801,055	863,819	884,401

STATEMENT SHOWING THE AMOUNT OF FREIGHT, IN TONS, SHIPPED FROM ST. LOUIS BY EACH
RAILROAD AND RIVER FOR FIVE YEARS.

ROUTE.	1875.	1874.	1873.	1872.	1871.
Ohio and Mississippi Railroad.....	108,998	145,914	158,523	177,482	118,757
Chicago, Alton and St. Louis Railroad.....	135,647	97,885	81,158	62,454	128,604
Indianapolis and St. Louis Railroad.....	138,307	175,389	152,609	164,624	22,995
Atlantic and Pacific Railroad.....	196,968	304,133	39,962	37,908	38,715
Missouri Pacific Railroad.....	151,980	171,987	162,435	228,920	204,926
St. Louis, Iron Mountain and Southern Railroad.....	211,725	155,181	122,605	156,376	123,777
Missouri, Kansas and Texas Railroad.....	40,635	39,337	54,956	42,494	.....
St. Louis, Kansas City and Northern Railroad.....	130,446	94,289	99,777	122,010	107,292
St. Louis and Southeastern Railroad.....	25,944	44,845	53,000	30,286	23,539
St. Louis, Vandalia, Terre Haute and Indianapolis Railroad.....	137,884	27,260	100,544	96,529	98,939
Toledo, Wabash and Western Railroad.....	74,837	62,618	68,264	38,507	49,145
Rockford, Rock Island and St. Louis Railroad.....	12,754	11,546	9,551	13,984	14,875
Cairo and St. Louis Railroad.....	13,991	13,968	5,200	.....	.....
Illinois and St. Louis Railroad.....	7,359	10,000	6,595	4,753	3,608
Belleville and Southern Illinois Railroad.....	76,092	37,753	39,917	28,337	24,710
Upper Mississippi River.....	96,225	95,800	61,966	55,235	78,967
Lower Mississippi River.....	367,235	469,065	525,445	543,666	477,970
Illinois River.....	18,470	13,740	11,695	15,930	10,936
Missouri River.....	25,100	20,390	27,810	27,536	44,438
Red, Ouachita, Arkansas and White Rivers.....	1,480	5,445	34,640	32,690	42,995
Cumberland and Tennessee Rivers.....	1,560	2,225	2,140	2,040	2,534
Ohio River.....	129,025	100,660	119,660	127,985	112,652
Total in Tons.....	2,102,633	1,825,430	1,938,672	2,009,946	1,730,380
Total by Rail.....	1,463,537	1,118,105	1,155,416	1,204,664	959,882
Total by River.....	639,095	707,325	783,256	805,282	776,498

THE

RAILWAY SYSTEM OF ST. LOUIS.

IT would be impossible to determine the character and importance of our city, without taking into consideration her past and present system of railways.

Leave them out, and the most important page of her history is wanting. Therefore, in assigning St. Louis her proper position as a great commercial and manufacturing center, and to show the place she is destined to fill and the influence she is destined to exercise, in her present strife for supremacy upon the continent of America, it is important to consider her advantages and possible improvements as regards the present system of railroads which center here from all points of the compass, and which have been the material means of making her the fourth city in the Union in point of population, as well as the most prosperous and wealthy in a commercial sense, of any city west of the Alleghanies.

A brief historical statement of all the railroads radiating from St. Louis, noting their history and completion, from their incipiency down to the present day, is deemed essential to a complete presentation of the growth and greatness of St. Louis.

THE ORIGIN OF RAILROADS IN MISSOURI.

The initiatory step in the building of railroads in Missouri was taken in the month of February 1836, when the Hon. John F. Darby, then Mayor of the city of St. Louis, made an official communication to the Board of Aldermen, urging in the strongest terms the commencement of such enterprises, and asking that immediate steps be taken to effect this object, whereupon the Board had the following proceedings:

IN THE BOARD OF ALDERMEN OF THE CITY OF ST. LOUIS, }
FEBRUARY 25th, 1836. }

On motion of Mr. Grimsley, it was—

Resolved, That the Mayor's communication of this day on the subject of a county meeting be referred to a select committee, with instructions to draft an address to the people of St. Louis county, setting forth the great advantages which must inevitably flow to our city, county and State from a speedy survey and location of the proposed railroad from this city to Fayette in Howard county; and inviting the citizens to attend a meeting to be held in the Court-house on Thursday, the third of March, to appoint delegates to a convention to be held by delegates from all the counties through which said road may pass from this city to the city of Fayette aforesaid.

Resolved, That in the event of the convention for taking into consideration the propriety of

making an application to the next General Assembly of Missouri for a charter for a railroad from St. Louis to Fayette, meeting in St. Louis, the Mayor is authorized respectfully to invite the members of said convention to take lodgings at such house or houses as they may think proper at the cost of the city, and to furnish the City Hall for the use of the convention.

On motion of Mr. O'Neil, it was

Resolved, That in the event of the convention for taking into consideration the propriety of making an application to the next General Assembly of Missouri for a charter for a Railroad from St. Louis to Fayette, meeting in St. Louis, the Mayor is authorized respectfully to invite the members of said convention to take lodgings at such house or houses as they may think proper at the cost of the city, and to furnish the City Hall for the use of the Convention.

An address was accordingly made to the people of the county of St. Louis, and a meeting called at the Court-House in the city of St. Louis, on the 3d day of March, 1836, for the purpose of taking action to promote the building of railroads. The meeting was organized by the appointment of Doctor Samuel Merry as chairman, and Charles Keemle secretary.

The chairman appointed a committee, consisting of John F. Darby, Doctor William Carr Lane, Thornton Grimsley and Archibald Gamble—a committee, to make a report, and draft an address to the people of the State, on the subject of railroads, and adjourned to the 5th day of March. When the meeting assembled, John F. Darby, chairman of the committee, made the following report :

“When we look abroad, we see the people of every State in the Union, both in their individual and corporate capacities, actively engaged in facilitating the social and commercial intercourse between the distant parts of their respective States by means of railroads and canals; whilst here at home we see nothing done upon these all-important objects, and little essayed until very lately.

“In fact we are forced to admit the unwelcome truth, that, on this matter, we are behind the spirit of the age. Our neighbor, Illinois, has gallantly taken the lead of us and set us an example much more worthy of imitation than of jealousy. She is pursuing the interest of her own people according to her best judgment, by intersecting the State in many directions, by channels of communication. Let us take admonition from her course, and commence action upon the same policy for the benefit of every part of our own State. Fortunately, the citizens of our own State are awakening to a just sense of their actual position and true interests; and we, a portion of the people of the city and county of St. Louis, most cheerfully meet our brethren from every part of the world, and pledge ourselves to aid, to the utmost extent of our power, every object of internal improvement which is intended for the common benefit of the whole State.

“In sketching the outline of any great scheme of internal improvement, the integrity of the interest of the whole State should be kept constantly in view, and those lines of inter-communication which would most effectually connect the distant parts of the State, and harmonize their interests, should in our opinion receive most favor from an enlightened public.

“This assembly disclaims any near-sighted view of state policy which would assume that one section of the State could be benefited without benefiting the

whole State ; or that one section could be injured, without injury to the whole. And in prosecuting any such great scheme of improvement, it is obviously proper to proceed upon principles of unquestioned soundness and of universal application ; namely, that the good of the greatest number of people, and the greatest mass of interest, should be first consulted, in accordance with the application of this principle.

“ We consider the project for a railroad from the western to the eastern part of the State, which is proposed to be made, as that object which ought to take precedence of all others, and as being altogether worthy of the best exertions to insure its success.

“ When we contemplate the completion of this grand project, with all its beneficial consequences in a social, agricultural, manufacturing and commercial point of view, a project which will approximate the east, west, and middle counties—which will break down sectional animosities having their origin and nature in mutual ignorance of each other—which will increase the value of agricultural products, encourage manufactures, extend commerce and aid in the development of unexplored resources :—we repeat, that the contemplation of this project necessarily associates other similar projects as accessory to the main design, and enlists for all such undertakings, in advance, our best wishes. But as this meeting is assembled for the sole purpose of co-operating with others, in making the road from Fayette to this place, to that object alone its action should be confined ; projects for the extension of the road to the western boundary of the State, and the necessary lateral branches, to be left to the consideration of the delegates from the several counties, or to future time and enterprise.

“ Upon this occasion, many reasons present themselves to us which will no doubt influence the co-operation of individuals and corporations in this magnificent work. Patriotic considerations will influence some individuals, and pecuniary interest will govern others.

“ The counties through which the road will pass, possibly may follow the example of Howard county and give some aid ; the State itself in providing for the general welfare may reasonably be expected to put its shoulder to the wheel ; and the Government of the United States, without doubt, will assist in a work which will so greatly enhance the public lands, and at the same time facilitate the defense of the frontier. But as this is not, perhaps, the most suitable occasion which may offer for a detail of the reasons upon which these calculations are based, we forbear to enlarge on the subject. Be it therefore

“ *Resolved*, That a committee of delegates, consisting of sixteen persons, be appointed by this meeting in behalf of the county of St. Louis, whose duty it shall be to meet the delegates from other counties appointed upon the basis of representation, at such place as may be most agreeable to our Western brethren, upon the twentieth of April next, or upon any other day which they may name, and that it shall be the duty of our delegates to aid in the adoption of such measures, as may serve most effectually to insure the making of a railroad from this city to Fayette in Howard county.

“ *Resolved*, That the different counties throughout the State be invited to hold county meetings and send such delegates to the proposed convention.

JOHN F. DAREY, Chairman.

H. R. Gamble, Esq., addressed the meeting at some length on the subject, in a spirited, chaste and highly patriotic strain of language, and concluded by submitting the names of the following gentlemen as delegates to the proposed convention who were unanimously chosen: Edward Tracy, J. B. Brant, John O'Fallon, Samuel Merry, Archibald Gamble, General William Clark, Joseph C. Laveille, Thornton Grimsley, Daniel D. Page, Henry Walton, Lewellin Brown, Henry Von Phul, Adam L. Mills, Pierre Chouteau, Jun., and John Kerr.

Doctor William Carr Lane submitted the following resolution, which was unanimously adopted:

Resolved, That the thanks of this meeting are due to the Mayor and Aldermen of St. Louis for the tender of the hospitalities of the city to the delegates to the several counties to the proposed meeting; and that a committee of seven persons be appointed by the chairman, in behalf of this meeting, to aid the committee of the municipal authorities in providing for the accommodation and comfort of the delegates during their sojourn in this city.

We have reported the whole of the proceedings, because it was the very beginning of that great system of railroads, which has since added so much to the greatness and glory of this growing and promising city. The liberal sentiments, enlarged and statesman-like views, set forth in the report and address to the people, are such as to command respect, and should be recorded as emanating from the then worthy representative men of this great city; nearly all of whom have passed off the stage of action, but the rich rewards of their good deeds survive them and are now being enjoyed by the inhabitants of this prosperous city.

A convention of delegates, in pursuance of these proceedings, from eleven of the most populous and wealthy counties in the State, met in the city of St. Louis, on the 20th of April, 1836. The members of the convention were all entertained at the expense of the city. The municipal authorities and the great majority of the people of the city joined with enthusiasm in furthering the object of the noble undertaking. The city government greeted and welcomed them in the following terms:

MAYOR'S OFFICE, Saint Louis, April 20, 1836.

MR. PRESIDENT AND GENTLEMEN OF THE CONVENTION:

The municipal authorities of the city of St. Louis have the honor to tender to you the hospitalities of the city, and upon the Mayor has devolved the pleasing duty of announcing to you that they have been no less honored than gratified that their fellow-citizens in the various counties which you represent in this convention should have selected this city as the place of your deliberations upon a subject of such vital importance to the interest and prosperity of the State. A committee has been appointed, on the part of the Board of Aldermen, to make provisions for the comfort and convenience of the delegates to this convention, and to provide such other accommodations as may facilitate the objects for which you have convened. Be pleased, gentlemen, to accept the best wishes of the Mayor, Aldermen and citizens of the city of St. Louis, for the successful completion of the improvements you have assembled to consult about, and the fullest assurance of support, so far as the corporate authorities of this city can aid in the furtherance of an enterprise alike so desirable to the people of the county and the inhabitants of this city.

I have the honor to be, gentlemen, with great respect,

JOHN F. DARBY, Mayor of St. Louis.

The convention projected two railroads: one to the Iron Mountain, and the other by way of St. Charles, and up through the counties bordering on the Missouri. After which they celebrated their undertaking in a grand banquet, given at the then National Hotel, corner of Third and Market streets. The Mayor of the city, Mr. Darby, presided.

In pursuance of these proceedings, George K. McGunnegele, as a member of the House of Representatives from St. Louis county, at the session of the Legislature in the winter of the year 1836-7, introduced and passed the bill for the charter of the St. Louis and Iron Mountain Railroad, being the first railroad bill that was ever passed in the State. The State refused to aid the measure, and the money could not be then raised to build the road.

Notwithstanding this action of our municipal corporation, previous to 1850 little or no attention had been given to the subject of internal improvements in the State of Missouri. A Board of Improvement had been appointed in 1840, but nothing further was done than to make a survey for a railroad from St. Louis to the Iron Mountain, by the way of Big river, and some surveys of the Osage river, with a view of improving its navigation.

The subject of a railroad across the continent having been discussed for several years in various quarters, Colonel Thomas H. Benton, then United States Senator for Missouri, on the 7th day of February 1849, introduced a bill into the United States Senate to provide for the location and construction of a central national road from the Pacific ocean to the Mississippi river—to be an iron railway where practicable, and a wagon road where a railway was not practicable—and proposed to set apart seventy-five per cent. of the proceeds of the sales of the public lands in Oregon and California, and fifty per cent. of the proceeds of all other sales of the public lands, to defray the costs of its location and construction.

On the 20th of February of the same year, a spirited public meeting was held at the Court House in St. Louis, and a series of resolutions, prepared and introduced by Hon. Thomas Allen, was adopted, requesting the Legislature, then in session, to grant a charter and right of way, etc., for a railway across the State from St. Louis to the western boundary.

On the 10th of March 1849 this charter was granted, and provided for a capital stock of \$10,000,000. The corporators named in the charter were Thomas Allen, John O'Fallon, Lewis V. Bogy, James H. Lucas, Edward Walsh, George Collier, Thomas B. Hudson, Daniel D. Page, Henry M. Shreve, James E. Yeatman, John B. Sarpy, Wayman Crow, Joshua B. Brant, Robert Campbell, Pierre Chouteau, Jr., Henry Shaw, Bernard Pratte, Ernest Angelrodt, Adolphus Meier, Louis A. Benoist and Adam L. Miles.

A national convention was called for October of the same year, to be held in St. Louis. An address to the people of the United States upon this subject, prepared by Hon. Thomas Allen, was issued, and a large convention, at which fifteen States were represented, and of which the Hon. George Darsie, of Pennsylvania, was president, was held in the Court House, during the 15th, 16th, 17th and 18th of October. The project of a national Pacific railway across the continent was

warmly indorsed, and the convention issued an address to the people of the Union and memorialized the National Government in its behalf.

In January 1850, Mr. Allen published in the columns of the *Missouri Republican* the charter granted by the State Legislature, at the same time calling a meeting of the corporators. This meeting was held in the office of the St. Louis Insurance Company, on Thursday evening, January 31, 1850.

Mr. Allen made a spirited and elaborate address, and which produced a decided impression in favor of commencing the work of building railways in Missouri. At this period, not a single railroad touched St. Louis on either side of the river, nor was any built in the vicinity.

The result of this meeting was the immediate organization of a company and a subscription on the spot of \$154,000, by eleven gentlemen who attended the meeting. The organization was as follows: Thos. Allen, president, secretary and treasurer; and James H. Lucas, vice-president. Shortly afterward, James B. Kirkwood of New York, was elected as chief engineer. Books of subscription having been opened in the Merchants' Exchange, the sum of \$1,000,000 was subscribed by the citizens of St. Louis by the first of March.

Five different lines were surveyed, embracing in the whole over eight hundred miles of survey. During the progress of these surveys, the president, Hon. Thos. Allen, personally visited and addressed the people and the county courts of nearly every county from St. Louis to the western boundary; also laid his plans before the Governor of the State, which after due consideration were adopted.

The first division of the road (thirty-three miles) having been put under contract, the first spadeful of earth was removed in the presence of the Governor by the then Mayor of the city, Mr. Kennett, on the Fourth of July, which proceeding was witnessed by a vast multitude of citizens, who congregated on the occasion. Suitable addresses were made by President Allen and Hon. Edward Bates. This memorable event took place at a point on the south bank of Chouteau's pond, on Mr. Mincke's ground west of Fifteenth street.

In November 1852, the first locomotive, the "Pacific," manufactured at Taunton, Mass., was placed upon the track at the machine shop erected by the company, and ran out to the Manchester road, and was quite a noticeable and marked event in the State. In December 1852, a train loaded with passengers ran out to Cheltenham, about five miles, where Thos. Allen, the president of the company, entertained the crowds with a public dinner. The same year, Mr. Kirkwood having resigned, Thomas S. O'Sullivan was appointed chief engineer.

In July 1853, the first division was opened from St. Louis to Franklin, a distance of thirty-eight miles, and the event was appropriately celebrated. Mr. Allen, the president, who devoted his time and energies to the starting of this grand enterprise, gave the first year without recompense, and the last received but \$1,500, tendered his resignation, and Hudson E. Bridge, Esq., was elected president in 1854.

In 1855 the work was pushed forward to Jefferson City, and the contract to construct the main line from the State capital to the western boundary. In

March 1856, James H. Lucas was called to the presidential chair of the company, which position he held but one month, when he resigned, and Wm. M. McPherson, Esq., was elected to fill the vacancy. He served until March 1858, when Hon. John M. Wimer was elected in his place.

This is really the history of the first railroad built in the State of Missouri, and from which sprang the grand system of railways which to-day penetrates to every section of one of the richest territories in the American Union. To such men as Allen, Wimer and McPherson belong the credit.

THE IRON MOUNTAIN RAILROAD.

Of the many roads running into St. Louis, no one is so intimately identified with her commercial interests as the Iron Mountain, which has opened up to commerce the vast and inexhaustible territory of the South, Southeast and Southwest, rich in mineral and agricultural resources, which have added so much to the material wealth, not alone of St. Louis, but of Missouri. By its completion, in extending the Cairo & Fulton beyond the Red river, and connecting at Texarkana with the Texas Pacific and the Trans-continental road, with their extensions to Fort Worth and Sherman, and the International railway to Austin and San Antonio, it has opened up an outlet for the most extensive and richest cotton and grain and stock-producing fields of the world—those of Arkansas, Louisiana and Texas. Viewed in the light of the future, it must be regarded as the most important railroad in America. Having for its starting point the Central City, the destined commercial Queen of this continent; taking its course to the Gulf, through the richest territory of our country, and spreading its many branches as it advances, until it taps every commercial artery of the South; in harmony with the destiny of the great Valley of the Mississippi, it requires no prophet to foretell the future of this great trunk line of road.

The charter of the St. Louis and Iron Mountain road was enacted March 3, 1851, reviving for the most part the charter of the "St. Louis and Bellevue Mineral Railroad Company," approved January 25, 1837, and amended February 17, 1853.

The first survey for any railroad west of the Mississippi river was made for this road, and was ordered by the State Government in the year 1839, "on the nearest and best route from St. Louis to the Iron Mountain," and was made by W. H. Morell. In 1849, by order of the National Government, Captain J. Barney made a survey from St. Louis to the southwest corner of Arkansas. This may be considered the preliminary or forerunner of the great trunk line opened up in 1873. In 1852, a survey was made for a branch of the Pacific railroad to the Iron Mountain, while Hon. Thomas Allen was president, and the survey was made by Colonel James H. Morley. A grant of the State credit for \$750,000 was secured

for this branch by Mr. Allen at the same time that he obtained the first State aid for the Pacific, but as a company was organized under this charter in November 1852, and a board of directors elected in January 1853, the grant of State aid for a branch was turned over to this company, and a new survey was made in 1853, and the route determined. In all these movements the prominent object seems to have been to reach the mineral region and the Iron Mountain without any definite idea of going beyond. The line to Pilot Knob was put under contract in 1853 and 1854; the first locomotive, made in St. Louis by William Palm, brought on the road in 1856, and the road opened for business eighty-five miles, St. Louis to Pilot Knob, in 1858. The different presidents of the road from 1853 to 1867 were, Luther M. Kennett, Madison Miller, Lewis E. Bogy, and S. D. Barlow, the last named serving from 1859 to 1866, inclusive.

The company having received from time to time from the State, loans of the State bonds, amounting in the aggregate to \$3,501,000, for which the State took a statutory first mortgage, and having failed for several years, in common with some other railroads, to pay all the interest falling due upon the bonds, the Legislature on the 19th day of February 1866, passed an act entitled: "An act to provide for the sale of certain railroads and property, by the Governor, to foreclose the State's lien thereon, and to secure an early completion of the Southwest Branch Pacific, the Platte County, the St. Louis and Iron Mountain, and the Cairo and Fulton Railroads of Missouri."

Under the provisions of this act, the road was sold at public auction, on the 22d day of September 1866, and bid in for the State for the amount of the principal and interest due. Three commissioners were also appointed, who managed the road for the State until January 12, 1867. These commissioners were authorized by law to sell the road "to the highest and best bidders," one-fourth cash, and the balance in five equal annual installments with six per cent. interest, payable annually; and the purchasers to enter into contract and give bond in the sum of \$500,000 to complete the road to the Mississippi river, opposite to or below Columbus, Kentucky, in five years after the date of sale, and to expend \$500,000 a year, "in the work of graduation, masonry and superstructure on said extension." Under the sale the commissioners awarded the road to McKay, Simmons and Vogel, and the Governor approved of it. These parties took but momentary possession when they transferred the property to Hon. Thos. Allen, who entered into possession January 12, 1867. He assumed the bond, and the obligation to pay the purchase money, and the contract to complete the road as required. He at once appointed James H. Morley chief engineer, and the surveys for the extension commenced in February, and, owing to the rough character of the country, were continued on many different lines which were fully reported on until July, when the present route, from Bismarck to Belmont, was selected, finally located, and put under contract.

To give a just view of the charter, it is necessary to state that, on the 20th March 1866, the Legislature passed an act, to enable the purchasers of the railroad to incorporate themselves, directing how it may be done, and declaring that the

corporation thus provided for shall have the same rights to property and franchises that the corporation to which they succeed through the sale made by the State, formerly had.

Accordingly, Mr. Allen and his associates, incorporated themselves on the 29th July 1867, in the manner directed by the law, into the St. Louis & Iron Mountain Railroad Company, adopting the same name as the original corporation, and acquiring the same right of property and franchises as had belonged to that corporation.

On the 17th of March 1868, the Legislature passed an act entitled, "An act to confirm the title of the St. Louis & Iron Mountain Railroad to Thomas Allen, his heirs and assigns, and to deliver possession thereof to the St. Louis & Iron Mountain Railroad Company, organized as a corporation on the 29th day of July 1867." In this act was confirmed, in as strong words as can be used, unto the St. Louis & Iron Mountain Railroad Company, all this property and all these franchises.

In the month of April 1867, a suit was commenced by the Attorney-General of the State (Wingate), against the State Commissioners and purchasers of the road, to set aside the sale, as made by the Commissioners and Governor, seeking at the same time to enjoin the company from going on with the road. In this latter he was overruled by the Court; but the suit, prosecuted as it was, proved a serious detriment, embarrassing all attempts to get the public interested, and causing heavy discounts on loans. The company succeeded, however, in getting forty miles of the road graded, and by the time the first year had elapsed, namely, from January 11, 1867, to January 1, 1868, the expenditures amounted to \$583,611.73, in addition to the sum of \$225,700, paid into the State treasury on the purchase. This was done, and the statement sworn to, certified by the Governor, and filed with the Secretary of State, in spite of the impediments put in the way by the Attorney-General. Upon the petition of the company, the General Assembly were about to pass a resolution ordering the suit dismissed as to the road, but to insist on its prosecution as to the Governor's commissioners and the original purchasers, when, with apparent suddenness, on the night of the 18th of January, 1868, the Governor seized the road. His pretext was that the company had not made the expenditure, nor the annual statement, as required by law. But the act was so enormously wrong, and the pretext so frivolous, that the General Assembly ordered the Governor to restore the road and all its earnings and property forthwith, and at the same time confirmed the title forever by the act of March 17th; and in six days thereafter granted the balance due the State as a subsidy to aid the company in building the Arkansas Branch. The Governor and his agents operated the road just sixty days, when it was restored to the lawful owners.

It was not until May 1868, that the contractors were fairly at work again, but from that time the work was prosecuted without intermission. The heavy cuts and fills in St. Francois and Bollinger counties, and the tunnel in the latter county retarded progress; yet, on the 14th of August 1869, the company had the satisfaction of laying the last rail in the middle of the tunnel in Bollinger county, and the first train ran over the entire line.

The new work, branching off from the old road at Bismarck, seventy-five miles from St. Louis, was one hundred and twenty miles in length from Bismarck to Belmont, and notwithstanding the violent interruptions, was completed in about half the time required by law and contract.

The southern terminus of the road being Belmont, on the bank of the Mississippi river, opposite Columbus, Kentucky, which is the northern terminus of the Mobile & Ohio railroad, the company were obliged to arrange for a convenient transfer of freight and passengers. They caused to be built a steam transfer boat, put in an inclined plane down to low water mark; erected a freight house, a passenger station, a small house for shelter of engines, and a hotel for the accommodation of their own men and detained passengers. But as their friends on the Kentucky shore did not meet them with the same facilities on their side, and compelled the company to take their traffic across a wharf boat of limited capacity at a high charge, they were constrained to procure a personal privilege from the city of Columbus to put an inclined plane on that shore, and to run a track through their city to a junction with the Mobile & Ohio Railroad. This was accomplished within sixty days after permission had been granted by the city council. Subsequently, they procured from the Legislature of Kentucky the same chartered privileges that the corporation has in Missouri, except the exemption from State and county taxation. The city of Columbus then granted a contract to the railroad company, allowing them to occupy the front street of their city on certain conditions; but owing to the caving in of the bank, they have found it impracticable, and had to recur to the individual contract which had not been abrogated, and which permitted a track down Third street. By means of these planes and this transfer boat, and keeping a locomotive employed in Columbus, the company are enabled to interchange cars with the connecting roads, and to handle passenger traffic within the station grounds of the Mobile & Ohio railroad in Columbus.

The old gauge of the road was five feet and a half. This did not correspond with the gauges of the roads at either end. The gauge adopted was five feet. The old gauge from St. Louis to Pilot Knob was quickly changed, and the new lines built with that gauge.

ARKANSAS BRANCH.

The act of the General Assembly entitled "An act to confirm the title," etc., approved March 17, 1868, was accepted by the board of directors the same day, and the act of March 23, 1868, was accepted June 18, 1868.

On the 7th of April 1870, the board resolved, "that the St. Louis and Iron Mountain Railroad Company desire to avail themselves of the provisions of an act entitled 'An act to aid the building of branch railroads in the State of Missouri,' approved March 21, 1868, for the purpose of building a branch of their road from Pilot Knob southerly, to the State line of Arkansas under the name of the 'Arkansas Branch of the St. Louis and Iron Mountain Railroad.'"

The act substantially authorizes a separate corporation to be governed by the parent road—the accounts to be kept separate—the stockholders having the same right to vote for the Directors as those of the original company. It was therefore agreed that the capital stock of this Branch should be \$2,500,000, and that bonds should be issued to the extent of \$2,500,000, payable in twenty-five years, with interest at seven per cent. payable semi-annually in gold, and secured by a special mortgage of the Branch Railroad, its property and appurtenances. The State having by law appropriated the unpaid portion of the purchase money and interest accruing after the date of the act for the Iron Mountain, and Cairo and Fulton railroads (\$674,300), at the rate of \$15,000 per mile for every mile completed within a certain time, it became necessary to complete the first twenty miles on or before the 23d of March 1871, and work was commenced in the fall of 1870, and the first thirty miles completed February 23, 1871. The work was prosecuted during the remainder of that year, and November 4, 1872, the whole line (ninety-nine miles in length) was completed to the boundary of Arkansas. It was duly accepted by the State and the debt cancelled. Trains commenced running regularly over the line April 2, 1873.

THE CAIRO, ARKANSAS AND TEXAS RAILROAD.

This road, extending from a point on the Mississippi river opposite Cairo, to Poplar Bluff, Butler county, seventy-one miles, was completed and opened for business in September 1873. It intersects the Belmont line at Charleston in Mississippi county, and the Arkansas Branch at Poplar Bluff. It has a separate corporation. Its business is connected with that of the Iron Mountain, and Cairo and Fulton, and also with that of the Cairo and Vincennes, the Illinois Central, the Mississippi Central railroads, and the steamers of the Ohio and Mississippi rivers. Capital stock, \$2,000,000. First Mortgage bonds are \$1,500,000. Government land grant about 65,000 acres.

The completion of the Cairo & Fulton railroad of Arkansas, in the latter part of the year 1873, was an event of vastly more importance to the Iron Mountain company than any casualty that happened during the year, connecting with this road at the State line, and running southeastwardly through Little Rock, the State capital, in nearly a direct line, 304 miles to a close connection with the Texas Pacific railroad at Texarkana. St. Louis receives from Arkansas and Texas a very large and valuable addition to the volume of her business.

CONSOLIDATION.—The St. Louis & Iron Mountain, and its Arkansas Branch, the Cairo, Arkansas & Texas, and the Cairo and Fulton railroads, being constructed by nearly the same stockholders, and operated in the interest of all, nevertheless kept separate accounts of their property, earnings and expenses. As a measure of economy, efficiency and security, the directors of each company, in May 1874, consolidated the different companies into one, under the name of the St. Louis, Iron Mountain & Southern Railway. By making joint stock and con-

solidating all the indebtedness of each, and reducing all to one management, their operations were greatly simplified and the whole of their common property enhanced in value, and they have thus formed one of the grandest lines of railway in America.

The following is the organization of the different lines as consolidated:

BOARD OF DIRECTORS.

WILLIAM H. SWIFT, New York.	J. M. LOUGHBORO, Little Rock.
JOHN BIGELOW, New York.	GERARD B. ALLEN, St. Louis.
JOSEPH S. LOWREY New York.	SYLVESTER H. LAFLIN, St. Louis.
GEORGE C. WARD, New York.	WM. R. ALLUGH, St. Louis.
GEORGE S. MORISON, New York.	S. D. BARLOW, St. Louis.
HENRY G. MARQUAND, New York.	THOMAS ALLEN, St. Louis.
	U. M. ROSE, Little Rock.

OFFICERS.

ADMINISTRATIVE.

THOMAS ALLEN, President.	J. W. WALLACE, Auditor.
HENRY G. MARQUAND, Vice-President.	THOROUGHMAN & WARREN, } Attorneys.
Second Vice-President.	LOUGHBOROUGH & MOORE, }
STEPHEN D. BARLOW, Secretary.	W. R. DONALDSON, Assistant Attorney.
D. W. MCWILLIAMS, Treasurer.	THOMAS ESSEX, Land Commissioner.
S. D. BARLOW, Assistant Treasurer.	W. A. KENDALL, Assistant Land Commissioner.

OPERATIVE.

ARTHUR W. SOPER, General Superintendent.	L. FINLAY, Master Mechanic, Arkansas Div.
W. R. ALLEN, Gen'l Passenger and Ticket Agt.	W. N. PAYN, Train Master, Missouri Div.
SETH FRINK, General Freight Agent.	C. H. BILLINGS, Paymaster.
O. A. HAYNES, Master Mechanic.	W. S. CUDDY, Purchasing Agent.

THE MEN WHO OPERATE THE ROAD.

Of the men who operate and control this grand line of railroad, a few words of a personal nature would be in accordance with the character of this volume.

Of the Hon. Thomas Allen it is unnecessary to say anything fresh here, as a full and complete biographical sketch of that gentleman will be found elsewhere in this book.

A. W. SOPER.

Arthur W. Soper, general superintendent, was born in Rome, New York, July, 1838. Young Soper received a good academic education, and for some years engaged in the lumber business with his father. At the age of nineteen he became engaged in railroading, taking a position in the freight department of the Rome, Watertown & Ogdensburgh railroad, at Rome. This was his final start in life. In this position he remained four years, when he was appointed general superintendent's clerk. He also spent two

years as a conductor, when he returned to the superintendent's department, and was appointed assistant superintendent, which position he held until February 1871, when he came to St. Louis and assumed the duties of assistant superintendent of the Iron Mountain railroad. It is needless to say that he performed the duties of his position to the entire satisfaction of the company, as in October 1871 he was advanced to the position of general superintendent, which office he still fills. At the date of his appointment the road was 225 miles in length. The extension of the Cairo and Fulton, and the consolidation of 1873, make a continuous line of near 700 miles, of which he is the general superintendent.

Mr. Soper was married in 1871, to Miss Hettie M. Wardwell, of Rome, New York, a lady of many and varied accomplishments. But few men in the West are more fitted to fill the position of general superintendent of a great trunk line of railway than Mr. Soper. Practically identified for many years with the American system of railroading, he brought to the position that experience which is so absolutely necessary in the executive or head of any department in such vast enterprises. Energetic, and above all thoroughly practical in all his business relations, with a full and complete knowledge of all the duties pertaining to his responsible position, the corporation he so ably represents never suffers through a lack of attention on his part, or that of any of his subordinates. Socially, Mr. Soper stands high in St. Louis, and has always received a cordial welcome into our most select circles of society. Generous in his nature, and general in his habits, he never fails to make friends of those with whom he comes in contact, whether in business or private life.

W. R. ALLEN.

The general passenger and ticket agent of the St. Louis, Iron Mountain & Southern railroad, is the son of president Thos. Allen, and a worthy representative of a worthy sire. He was born January 19, 1847, in St. Louis. He was thoroughly educated, and in 1868 entered the general ticket office of the road. In 1874, he married Miss L. Woodward, of this city. He is thoroughly business-like in all his habits, and under the able tuition of his father gives promise of becoming one of the successful railroad men west of the Mississippi. Although comparatively a young man, he occupies an enviable position in our business community, and is looked upon as one of the coming men in the great commercial world of St. Louis. He guards the interests intrusted to him with fidelity, and consequently, they prosper.

He is also president of the Cass avenue & Fair Ground Railway Company, and has managed its affairs since it was opened, in June 1875, with success. This railway has one of the most complete and best managed stables in St. Louis, and the company has no bonded debt.

THE ATLANTIC AND PACIFIC RAILROAD.

This road extends from St. Louis through Pacific, Rolla, Lebanon, Marshfield, Springfield, Peirce City, Neosho, and Seneca, Missouri, to Vinita, Indian Territory, and is being pushed with vigor toward the Pacific coast. The distance from St. Louis to Vinita is three hundred and sixty-four miles, through one of the most delightful regions of the West.

This road was formerly known as the "South Pacific R. R.," and is commonly known as the "Thirty-fifth Parallel Route" to California. Passing through one of the richest portions of the country, its line is located so far south that travel will never be interrupted by snow blockades, as has been the case with lines located farther north. It will also be the most direct line from St. Louis to San Francisco, as the distance between these two points, via the projected line, will be something over 2,300 miles, nearly 100 miles less than by any other route.

The road is now running to Vinita, a distance of thirty-four miles into the Indian Territory, and it is believed that the whole line through to San Francisco will be completed, and in operation, within four years from this time.

This is the only railroad company in Southwest Missouri having lands for sale, and its land grant from the General Government is the most extensive in the country, with but two exceptions.

Southwest Missouri needs but to be known to be thoroughly appreciated. It is one of the most fertile sections on the continent. Underlying the soil are the Trenton limestone series and the Magnesian formation, which furnish some of the best constituents to promote vegetation. The season for cultivation is a very long one, and therefore highly favorable to many harvests that require both genial spring and the moderate temperature of a prolonged autumn. Streams are numerous, and flow off in either direction, so as to prevent any apprehension of freshets. In general terms it may be stated, that all kinds of grain, fruit and vegetables produce abundant yields; and that for stock-raising or fruit-growing this section has no superior. At different points along the line, timber, iron, lead, copper, zinc, tripoli, and coal are found in quantities sufficient to supply the wants of the country for many centuries.

The temperature of the climate is equable throughout the year. The mild season lasts from six to nine months, with an average temperature of 65 degrees Fahrenheit, and no danger from early frosts. The winters are short and mild, the ground seldom frozen for more than two or three weeks, and snow remains on the ground only a few days. The company is now selling its lands at prices ranging from three dollars to ten dollars an acre, and with nearly two millions of acres now on the market, there are offered the choicest opportunities to purchase at cheap rates a good home in the West. The terms of sale will be made satisfactory to all *bona fide* purchasers. For further information, address or call upon the land commissioner of the Atlantic and Pacific Railroad Company, new Merchants' Exchange, St. Louis, Missouri.

THE MISSOURI, KANSAS & TEXAS.

This line offers superior advantages, as it passes through the finest portion of Texas, avoiding the low, marshy, miasmatic regions, as well as the dry, sandy pine barrens of Eastern Texas. Large and fine cotton plantations abound all along the line of the Texas Central railway from the Red river to the Gulf; while millions of acres of uncultivated land that will produce one bale of cotton to the acre, or eighty bushels of corn, or thirty bushels of wheat, lie in close proximity, and can be had very cheap; in fact, there are over one hundred millions of acres of land in Texas to be disposed of by the State, and every emigrant family may secure one hundred and sixty acres by settling on it for a period of three years; the only expense connected therewith is the cost of the survey and title papers, which will not exceed fifteen dollars. Every single man may have eighty acres on the same terms. These lands, as well as the finest portion of Texas, are situated along the line of, and to the west of this railway.

Remember, that while you are plowing through snow drifts in the North, and your stock is eating up all your hard earnings of summer, cattle are growing fat on the green grass of Texas.

Special low rates for emigrants' families, with their freight and movables, can be obtained by addressing any of the general officers.

DESCRIPTION OF ROUTE.—Commencing at St. Louis, it passes through the stfine and most populous portions of Missouri, through the thriving towns of Jefferson City, Sedalia, and Clinton, in Missouri; through Fort Scott, Osage Mission, Parsons, Oswego, and Chetopa, in Kansas; when it reaches the celebrated Indian Territory, where nature in all her loveliness is spread out to view. The traveler through the Indian Nation never tires of the varied scenes through which he passes, consisting of broad, rolling prairies, where the deer, the elk and the wild cattle feed on the luxuriant grasses through the entire year. Thence whirling through some beautiful valley, crossing streams of pure running water, whose banks for miles on each side are bordered with choice timber; thence emerging again to the up-land prairies, and on with a continual change in nature's panorama to the Red river, the northern boundary of the great State of Texas. Crossing the Red river into Denison, where the two great roads meet, the line takes you through Sherman, McKinney, Dallas, Corsicana, Bremond, Waco, Calvert, Hearne, Bryan, Hempstead, and Houston, to Galveston; also, to Austin, which is the nearest railroad station to San Antonio.

The general offices of this road are at Sedalia.

THE MISSOURI PACIFIC RAILROAD.

This road, one of the most important in the whole Western country, extends and is in operation from St. Louis through Franklin, Hermann, Jefferson City, Tipton, Sedalia, Warrensburg, Pleasant Hill, Independence and Kansas City, Missouri, Wyandotte and Leavenworth Kansas, to Atchison, Kansas, and with connecting lines northward to Omaha. The distance from St. Louis to Atchison is 330 miles. It also comprises the Boonville Branch, from Tipton to Boonville, 25 miles; and the Lexington Branch, from Sedalia to Lexington, 55 miles; making a total of 410 miles of road.

This was one of the first roads projected in the State of Missouri. It was first commenced in 1852, and is now over a quarter of a century old. The track is of heavy iron and steel rails, fastened with fish-bar joints, and the road being perfectly ballasted, it is as pleasant and safe as any road in the country. All the new improvements, including the Westinghouse air brake and Buck's reclining chairs: in a word, everything invented for the comfort and safety of passengers is in use upon this road.

This road too, like the others in the system, opens a vast and rich extent of country to market, and thus contributes largely to the growth of St. Louis.

ST. LOUIS, KANSAS CITY & NORTHERN RAILWAY.

This road, for many years known as the "North Missouri," came into possession of the present company in February 1871, since which time it has wonderfully improved in many respects. During this time over two million of dollars, in addition to the earnings of the road, have been expended in improvements.

This road is the principal connecting link between the East and the West. The shortness of its line and the perfection of its track enables passengers to make the quickest time from New York, Boston, Philadelphia, Baltimore, Cincinnati, Louisville, and other Eastern and Southern points to Kansas City, St. Joseph, Denver, Omaha, Salt Lake, San Francisco, and other points in the West.

This line, with its connections leading to the North, is destined to be the second road in importance on the American continent. Controlling, as it must, the greater portion of the products of the North, destined to go by rail to the Gulf, and even to reach St. Louis, it will be the great northern entry through which, in conjunction with the Iron Mountain road, the products of the Valley must be exchanged, from North to South and from South to North. Thus comprehending the future uses of such an important commercial facility, the officers of the road should look well to its full improvement, to the end that its purposes may be truly subserved with the material growth of the Valley of the Mississippi.

The St. Louis, Kansas City and Northern Railway, in connection with the Chicago & Alton railroad, forms the shortest and decidedly the best through line, between Chicago and Kansas City. The iron bridge over the Mississippi at Louisiana, Missouri, now completed, furnishes an occasion for the Chicago & Kansas and Denver Short Line to inaugurate in earnest. In connection with the Central railroad of Iowa and the Milwaukee & St. Paul railroad, the St. Louis, Kansas City & Northern forms the shortest and quickest route between St. Louis and St. Paul, passing through the best section of the States of Missouri, Iowa and Minnesota, reaching all the important points in the central, western and eastern parts of these States. The St. Louis, Kansas City & Northern railway, in connection with the Kansas City, St. Joseph & Council Bluffs railroad, forms the only through line from St. Louis to Council Bluffs and Omaha, and is the only line making direct connections both ways. This is the only line running its trains to and from the Union Pacific Depot in Omaha, thus avoiding a disagreeable transfer. In connection with the Kansas Pacific railway, the St. Louis, Kansas City & Northern forms the shortest line between St. Louis and Denver, and the numerous pleasure resorts in the Rocky Mountains, which are each year becoming more popular as they become better known.

One of the most interesting objects on the line of this road is its great iron bridge over the Missouri river at St. Charles. This bridge was erected at a cost of twenty-one hundred thousand dollars. It is one and a quarter miles in length, and is one of the most beautiful structures of the kind in the world. It is constructed entirely of iron, and is sufficiently high to permit the passage of the largest steamers.

Naturally, with so great a freight and passenger traffic as the road enjoys, it requires very complete facilities for construction and repair of rolling stock. These are furnished by the new machine shops at Moberly, which are probably the finest and best-equipped in the West, and are abundantly provided with the latest and most approved appliances needed for the work. The grounds, comprising about two hundred acres, are in the form of an equilateral triangle, and lie between the two branches of the road. The buildings are, the machine shop, 121 x 219 feet; the blacksmith shop, 110 x 152 feet; the tin shop, 30 x 70 feet; the foundry, 60 x 200 feet; the main offices, 60 x 100 feet; the paint shop, 81 x 241 feet; the planing mill, 75 x 200 feet; the car shop, 85 x 200 feet; the dry-house, 30 x 40 feet; the carpenter shop, 30 x 60 feet, and the lumber shed, 40 x 144 feet.

	Miles.
Main line, St. Louis to Kansas City, Mo.—Through St. Charles, Montgomery, Centralia, Moberly, Brunswick, Richmond and Lexington Junction to Kansas City.....	275
Branch, Centralia to Columbia.....	22
Northern Division, Moberly, Mo., to Ottumwa, Iowa—through Macon, Kirksville, Glenwood Junction, Moulton and Belknap to Ottumwa.....	131
Branch, Brunswick, Mo., to Pattonsburg, Mo.—Through Chillicothe and Gallatin to Pattonsburg.....	80

The general offices are situated in the *Republican* building, corner of Third and Chestnut streets, St. Louis.

CHAS. K. LORD.

Chas. K. Lord, general passenger and ticket agent of this road, was born in St. Louis, March 14, 1848, and is one of the youngest men holding such a responsible position in the West. His father, who was a teacher, gave his son the best educational advantages the State afforded.

In 1865, when but seventeen, he began his business career in railroading as clerk in a ticket office, and by close application to business, assisted by natural adaptability for this path in life, he gradually worked his way up until, in 1871, he was appointed general ticket agent of the Indianapolis, Cincinnati and Lafayette railroad, in which position he remained three years. At the end of that period he became assistant general passenger agent of the St. Louis, Kansas City and Northern Line, holding that position but six months, when he was promoted to general passenger and ticket agent of the same road, which he now so ably fills.

Mr. Lord, although comparatively a young man, holds an enviable position among the railroad men of the West. He is a man of no ordinary business capacity, and thoroughly understands our system of American railroading. Ever courteous and obliging, he never fails to make friends, not only for himself personally, but for the road he represents.

ST. LOUIS & SOUTHEASTERN RAILWAY—CONSOLIDATED.

This railway connects St. Louis with Nashville, the capital of the State of Tennessee, extending across four States, and in its course traversing a beautiful and fertile country, as varied in its physical features as in its agricultural and mineral productions. Although a new road, it has rapidly developed into a very important one, and has opened up to commerce a vast region whose immense wealth in coal, iron, cereals and tobacco has added largely to the business of the towns and cities on its line and at its termini. To the traveler it affords the most direct and shortest route to Evansville, Nashville, Chattanooga, Atlanta, Augusta, Columbus, the ports on the Gulf and the South Atlantic seaboard towns. Its connections with other railroads are numerous and close, which enable passengers to reach points off the immediate line of the road with the greatest facility. At Ashley it crosses the Illinois Central; at Enfield, the Springfield & Illinois South-eastern; at Carmi, the Cairo & Vincennes; and at Evansville connects with the Evansville & Crawfordsville railroad, and the various lines of steamers on the Ohio river. From McLansboro, a branch extends to Shawneetown, crossing the Cairo & Vincennes road at Eldorado, and passing by the immense coal mines and salt wells at Equality; at Nortonville, Kentucky, the Elizabethtown & Paducah railroad is crossed; at Guthrie, the Memphis Division of the Louisville & Nashville; and at Edgefield Junction, a union is formed with the main line of the

Louisville & Nashville road ; while at the city of Nashville, connection is made with railroads traversing the South in every direction. The road is in excellent order, and well equipped with elegant and comfortable cars and first-class locomotives, and its trains are run by careful and competent men. This is the only road running the luxurious Pullman palace drawing-room cars between the cities of St. Louis and Nashville. The freighting business is large and rapidly increasing ; and must continue to increase as the country develops its powers of productiveness. It has a good share of the business arising from the interchange of products between the Northwestern grain-growing and Southeastern cotton-growing States, and its local traffic will soon only be limited by its capacity for transportation. The rich corn and wheat lands along the line, and the extensive coal field over which it passes, will constantly prove inexhaustible sources of freightage ; and will very materially change the manufacturing interests of St. Louis and Evansville. This railway is under a careful and able management, and its patrons can always rely upon fair dealing and courteous treatment from its officers and agents.

The general offices of the company are the most attractive and comfortable in the city of St. Louis, and are located on the corner of Fourth and Walnut streets.

The St. Louis Division comprises 151 miles ; the Nashville Division, 155 miles ; the O'Fallon Branch, 6 miles ; and Shawneetown Branch, 4.15 miles. Total, 363.5 miles.

ROBERT H. J. MINTY, general superintendent of this road, was born in the county Mayo, Ireland, December 4, 1831. His father was an officer of the British Army, and held the position of Judge Advocate in the West India Command where he died. His son received his education at many places, on account of his father removing so often from place to place with his command. On the 9th of January 1849, Robert was commissioned Ensign in the 1st West India Regiment, British Army, in which he served five years, in the West Indies, British Honduras, and on the West coast of Africa. In September 1853, he retired from the Queen's service on account of a severe attack of inflammation of the liver, which he contracted in the Sierra Leone, and came to America.

Upon the breaking out of the late civil war he joined the Second Michigan cavalry as Major, but before the regiment left the State was promoted to Lieutenant Colonel of the Third Michigan Cavalry, and on the 28th of November, 1861, he took his regiment to Benton Barracks, St. Louis, where he received orders to join the Army of the Mississippi, and joined Gen. Pope, March 1, 1862. On the 13th, at the head of his regiment, he took part in the capture of New Madrid, and on the 13th was present at Island No. 10. He was engaged in constant skirmishing before Corinth, Miss., and commanded the cavalry in the first battle of Farmington, and was favorably mentioned by both Gen. Pope and Gen. Rosecrans for gallant conduct upon the field of battle.

On the 21st of July, Col. Minty was commissioned Colonel of the Fourth Michigan cavalry, and up to this date had taken part in thirty-six battles and skirmishes, a record scarcely equalled in the annals of the late war. He immediately proceeded to Detroit, where he recruited his regiment, enlisting

1187 men, with a full quota of officers. He joined Buell's forces at Danville, Ky., and on the morning of the 14th of October he took the advance in the attack of Stamford, after which he followed Bragg as far as Crab Orchard, and then went in pursuit of John Morgan, whose forces he drove back, capturing large amounts of military stores.

On the 22d of November he was ordered to report to General Stanley, at Nashville, Tenn., and was assigned, with his regiment, to duty in the First Brigade, Col. E. M. McCook commanding. On December 23, Col. McCook having obtained leave of absence, Col. Minty took command. On the 26th he engaged the enemy on the Murfreesboro Pike, and drove him back to Lavergne. On the 10th of January 1863, in command of the First Brigade, Col. Minty started in pursuit of Forrest. He attacked VanDorn's command at Thompson's Station, south of Franklin, and drove him back with great loss, and followed him to Duck River at Columbia, where the enemy burned the bridge, thus preventing further pursuit. On the 20th of April, Col. Minty commanded the First, Second and Third Cavalry Brigades and the Fourth U. S. Cavalry, in the attack on McMinnville. His whole war record is one continued series of brilliant achievements and successes.

After peace was declared Col. Minty returned to peaceful avocations, and proved himself as good a citizen as he was a brave and distinguished soldier. In August 1874, he was appointed division superintendent of the southeastern railroad, and in September 1875, was promoted to the office of general superintendent of the entire line, which position he still holds. A man of much decision and force of character, with superior executive ability, Col. Minty would become distinguished in any community, or in any walk in life.

OHIO & MISSISSIPPI RAILWAY.

Among the oldest, most substantial and important trunk lines leading eastward from St. Louis, is the Ohio & Mississippi line, and its connections. As early as the year 1847, the citizens of St. Louis, perceiving the importance of a railroad communication with the Eastern States, voted \$500,000 toward the completion of this great line. The main line runs from St. Louis to Cincinnati, through Flora, Illinois; Vincennes and Mount Vernon, Indiana. The branches are, from Flora to Beardstown, north; from Flora to Shawneetown, south; and from Mount Vernon to Louisville, Kentucky. In all its equipments, it is equal to any road in the Union, being fitted up with every modern improvement looking toward the comfort and safety of passengers, and forming a direct line of communication with the New England and seaboard States, carrying passengers to Cincinnati, Washington, Baltimore, Philadelphia and Louisville, without change, and making direct connections for New York and Boston.

R. T. BRYDON.

Of the men who for a number of years have been identified with the Ohio & Mississippi in St. Louis, is Mr. R. T. Brydon, general passenger agent. Mr. Brydon was born in Newark, New Jersey, February 23, 1838. He is of Scotch descent, as the name indicates. After receiving such scholastic advantages as the academies of his native city afforded, he entered the post-office department as clerk, but upon the breaking out of the war in 1861, entered the army and served under General Thomas until 1863. In 1864, he became clerk in the general ticket office of the Central Ohio railroad at Columbus, where he remained until 1866; when he accepted of a like position in the general ticket office of the Pittsburg, Cincinnati & St. Louis railroad. In 1871, he became general passenger agent of the Ohio & Mississippi, which position he yet fills.

Mr. Brydon is another of the young men of the West who have made enviable reputations in the great railway system of St. Louis. Although born in the East, he embodies all those business characteristics which mark the successful Western man. Strictly attentive to the business of his department, courteous and affable under all circumstances, and thoroughly conversant with his duties, he enjoys the respect and esteem of not alone the railroad world of St. Louis, but our entire mercantile and traveling community.

THE CHICAGO, ALTON & ST. LOUIS RAILROAD.

The great trunk line leading northward from St. Louis is the Chicago & Alton railroad, which runs from St. Louis to Chicago, through Carlinville, Alton, Springfield, Bloomington and Joliet. This road and the branches it controls, form one of the most powerful railroad combinations in the West. The road from Chicago to Joliet, 37.20 miles, is leased; from Joliet to East St. Louis, 243.50 miles, is owned by the company. The branch line, known as the St. Louis, Jacksonville & Chicago line, 150.60 miles, is leased. The line from Dwight to Washington, with a branch to Lacon, 79.80 miles, is owned. The branch from Roodhouse to Louisiana, Mo., 38.10 miles, is also owned, while the Louisiana & Missouri River railroad, 100.80 miles, is leased and controlled by this corporation, making in all 650 miles of track operated by the company. In addition to this there are 53.98 miles of second main track, and 101.04 of sidings, making a total of 805.02 miles of track under its individual control. At the close of the fiscal year 1875, the company had 276 miles of track laid with steel rails, 93 miles of which was laid during that year. This road runs through the most fertile and thickly-settled portions of the great State of Illinois, the entire length of it being studded every few miles with flourishing towns and villages. Pullman palace sleeping and dining cars run daily on this route, and it is equipped with the Westinghouse automatic brake and the Blackstone platform and coupler, making it one of the safest roads in the country to travel over.

SAMUEL H. KNIGHT,

The ticket agent at St. Louis, was born in Massachusetts, December 3, 1834. His father was a farmer, and possessed of sufficient means to give his son a limited education. At the age of twenty-one years, Mr. Knight embarked in the dry goods business, and in 1859 became paymaster of the Chicago Railway, in which position he remained five years. In 1864 he was made division superintendent, holding this position four years, when he was appointed superintendent of the North Missouri railroad. In 1873 he resumed business relations with the Chicago & Alton railroad as ticket agent at St. Louis, which position he now so ably fills. Mr. Knight holds the enviable reputation of being one of the most thorough railroad men in the West, something to which his long experience and close attention to business entitles him. Courteous and gentlemanly under all circumstances, he is popular, not alone with his brother officers, but with the traveling public, which never fails to appreciate a man of real merit in a position such as he now occupies.

A large portion of the line is double-track, and with steel rails; its bridges are of iron and stone, and the road-bed smooth. It is well managed, and all trains run on time, thereby rendering an accident next to an impossibility.

THE ILLINOIS CENTRAL,

One of the longest and most extensive lines of railroad in the United States, also runs daily trains between Chicago and St. Louis, using the Vandalia line to reach St. Louis. It forms another grand trunk line in our system of railroads; and has all the latest and most approved improvements in the way of brakes, platforms, etc.

JOHN BENTLY.

MR. JOHN BENTLY, the ticket agent for the Illinois Central in St. Louis, and who is one of the oldest and most experienced railroad men in the West, was born in England, July 14, 1833. His father was a manufacturer of flax yarns, and carried on business at Brighton, where his mills are still known as the pioneer flax mills of the county. He emigrated to America in 1844 and came direct to St. Louis. Mr. B. began his railroad career with the Chicago & Alton, remaining in the employ of that company thirteen years. He then became connected with the St. Louis and Chicago "through line" and has been with this road, in the capacity of local ticket agent and general manager at this end of the line, for the last six years. He is remarkable for his close attention to business and the interests of the corporation he so ably represents. Courteous and obliging, he is very popular with the traveling public and our mercantile community.

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TOLEDO, WABASH & WESTERN RAILWAY.

This road, which is sometimes called the "Great Wabash Route," is the most extensive line running eastward from St. Louis. It forms the shortest, quickest, and most direct line to New York and the New England States by the way of Toledo, Cleveland and Buffalo, making connections with two choice routes from Buffalo eastward: the New York Central and the Erie.

Although one of the oldest and most important of our Western roads, it was not until the year 1871 that it became directly identified with the city of St. Louis, when what was known as the St. Louis Division, from Decatur to St. Louis was completed, since which time the Wabash has been growing in popularity with our citizens, until it has come to be recognized as one of the leading thoroughfares to the East. All the latest improvements have been adopted on this line, and are in use on all express trains, among which are Westinghouse's improved automatic brake, worked by the engineer, which by actual experience has stopped a train of ten coaches running down grade at the rate of forty miles an hour, in $17\frac{1}{4}$ seconds. In the event of a car getting off the track or becoming disconnected, the entire train comes to a stand instantly, by means of this improved brake, thereby greatly diminishing the risk of accidents. Those celebrated life-preservers, the Miller platforms, are also used, and the road has recently been equipped with entirely new coaches throughout.

All through ticket agents throughout the West and Southwest sell tickets via the Wabash line, and will be pleased to give any information desired.

The ticket office is at No. 104 North Fourth street, and is under the charge of Mr. E. H. Coffin, a gentleman well and favorably known to our citizens as well as the traveling public. R. Andrews is the general superintendent, J. S. Lazarus general Western agent at St. Louis, and W. L. Malcolm general passenger agent at Toledo.

ROCKFORD, ROCK ISLAND AND ST. LOUIS RAILWAY.

This is a short line to St. Paul and the Northwest. It has been in operation something over five years, and in that short space of time has become known as the St. Paul Short Line. The line of road is from East St. Louis due north through the richest part of the State of Illinois, passing through Brighton, Whitehall, Chapin, Vermont, Beardstown, Bushnell, Monmouth, Rock Island and Moline to Sterling, the northern terminus, a distance of 294 miles. Under the efficient management of its present corps of officers it has increased its business facilities, and has become a first-class road in every respect. Its officers are all thorough gentlemen, courteous and obliging, and spare no efforts to make the interests of its patrons *their* interests. They have spared no money or effort to make their passenger coaches complete with all modern improvements securing safety and comfort to the traveling public.

THE VANDALIA LINE.

One of the most important as well as the most popular lines of railway leading eastward from St. Louis, is the Vandalia, and is now recognized as the shortest line from this city to all points in the Atlantic and New England States. This road is located through the central portions of the States of Illinois, Indiana, Ohio, Pennsylvania and New Jersey, passing through the cities of Indianapolis, Columbus, Pittsburg, Harrisburg, Philadelphia and Trenton, on the way to New York, which it reaches after traversing a distance of 1,063 miles, through some of the most populous and wealthy portions of America.

From the date of its opening for through trade, June 14, 1870, down to the present time, its history has been one unvarying record of successes, and of constantly increasing popularity with the traveling public and our mercantile community. We record this fact with more than ordinary pleasure, as it is but a just recognition of the efforts of the managers to give our citizens a THROUGH LINE, first-class in all its equipments and appointments, and identical in interest from the Mississippi to the Atlantic.

With this grand object in view, that portion of this trunk line known as the "Vandalia Division," was commenced and successfully completed. It was located on the line of the old National Road, from St. Louis to Terre Haute, Indiana, and is now as near what is commonly called an "Air Line," as it was possible to make it. Strict attention was paid to the substantial character of the work, and when completed, it was pronounced by experts to be "first-class" in every particular.

At Terre Haute it was merged into the "Terre Haute & Richmond railroad," known everywhere for its superiority; the two forming the line from St. Louis to Indianapolis, known as the "Vandalia" or the "Western Division." From Indianapolis to Pittsburg, the Pittsburg, Cincinnati & St. Louis railroad, more generally recognized by its popular title of "Pan Handle," forms the "Middle Division." From Pittsburg to Philadelphia and New York gives the "Eastern Division," represented by the Pennsylvania railroad, famous as one of the greatest roads upon the continent of America. These three divisions mentioned form the "Through Line," and are one in interest.

From the opening of this route may be dated the inauguration of the system of running through cars from St. Louis to New York—the Vandalia being the pioneer in this as well as many other important changes. Prominent among these grand and highly beneficial changes may be mentioned the introduction of "fast trains," reducing the time between East and West several hours. Learning that the Post-Office Department desired to establish a *Fast or Limited Mail from New York to the West*, if practicable, the managers of the line solved the question by the introduction, on the 13th of September last, of the *First Limited Mail* ever run in the United States. The schedule time of leaving New York was 4:45 A. M., Philadelphia, 7:20 A. M., arriving in St. Louis the *next day* at 1:30 P. M. In addition to

carrying the through mail, regular passenger cars were attached to the train; and the public were given the opportunity of traveling at a speed heretofore unknown in this country. We learn that this train is receiving a large and constantly-increasing patronage.

In addition to its great advantages of location and superiority in its equipments, the Line is officered by able and experienced railroad men, who are experts in their respective departments. Mr. W. R. McKeen, president of the Vandalia division, is well known throughout the country as an able financial and successful business man, of unswerving integrity and tireless energy. To his efforts, aided by the Pennsylvania railroad company, St. Louis is indebted for her greatest business tributary.

The general manager, Maj. John E. Simpson, (of whom we publish a sketch in another portion of this work,) has built up an enviable reputation as an officer, as well as a most courteous and agreeable gentleman.

Mr. Chas. E. Follett has charge of the general ticket department.

Mr. Fred. M. Colburn has charge of the ticket office in this city.

Chas. E. Follett was born in Burlington, Vt., and is about fifty-five years of age. After passing through his collegiate course he entered mercantile life, but soon became connected with the transportation business. For nearly a quarter of a century he has been a general ticket agent on many of the most important railroads in the West, and for the past five years with the Vandalia. He stands high among his fellows as a man of thorough business qualifications, unimpeachable honor and undoubted integrity.

Mr. F. M. Colburn, the resident ticket agent in St. Louis, was born in this city in 1826, and has distinct recollections of the great metropolis when it was but a small village and was the rendezvous of Indian tribes coming to receive their annuities. To recount the many changes he has witnessed in St. Louis and the West, would require a volume of itself.

He received his education at the St. Louis University, where he passed through a full collegiate course. For some years he was clerk in the Post Office, and still more recently manager of the telegraph lines on their first opening to St. Louis. He then became engaged in the steamboat, forwarding and commission business, and upon the first opening of railroads he was engaged to take charge of the ticket office of one of the most important lines. Upon the completion of the Vandalia line to St. Louis, he became its resident ticket agent, which important position he still fills much to the satisfaction of the corporation and the public at large.

No man connected with the vast railroad system of St. Louis is better or more favorably known than Mr. Colburn. A native of St. Louis, reared and educated in the city, he has been intimate with its growth and commercial advancement for well-nigh onto half a century. St. Louisans, looking upon him as one of themselves, naturally take a pride in claiming him as their own. Thoroughly competent to fill any office in connection with our railroads, naturally courteous, gentlemanly, and, above all, obliging to all who approach him, he is one of the most popular men in his position in the city, and fills with credit the office intrusted to him.

INDIANAPOLIS & ST. LOUIS RAILROAD.

The above is an old and well-known route, located north of the Vandalia Line, through the fine agricultural portions of Macoupin, Montgomery, Christian, Shelby, Cole and Edgar counties, Illinois. It passes through Terre Haute to Indianapolis, connecting with the various railroads terminating at that point. Its principal connection, however, is the "Bee Line," representing the Cleveland, Lake Shore & New York Central interests.

The Indianapolis & St. Louis commenced running a Wagner palace car through to New York without change, by the route indicated above, on the first of May. This was a long-felt necessity, especially for parties en route to Buffalo, Albany, and intermediate points; and, we are pleased to know, has met with decided encouragement.

The track and equipments of this road are superior, and with the improvements now contemplated, will make it a most desirable and popular route.

Major John E. Simpson is the general manager, the Indianapolis & St. Louis having a consolidated arrangement with the Vandalia line, the two being under one management.

In addition to the foregoing grand trunk lines, which form the railway system of St. Louis, the following auxiliary lines, built and under construction, combine to make St. Louis the grandest railroad center in America:

The St. Louis & Cairo.	St. Louis, Florissant & St. Charles (Narrow Gauge).
Belleville & Southern.	Cairo & St. Louis (Narrow Gauge).
St. Louis & Evansville.	St. Louis & Bellefontaine (Narrow Gauge). Building.
New Albany & St. Louis. Building.	To the above may be added the Missouri, Kansas & Texas Railway, running through cars in connection with the Missouri Pacific, via Sedalia, and through the Indian Territory to Deannison, Texas, with connections for Galveston, Houston, etc.
Decatur & East St. Louis.	Wyandotte, Kansas City & St. Louis (Narrow Gauge). Building.
St. Louis, Jacksonville & Bloomington.	The Forest Park & Ferguson Branch of the St. Louis, Kansas City & Northern Railway, twelve miles long, built to give entrance into the Union Depot.
Peoria, Pekin & Jacksonville (a connection.)	
Quincy & St. Louis.	
<i>Crossing the Mississippi river we meet:</i>	
The St. Louis & Keokuk. Building.	
St. Louis, Chillicothe & Omaha. Building.	
St. Louis & Ft. Scott Air Line. Prospective.	
St. Louis & Springfield, Illinois. Building.	
Illinois & St. Louis.	
East St. Louis & Carondelet.	
St. Louis County (Narrow Gauge.) Building.	
Detroit, Shelbyville & St. Louis. Building.	

In connection with the railway system of St. Louis, it becomes a pleasure to mention COL. JOHN W. CONLOGUE, president of the East St. Louis & Carondelet railway. Col. C. has been connected as general superintendent of some of our most important Eastern lines, and in the latter position superintended the

construction of the western division of the Vandalia line. As a railroad builder he has few equals, and as a superintendent he combines eminent ability with a most kind and gentlemanly disposition, which gives him hosts of friends amongst the general public, as well as the "fraternity." The construction of the East St. Louis & Carondelet railway, a "belt line" connecting all the Eastern, Western and Southern lines terminating at St. Louis, was due to his superior judgment, and has proved of immense service to the mercantile and business interests of St. Louis:

THE EXPRESS COMPANIES.

ADAMS EXPRESS COMPANY.

The St. Louis office of this vast corporation forms a peculiar feature in the business of our city. It transacts business with the East, South and West, and is merely a branch of one of the most powerful corporations in America. It has special cars on every road leading out of St. Louis, and the amount of business transacted yearly is simply almost incalculable. The St. Louis office employs forty-five men, thirty-five horses and sixteen wagons in the daily transaction of its business. It is a safe and perfectly reliable Company, and of vast importance to our merchants and commercial system of St. Louis.

The general agent of the Company in St. Louis, is Mr. Chas. A. Anderson, a gentleman well known to the public for his many business qualifications as well as his estimable traits of character. He is a native of Frederick county, Maryland, and was born October 6, 1825. His father was a merchant, and a man who believed in giving his children every educational advantage the country afforded. His first venture in life was at the age of eighteen, when he went as a clerk in a dry goods store in Baltimore. He afterward turned his attention to railroading, at which he remained some six years, and in the spring of 1860 came to St. Louis and engaged as cashier for the Adams Express Company, under Washington King; holding this position two years, when he was placed in full charge of the office in this city. He was married February 3, 1853, to Miss Mary A. Boston, of Baltimore. His close application to his business, together with a well-established character for integrity in every duty of life, has long since secured for him an enviable position among our citizens.

THE UNITED STATES EXPRESS COMPANY,

Was first organized in 1854, and, like other express companies, had its origin in New York. The St. Louis office has long been a feature of St. Louis commercial life, and from the beginning a welcome one to our merchants and business men. It gives employment to fifty men, and works forty horses and sixteen wagons.

The general superintendent of the Missouri Division is Mr. Calvin B. Hunn, a native of Massachusetts, and was born at Sandwick, in that State, October 24, 1819. His father was a minister. After receiving a fair education, he first engaged as a clerk in a book-store, and in the fall of 1849 became connected with the express business at Rochester, New York. He opened the first express office ever opened in Milwaukee, Wisconsin, where he remained five years; when he came to St. Louis and entered upon the duties of the position he now holds. Outside of the express business, he was a book-keeper. He possesses the confidence of our business community, and stands high in the best circles.

Delos S. Parker, the local agent of this company in St. Louis, was born in New York April 29, 1834. His father was a merchant in good standing. At the age of fifteen, young Parker went into the drug business, at which he remained some three years. He then removed to Chicago, and found employment in the office of the American Express Company, where he remained three years. In 1857 he was appointed agent of the United States Express Company at Jefferson City, Missouri, where he remained until the spring of 1859; when he removed to Leavenworth, Kansas, and took charge of the business in that place, remaining there until the fall of 1866; when he came to St. Louis and took charge of the Merchants' Union Express Company, and remained in this position until the consolidation of that company with the American Express Company in January 1868. From this time until 1874 he was in Kansas, trading with the Cherokee Indians and dealing in cattle, and also carrying the mails. In March 1874, he was appointed agent of this company in St. Louis to succeed Mr. Ford. In 1864 Mr. Parker was married to Miss Zara E. Draper, of Leavenworth, Kansas. He is a man of strong character, and of far more than ordinary business qualifications, and one calculated to make a success of life in any part in which his lot might have been cast.

AMERICAN EXPRESS COMPANY.

This, one of the oldest companies in the Union, was first established in 1840. It transacted business for twenty years under its first charter, and was re-organized as it exists at present in 1860. The St. Louis office employs thirty-five men, and work thirty-five horses in the transaction of its business.

Mr. Edward Hayden is the resident director in St. Louis, and is the general manager in this city. He is a native of New York, and was born October 22, 1822. His father, who was a miller, gave his son a liberal education and took him into the milling business with himself, which was the young man's first experience in the business world. Subsequently he went to the city of New York, and secured an engagement in a real estate and house renting office. In July, 1853, he became connected with the American Express Company in New York, and has been with the company in some capacity or other ever since. In 1854 he went to Chicago, and in June 1855 went to Dubuque, Iowa, as local agent. In the winter of 1857 he returned to Chicago as agent in that city, and in 1859 was appointed superintendent of the Illinois Division, with headquarters at Chicago.

In June 1863 he came to St. Louis as agent, and in 1871 went to Buffalo, New York, which position he resigned January 1, 1876, and returned to this city, having determined to make this his future home, where he is now managing director of the company.

George M. Francis, the general agent in St. Louis, is a man of many excellencies, and one who holds the respect and esteem of our citizens. He was born in 1819, and is highly educated. He graduated as a physician, and for many years practiced his profession. His connection with this company dates back eleven years. He is very popular with our mercantile community.

TRANSFER COMPANIES OF ST. LOUIS.

The situation of St. Louis, on the right bank of the Mississippi river, with her principal railroad lines located on the left, in the rich and fertile State of Illinois, invests the question of transfer for persons and property across the river with peculiar importance.

Until the completion of the great bridge, the facilities for transportation between the shores were limited to steam-boats, ferry-boats and barges, the operations of which were liable to temporary interruptions from ice gorges in the river in mid-winter, which, while insufficient to absolutely cut off communication between the east and west banks, often made the crossing of the river hazardous and impeded the wheels of commerce.

The old and wealthy corporation, known far and wide as the Wiggins Ferry Company, for nearly half a century enjoyed almost a monopoly of the ferriage opposite St. Louis; while the Madison Company, or Venice Ferry, in the northern portion of the city, and the Cahokia and Carondelet ferries in the south, each did a local business of considerable importance.

In 1860, the St. Louis Transfer Company was chartered by the Legislature of Missouri for the purpose of transferring passengers, baggage and freights between the city and the railroads on the east side of river. Mr. P. W. Strader was elected first president of this company. Mr. W. D. Griswold is the president at this time, and R. P. Tansey manager. The company grew in usefulness and importance from a small beginning, until it has assumed the proportions of a large and wealthy corporation, with many hundred horses and vehicles.

In 1864, on the completion of the Chicago & Alton railroad to East St. Louis, a private firm, Mitchell, Miltenberger & Tansey, established a transfer company, afterward incorporated as the East St. Louis Transfer Company, and recently merged in the St. Louis Transfer Company.

The freight business of these two companies was carried on by means of horses and wagons only, so that all railroad freights were required to break bulk on either

side of the river, and as the commercial importance of the city increased. the want of some method of transferring cars loaded with grain, flour, lumber, etc., in bulk was found to work a serious injury to the commerce of the city. In those days, the railroads in Illinois terminating at East St. Louis were often obliged to refuse grain in bulk for St. Louis, owing to the great delay in getting it removed from the cars by teams.

At this critical period, Messrs. Mitchell & Tansey, appreciating the great need of the hour, rendered valuable service to the city's commerce by purchasing the Madison Co. Ferry Company, in 1869, and establishing in connection therewith a car transfer, by steamboat and barge, capable of transferring twelve cars each trip.

The immediate effects of this were, the removal of the embargo on the grain trade before referred to, a great increase in the shipments of heavy freight to St. Louis in car-loads, and a large reduction in the cost of transfer.

As may be supposed, this innovation on established methods, and consequent reduction of rates, did not meet with favor from the conservative managers of the other ferries, which had been declaring large dividends on the slow but sure process of hauling all property across the river in wagons and drays. So popular, however, did the new plan become, that even the Wiggins Ferry Company, after a year or two of ineffectual legal protests against the use of the Venice transfer by the railroads, concluded to take a step forward, and it too provided a means for car transfer. A similar arrangement was provided at Carondelet by Messrs. Congloue, Garrison and others, in connection with the Carondelet and East St. Louis Railroad, so that now there is no portion of the city in which there may not be found established landings for railroad cars, at which steamboats and barges provided with tracks, are receiving and delivering cars.

On the completion of the bridge, in 1874, the St. Louis Union Railway and Transit Company was organized, the business of which is to provide the steam motive power to transport railroad cars across the bridge. This company has been in successful operation for nearly two years and has proven of great advantage to the commercial interests of the city.

More recently, the Wiggins Ferry Company, becoming apprehensive of the loss of business through the agency of the last-mentioned organization, in connection with the bridge, established a team transfer company under the name of the Wiggins Ferry Transfer Company. Under existing arrangements St. Louis is abundantly supplied with transfer facilities across the great river, and the work is done with economy and dispatch.

WESTERN UNION TELEGRAPH.

The advent of the magnetic telegraph to St. Louis dates back to 1847, when the first office was opened by Henry O'Reilly. The line was along the route of the Ohio & Mississippi railroad. The Western Union bought this line out in 1856, and has operated it ever since. It is quite unnecessary to speak of its importance to our merchants and to commerce. This fact has been so often demonstrated, that a repetition would be superfluous.

The amount of business transacted in the St. Louis office is almost beyond the comprehension of persons unacquainted with the American system of telegraphing. The office in this city employs ninety-five men, including messengers, operatives, etc. Thirty branch offices are also in operation, with connections with the principal hotels, depots, etc. Fifty wires run into the main office, many of them duplexed, and some quadruplexed. The office sends and receives 200,000 messages per month, and supplies the press with 1,000,000 words.

The superintendent of the entire line, Col. R. C. Clowry, is one of the most practical operators in the West. His headquarters are at St. Louis. He has been connected with the telegraph business since he was twelve years old, so that it may be safely stated that no man in the West has a more practical knowledge of the business than Col. Clowry. He has grown up through every grade, acquitting himself in every position with the utmost credit, until to-day he fills the responsible position of superintendent of one of the most important telegraph lines in the world, as the Western Union is acknowledged to be.

The Atlantic & Pacific Company has just opened an office in the city.

BANKS AND BANKING.

Brains and money are the two powers that always have, and always will rule the world. Money itself is powerless until it is put in operation. Locked in a safe and unused, gold is an inert mass. Brains, as represented in the grandest schemes for human good, are powerless, until they have acquired a surplus in material sufficient to organize and maintain continued physical action. Brains and capital united—intelligence and purchasing power that supplies the needs of labor—when working harmoniously, mean action, power, prosperity. The grandest financial operations and the littlest stand together on the same principles. The distinctions are only in the size of the figures; the truths which they represent are simple and unchangeable, however they may be sophisticated and disguised. The fact remains and cannot be refuted, that the first value paid for anything is the labor producing it. If used at once it becomes an element of production. If hoarded it is capital, and can be used at any time, or exchanged for anything of equal value. Whatever the hoard may consist of: whether it be provisions to feed laborers, gold dug from the mine, or paper promises to pay which are good

because pay is certain. The management of the hoard by loaning it to persons who return a little more than they received, is in its true sense banking, and its custodians are bankers.

In treating of the banks and bankers in St. Louis, we have only to deal with the incorporated institutions which represent a fixed capital, and the officers who control their operations. It is necessary that the men who manage banks, should not only be familiar with banking, but should be acquainted with the requirements and peculiarities of the various branches of commerce which they assist. That St. Louis is fortunate in this regard is shown in the number of banks established, and the uniform success that has attended them. As custodians of savings of their stockholders, which is their capital, and the savings of the people, which become their deposits, they have been faithful to the great trusts, and have facilitated the operations of commerce with profit to themselves and to those they represent. Of the sixty banks of St. Louis, only seven are National banks. This in itself is sufficient proof that the profits of legitimate banking, without the subsidy which the Government in effect pays to the National banks, is sufficient to attract capital to these organizations.

The incorporated banking capital of St. Louis is greater than that of Cincinnati and New Orleans combined; one-third greater than Chicago, and nearly equal to Chicago and Cincinnati combined.

LIST OF BANKS BELONGING TO CLEARING HOUSE.

Manufacturers' Savings Bank.	German Bank.	St. Louis National Bank.
Earthelow, Lewis & Company.	Mechanics Bank.	Second National Bank.
Boatmen's Savings Bank.	German Savings Institution.	State Savings Association.
Butchers & Drovers Bank.	Hibernia Savings Bank.	Third National Bank.
Central Savings Bank.	International Bank.	Capital Bank.
Commercial Bank.	G. H. Loker & Bro.	Union Savings Association.
Exchange Bank.	Merchants' National Bank.	United States Savings Institution.
Empire Bank.	National Bank of the State of	Mercantile Bank.
Fourth National Bank.	Missouri.	Lucas Bank.
Bank of North America.	Continental Bank.	Citizens' Savings Bank.
Franklin Avenue German Sav-	Bank of Commerce.	Valley National Bank.
ings Institution.	North St. Louis Savings Assoc'n.	Security Bank
Franklin Savings Institution.	Provident Savings Institution.	Broadway Savings Bank.

BANKS NOT IN CLEARING HOUSE.

Bank of the West.	Carondelet Avenue Bank.	Mechanics Saving Institution.
Allen, Hoffman & Co.	German Branch Bank.	Mullanphy Savings Bank.
Bank of St. Louis.	Guardian Savings Bank.	Washington Savings Bank.
Bremen Savings Bank.	Iron Mountain Bank.	Real Estate Savings Institution.
Biddle Market Savings Bank.	Lafayette Savings Bank.	South St. Louis Savings Bank.
Carondelet Savings Bank.	Lucas Market Savings Bank.	Tenth Ward Savings Associa-
Farmers & Traders' Institution.	Market Street Bank.	tion.

	Capital and Surplus.	Savings & Time Deposits.	Demand Deposits.	Cash and Exchange.	Loans, Dis-counts & Bonds
7 National Banks.....	\$ 7,533,095	\$ 1,785,828	\$ 7,565,545	\$ 3,515,856	\$ 13,121,149
31 State Banks.....	10,634,254	11,549,483	15,191,003	7,324,223	28,021,193
38 Clearing House Banks	18,167,349	13,335,311	22,756,648	10,840,059	41,142,312
19 Banks not in Clearing House...	1,392,193	2,809,026	1,805,436	948,436	4,785,773
57 Banks in St. Louis.....	19,559,742	16,144,337	24,562,084	11,778,495	45,928,085
56 Banks 1st July, 1875.....	19,510,015	15,443,636	25,703,480	14,542,885	45,309,998
Increase last 6 months.....	49,527	700,701			618,087
Decrease " "			1,141,396	2,752,390	

INDUSTRIAL REVIEW.

EVERYWHERE the evidences of the commanding and expanding growth of commerce and industry present themselves as marvels and mysteries.

But yesterday it was the taunt of jealous rivals that St. Louis merchants clung, with tenacious conservatism, to the old customs and forms of commerce, while other cities led the way to cheap transportation and greater facilities. But "ill-founded contempt has always been a blow that rebounds." The grain trade of St. Louis is on the rapid increase, and elevators will soon be as numerous as mills and foundries. Already the city can number the St. Louis elevator, elevator in East St. Louis, the Venice elevator, the Pacific railway elevators on levee near Plum street, and another on the line of the Pacific railroad near Fourteenth street.

However promising these evidences are of the future growth of St. Louis, they are but initial steps to her impending destiny. To rightly foresee the future growth that awaits her, we must look forward to the completion of the Atlantic & Pacific railway to the Pacific coast, and to the construction of an International railway to the City of Mexico, and to the opening of the mouth of the Mississippi, and the establishment of several lines of steamers to run from our Gulf ports to the ports of the West Indies, Central and South America. When these things are done, then St. Louis will begin her imperial growth.

That our city is destined to become a great manufacturing center there can be no manner of doubt. The abundance of material, including metals, wood, stone, flax, hemp and cotton, out of which most of the manufactured goods of the country are made, can be so easily and cheaply obtained at St. Louis, that she must in the very nature of things become a great manufacturing center.

And it seems very evident that the leading branch in this department of human toil will be

THE MANUFACTURING OF IRON.

Notwithstanding the immense store of mineral deposits in Missouri, art and industry have done comparatively little in rendering these mines of wealth serviceable to the people of the country. The following statement of the furnaces shows the development and practical workings of the iron interest at the present time.

IRON FURNACES AND MILLS IN MISSOURI, THEIR CAPITAL AND CAPACITY OF PRODUCTION.

CHARCOAL FURNACES.

	Furnaces.	Capital.	Capacity, Tons.
Pilot Knob.....	2	\$500,000	5,000
Iron Mountain.....	2	500,000	12,000
Irondale.....	1	100,000	7,000
Meramec.....	1	75,000	5,000
Scotia.....	1	100,000	7,000
Moselle.....	1	50,000	4,000
Gasconade.....		25,000	4,000
Total.....	8	\$1,350,000	44,000

STONE-COAL AND COKE FURNACES.

	Furnaces.	Capital.	Capacity, Tons.
Vulcan	2	\$250,000	25,000
Lewis.....	2	250,000	25,000
South St. Louis.....	2	250,000	25,000
Carondelet.....	1	150,000	8,000
Total.....	7	\$900,090	83,000

Four more projects at Carondelet.

ROLLING MILLS.

	Capital.	Capacity, Tons.
Laclede Rolling Mills.....	\$500,000	10,000
Vulcan Iron Works.....	200,000	40,000
Total.....	\$700,000	50,000

RECAPITULATION.

	Capital.	Capacity, Tons.
15 furnaces.....	\$4,000,000	133,000
Mills.....	1,000,000	40,000

VALUE OF PRODUCTS.

133,000 tons pig iron, at \$35.....	\$4,655,000
10,000 tons merchant iron, at \$85.....	850,000
Annual product value.....	\$5,505,000

The following additional facts are of interest, showing the iron produced in 1870:

Pig-Iron produced by Pioneer Carondelet Furnace.....	6,000 tons.
“ “ “ Kingsland “	12,000 “
“ “ “ South St. Louis “	6,500 “
“ “ “ Lewis Iron Co.'s “	6,000 “
“ “ “ Iron Mountain “	8,553 “
“ “ “ Pilot Knob “	2,425 “
“ “ “ Irondale “	3,993 “
“ “ “ Scotia Iron Co.'s “	2,440 “
“ “ “ Moselle “	3,000 “
“ “ “ Meramec “	4,000 “

Aggregate production of Pig-iron in 1870..... 54,911 tons.

	1868.	1869.	1870.
Tons ore mined.....	205,000	195,000	316,000
Tons ore shipped.....	47,000	120,000	246,555

TABLE SHOWING THE FOUNDRY BUSINESS OF ST. LOUIS.

NAMES OF COMPANIES.	CAPITAL STOCK.	CHARACTER OF BUSINESS.	ANNUAL CONSUMPTION.	ANNUAL AMT. BUSINESS.	NO. OF HANDS EMPLOYED.	
					MALE.	FEMALE.
T. R. Pullis & Co. ....	.....	{ Architectural Iron Works, and Cast Iron Water } and Gas Pipe.	.....	.....	60	.....
McMurry, Smith & Judge.	\$40,000	{ Architectural Iron Works, and Cast Iron Water } { and Gas Pipe.	Of Iron 1,200 tons.	\$150,000	60	.....
Shickley, Harrison & Co.	400,000	{ Architectural Iron Works, and Cast Iron Water } and Gas Pipe.	" 7,500 "	750,000	350	.....
Gerard B. Allen & Co.	250,000	Foundry, and Steam Engines and General Machinery	" 2,100 "	400,000	180	.....
Marshall & Co.	200,000	" " " " " "	" 2,500 "	300,000	130	.....
Smith, Beggs & Co. ....	.....	" " " " " "	.....	.....	.....	.....
Broadway Foundry Co. ....	.....	" " " " " "	.....	.....	.....	.....
G. H. Timmerman & Co.	125,000	Boiler and Sheet Iron Works.	" 1,200 "	200,000	60	.....
Kohan Bros. ....	.....	" " " " " "	" 300 "	125,000	50	.....
J. F. Wanzler.	30,000	Malleable and Grey Castings	.....	.....	.....	.....
St. Louis Malleable Iron Works. ....	.....	Forge and Rolling Mills	" 14,000 "	800,000	250	.....
Heinbacher Forge Co.	150,000	" " " " " "	" 7,500 "	300,000	100	.....
A. McDonald & Co.	100,000	Car Wheels and Railway Castings.	" 4,500 "	250,000	40	.....
St. Louis Car Wheel Co.	50,000	All kinds of Freight Cars	.....	.....	.....	.....
Missouri Car and Foundry Co.	250,000	.....	.....	.....	.....	.....
St. Louis Stamping Co.	150,000	Stamped Japan, Tin and Iron Wares.	.....	.....	.....	.....
Lafayette Foundry and Machine Shop.	100,000	Stationary and Portable Engines.	.....	.....	.....	.....
St. Louis Railway Supply Co. ....	.....	Railway Supplies.	.....	.....	.....	.....
Mississippi Iron Works.	170,000	House Iron Works.	" 1,500 "	300,000	150	.....

TABLE SHOWING THE STOVE BUSINESS OF ST. LOUIS.

NAMES OF COMPANIES.	CAPITAL STOCK.	CHARACTER OF BUSINESS.	ANNUAL CONSUMPTION.	ANNUAL AMT. BUSINESS.	NO. OF HANDS EMPLOYED.	
					MALE.	FEMALE.
Excelsior Manufacturing Co.	\$367,900	All kinds of Stoves.	Of Iron 500 tons.	\$1,200,000	350	.....
Bridge, Beach & Co. ....	.....	Retused to answer questions.	" " " "	.....	.....	.....
C. Gage & Co.	285,000	Manufacturers of Stoves.	" 1,700 "	170,000	120	.....
Buck & Wright.	500,000	Manufacturers of Stoves.	" 2,000 "	300,000	140	.....

THE MANUFACTURE OF FLOUR.

This great industry, so clearly indicative of the progress and extent of the agricultural interests tributary to St. Louis, must rank first among these operations that give an added value to the products of the soil and the mine. There is invested in this city in the operations of milling the sum of two and one-half million dollars. About seven hundred men are constantly in the employ of the mills, and they receive annually in wages not less than six hundred thousand dollars.

The aggregate production of last year is a little over one and a half million barrels, showing an increase over the previous year of a little over sixteen per cent.

This shows that over six million bushels of wheat, or an amount nearly equal to one-sixteenth of the entire surplus wheat crop of the United States is converted into flour in St. Louis.

It is to be regretted that the inconsiderate manner of furnishing estimates of the value of the flour made here, by some of our millers, renders it impracticable to estimate it closely, but it is definitely known that the wheat ground here is the choicest that is raised in America, and is in demand in every market, commanding by its excellence, the highest prices.

When the obstructions to the navigation of the Mississippi are removed, as they soon must be, giving passage at its mouth to the largest class of ocean steamers, and the fifty million bushels of surplus wheat raised west of the river has doubled, trebled, and quadrupled, St. Louis must be the flouring and distributing point, not only for that, but for much of the wheat of Wisconsin and Illinois.

Of late years we have heard, and read, of wheat belts, and isothermal lines, until many people have begun to accept, without investigation, the theory that there are wheat-belts extending upon latitudinal lines. A single glance at the crop-maps of the United States census report for 1870 will dissipate the delusion, and show a fact that many of our people, and not a few of our statesmen, have overlooked. These maps, prepared after years of such labor as no private citizen could undertake, and executed with a faithfulness that had no personal interest at stake, prove that the localities in which are raised the ninety-three millions of surplus wheat, extend in irregular and broken form, from east to west, eight hundred miles, and from north to south seven hundred miles. They further show that nineteen-twentieths of the whole surplus wheat crop is raised in sections drained by the Mississippi river and its tributaries.

While it is true that new flour centers grew up with the westward movement of population across the continent, it is also true that the gradual decline in the productive energies of the soil in the older States of New York, Maryland and Virginia, aided largely to facilitate the growth of the flour business west of the Alleghanies, where the soil was new and more productive. The same cause operates to-day in favor of maintaining the supremacy of St. Louis in the flour manufacture

of the country. Not only so, but she is geographically situated in the center of the great fall wheat producing region of the continent—a region, the productive power of which cannot be exhausted, within the period allotted by Providence for man to exist on the continent. Probably not more than one-tenth of the wheat region that produces the delicate, choice qualities of fall wheat, which the St. Louis millers must always control, and draw their supplies from, has yet been brought into requisition. Making the Wabash the eastern boundary of the region from whence she draws her supplies of wheat, that portion of Illinois and Northern Missouri that contributes to her trade, forms but a small portion of the still uncultivated lands of Missouri, Kansas, Arkansas, the Indian Territory, Texas, New Mexico and the farther West, which are destined to contribute to her millers, through scores of generations yet to come, a still better quality of wheat than now constitutes the dominant supply in the market.

FLOUR MANUFACTURED IN ST. LOUIS FOR THREE YEARS.

MILLERS.	Name of Mill.	Manufact. 1875. Bbls	Manufact. 1874.	Mznufact. 1873.
E. O. Stanard & Co.....	Eagle.....	124,149	172,290	168,331
Stanard & Kauffmann.....	Park.....	64,948	97,606	98,380
Yeager Milling Co.....	Anchor.....	186,867	175,604	142,503
Kehler Bros.....	Laclede.....	130,000	137,000	120,581
Kehler Bros.....	Pacific.....	120,000	111,000	81,000
Empire Mill Co.....	Empire.....	129,000	131,000	112,335
Empire Mill Co.....	Phoenix.....	78,000	.....	71,566
Atlantic Mill Co.....	Atlantic.....	109,400	132,234	96,758
John F. Tolle.....	Cherry St.....	72,600	84,845	76,753
Geo. P. Plant & Co.....	Franklin.....	65,000	68,359	66,544
Union Steam Mill Co.....	Union Steam.....	30,866	33,240	37,700
Davis & Emmons.....	Pearl.....	40,000	49,458	42,621
Sessinghaus Bros.....	Jefferson.....	40,565	45,058	36,420
Elbridge Goddard.....	United States.....	25,200	20,000	35,807
Eisenmayer & Co.....	O'Fallon.....	48,032	27,176	31,939
H. Kalbfleisch & Co.....	St. George.....	22,993	26,143	31,000
Camp Spring Mill Co.....	Camp Spring.....	64,400	58,144	39,286
Leonhardt & Schuricht.....	Saxony.....	20,000	40,000	39,220
V. Stocke.....	Star.....	28,200	32,400	22,375
Glenn Bros.	Venice.....	11,590	31,708	20,000
G. M. Alden & Co. }	.....	10,000	.....	.....
Lallement Bros.....	Carondelet.....	16,200	36,000	18,000
Chas. Hezel.....	East St. Louis.....	36,500	47,000	12,600
Wm. Ludewig & Co.....	St. Louis.....	.....	6,500	8,000
F. Buschman.....	Gamble Spring.....	7,671	10,237	5,468
Curran & Co.....	Western.....	2,640	200	.....
Mills out of existence.....	.....	.....	.....	25,000
Total.....	.....	1,424,821	1,573,202	1,420,287

St. Louis stands pre-eminent, from the fact that the best fall flouring wheat is grown south of Quincy, and even of this city, convenient to the vast coal-fields, the source of motive power, and other supplies essential to domestic industry ;

and thus the bread-producer, bread-maker and bread-consumer are side by side in natural aggregation, a circumstance of vast importance in view of the future growth and welfare of St. Louis.

Cincinnati is no longer a rival of St. Louis in the manufacture of flour for market, for the people of Ohio consume the wheat raised in their own State, and there is no surplus to go abroad. St. Louis, therefore, stands pre-eminently the great flour center of the country, destined to control the surplus wheat from which the distant markets are to be supplied. Chicago may boast of her grain trade, but the facts demonstrate that that trade is not equal in value to the flour interest of St. Louis.

The Chicago market may control the inferior wheats of the extreme Northwest, which constitute the export wheats, but the St. Louis market will ever control the delicate choice fall wheats, which constitute the breadstuffs of the American people, and which are grown in the central and southwestern portions of the country. St. Louis supplies the citizens of Chicago with their best flour.

THE BREWERY BUSINESS.

This is a branch of manufacturing which employs a capital larger than that used in the manufacture of flour; that gives employment directly to a nearly equal number of persons, and that shows an annual product of nearly four million dollars.

TABULAR STATEMENT OF THE BREWERY BUSINESS OF ST. LOUIS.

BREWERS.	Capital stock.	Annual Value of Business.	Number of barrels manufactured annually.	No. of hands Employed.	Number of wagons Employed.		
					2-horse.	1-horse.	4-horse.
E. Anheuser & Co.....	\$ 250,000	\$ 240,000	2,400	40	5	2	..
William Stumpf.....	65,000	150,000	1,500	12	2	2	..
William J. Lemp.....	300,000	400,500	45,000	60	8	2	2
Jos. Uhrig.....	300,000	250,000	25,000	30	5	2	1
Feuerbacher & Schlosstien.....	300,000	24,000	24,000	30	4	2	..
Samuel Wainwright & Co.....	300,000	24,000	24,000	30	5	1	..
Anthony & Kuhn.....	150,000	150,000	15,000	30	4	2	..
Mathias & Wiess.....	5,000	123,000	12,000	15	3	1	..
H. Grout & Co.....	150,000	150,000	14,000	15	3	1	..
Klausemanse & Co.....	100,000	99,000	9,000	18	4	2	..
Joseph Schneider.....	400,000	280,000	28,000	55	6	3	..
John B. Fleming.....	20,000	50,000	5,000	20	2	2	..
Christian Staehlin.....	500,000	200,000	20,000	40	4	2	..
T. Spengler & Son.....	50,000	80,000	8,000	8	3	2	..
John Kuepfert.....	22,000	50,000	5,000	4	..	..	..
Louis Koch.....	100,000	105,000	10,500	20	4	2	..
C. Kochler & Co.....	125,000	100,000	1,200	18	3	2	..
Herold & Loch.....	120,000	150,000	10,000	20	8	1	..
Joseph Feria.....	10,000	20,000	2,000	2	..	1	..
Brincwirth & Griesdiech.....	50,000	100,000	10,000	26	4	2	..
Heidbreder & Niemann.....	30,000	60,000	6,000	10	2	1	..
William Moran.....	25,000	45,000	4,000	6	2	1	..
A. Leusher & Co.....	250,000	150,000	15,000	20	4	2	..
Julius Winkelmeyer & Co.....	300,000	300,000	30,000	40	5	1	..
Chas. G. Steffel.....	200,000	175,000	18,000	24	4	2	..
Totals.....	\$ 3,942,000	\$ 3,473,000	411,000	587	96	42	3

The above statistics, relating to this industry, showing an invested capital of nearly four million dollars, are probably unsurpassed by any city in America. The facts are very significant, especially when we consider that the demand and the consumption are confined to cities and towns, and that the fundamental principles which underlie the demand for most other products are not applicable here. The brewers are moneyed princes, wielding an immense capital and a wide influence, and have it in their power to signally aid our city in her progressive march as the Commercial Metropolis of the Mississippi Valley.

The industrial interests of St. Louis have grown at a marvelous rate during the past few years, and the general result shows a large increase over any preceding year. The following statement will show the advancement made during the past ten years in the manufacturing industry of the city:

Capital invested in manufactures in 1860.....	\$12,733,948
“ “ “ in 1870.....	48,387,150
<i>Making a clear gain of 284 per cent. in ten years, or 24 4-10 per cent. per annum.</i>	
The value of raw material used in 1860 was.....	\$16,212,699
“ “ “ in 1870 was.....	63,427,509
<i>Making a gain of 269 per cent. in ten years, or 26 9-10 per cent. per annum.</i>	
The value of products in 1860 was.....	\$ 27,610,070
“ “ “ in 1870 was.....	109,513,950
<i>A gain of 297 per cent. in ten years, or 29 6-10 per cent. per annum.</i>	

The following shows the extent of investments and operations in reference to some of the more important articles :

Pig Iron manufacturing:		Pork and Beef Packing:	
Capital invested.....	\$4,398,165	Capital invested.....	\$3,032,800
Value of material used.....	2,266,815	Value of material used.....	5,419,430
Value of product.....	3,180,815	Value of product.....	7,929,700
Foundries:		Tobacco manufacturing:	
Capital invested.....	2,593,850	Capital invested.....	1,520,900
Value of material used.....	2,676,991	Value of material used.....	1,674,068
Value of product.....	4,605,887	Value of product.....	8,094,083
Agricultural Implements manufacturing:		Steam Machinery manufacturing:	
Capital invested.....	660,000	Capital invested.....	1,871,400
Value of material used.....	295,000	Value of material used.....	596,070
Value of product.....	745,000	Value of product.....	1,509,112
Flour Mills:		White Lead, Oils and Paints manufacturing:	
Capital invested.....	6,408,600	Capital invested.....	975,000
Value of material used.....	8,230,660	Value of material used.....	961,662
Value of product.....	11,224,441	Value of product.....	1,633,500
Planing Mills, Sash & Door Factories:		Sugar manufacturing:	
Capital invested.....	2,454,750	Capital invested.....	1,000,000
Value of material used.....	2,854,158	Value of material used.....	3,430,000
Value of product.....	4,759,793	Value of product.....	3,678,250
Breweries:			
Capital invested.....	2,198,708		
Value of material used.....	1,750,931		
Value of product.....	3,557,583		

STATISTICS OF MANUFACTURING

SHOWING THE CAPITAL AND PRODUCTION OF FORTY LEADING INDUSTRIES FOR THE YEAR 1875,
AS COMPARED WITH 1870.

ARTICLES.	1875.		1870.	
	Capital Employed.	Value of Production.	Capital Employed.	Value of Production.
Beer and Ale.....	3,144,310	4,003,314	2,196,708	3,557,533
Boots and Shoes.....	308,745	1,704,780	364,646	1,475,717
Bread and Crackers.....	357,050	1,503,220	280,370	1,925,585
Bags and Bagging.....	785,000	2,254,750	210,800	433,600
Boiler Makers.....	102,000	387,000	81,000	405,207
Brushes and Brooms.....	80,900	183,200	145,210	476,082
Brick.....	519,200	1,538,210	193,890	6663,60
Candy and Confectionery.....	299,250	1,322,500	233,000	1,270,336
Cooperage.....	504,675	1,478,080	452,800	1,651,629
Cotton Goods.....	550,000	660,000	364,260	587,950
Cigars.....	450,000	2,019,280	320,360	1,151,250
Drugs and Chemicals.....	583,000	850,000	215,000	300,000
Furnaces, Rolling Mills, Foundries and Machine Shops.....	6,039,600	6,132,310	3,198,400	4,840,240
Foundries—Brass.....	82,200	110,500	94,273	168,030
Flour and Meal.....	3,031,000	13,632,500	6,619,100	11,686,440
Glass.....	501,000	861,000	160,150	399,500
Lard Refineries.....	187,000	1,426,600	40,000	165,000
Marble and Monumental Works.....	181,400	381,500	163,000	260,966
Matches.....	77,000	352,000	102,000	474,200
Mill Machinery.....	181,000	514,000	125,000	225,000
Malt.....	487,500	782,000	207,000	476,200
Nuts and Bolts.....	295,000	370,000	150,000	260,000
Planing Mills, Sash and Door Factories	2,494,440	2,771,170	1,890,250	3,657,290
Pork Products.....	7,000,000	11,000,000	3,032,800	7,929,700
Rectifiers.....	700,000	2,330,000	505,000	1,563,392
Sugar.....	1,000,000	5,900,000	1,000,000	3,678,250
Stores.....	1,744,000	2,889,600	2,634,500	2,479,000
Soap and Candles.....	1,104,000	3,127,800	921,000	2,869,100
Soda and Mineral Waters.....	156,700	290,500	53,500	82,320
Type.....	66,000	142,760	20,000	104,000
Tobacco.....	1,097,000	3,662,475	1,520,000	3,094,083
Tanneries.....	103,475	426,500	37,700	210,030
Vinegar and Cider.....	169,000	424,000	40,400	109,660
White Lead and Oil.....	1,908,000	2,925,000	975,000	1,633,500
Wine.....	500,000	1,250,000	500,500	801,214
Wire and Wire Goods.....	275,000	425,000	20,500	94,230
Wooden Ware.....	660,350	2,266,100	250,000	314,000
Wagons and Carriages.....	631,800	1,420,540	480,375	960,206
Quarries.....	350,000	1,500,000	126,800	371,500
Zinc.....	150,000	250,000	50,000	24,000
Totals.....	38,856,595	85,468,190	29,977,292	62,832,570

THE PACKING BUSINESS

The packing business of St. Louis forms one of the most important branches of the trade of the city, as the figures below demonstrate. The amount of capital represents in most instances the fixed capital, or amount invested in buildings and appliances for conducting the business :

NAME OF COMPANY.	CAPITAL.	CAPACITY PER DAY.	MEN EMPLOYED.	WEEKLY WAGES.	AGGREGATE YEARLY BUSINESS.
Henry Ames & Co.....	\$750,000	1800	200	\$2,000	\$3,000,000
Hamilton & Bartle.....	300,000		130		2,500,000
Maxwell, Scaling & Mulhall.....	200,000		125	1,750	2,000,000
Wm. N. McQueen.....	130,000	2000	100	1,200	2,000,000
L. Ashbrook & Co.....	700,000	2200	180	1,500	1,100,000
Francis Whittaker & Sons.....					
Richardson & Co.....	150,000	4000	260	1,500	
James Reilley & Co.,					1,750,000
George E. Finch.....		1500	150		
Conrade & Louis Rose.....	150,000	1500	75	650	1,000,000
George Bayha & Co.....	100,000		30	300	500,000
L. W. Patterson.....	60,000		125	1,600	400,000
Fletcher & Co.....					
Muldoon & Sharp.....					

BUILDING STATISTICS.

No. building erected in 1875, 1874; improvements and repairs, 198; value, \$5,622,930.

WARDS.	One Story.	Two Story.	Three Story.	Four Story.	Five Story.	Re-pairs.	Alterations.	Additions.	Value.
First.....	48	108	18	.....	.....	.....	.....	3	\$315,900
Second.....	30	124	5	.....	.....	4	1	5	300,550
Third.....	5	81	24	.....	.....	6	2	.....	361,600
Fourth.....	19	134	16	1	.....	4	.....	8	550,050
Fifth.....	14	57	6	1	1	6	6	7	293,300
Sixth.....	24	138	59	1	1	21	9	8	943,350
Seventh.....	9	117	49	.....	1	5	6	9	736,300
Eighth.....	4	21	14	3	12	30	16	7	724,370
Ninth.....	9	190	44	.....	.....	3	2	6	607,460
Tenth.....	9	30	19	.....	.....	10	1	2	121,000
Eleventh.....	10	161	15	.....	.....	.....	1	3	359,250
Twelfth.....	19	72	14	.....	.....	1	3	1	220,000
Thirteenth.....	19	20	7	.....	.....	.....	.....	.....	92,800
Totals.....	210	1,253	290	6	15	92	47	59	\$5,622,930

DRY GOODS TRADE.

The past year was satisfactory in its results in reference to this most important department of trade—more so, indeed, than any since the close of the year. It was characterized by a steady shrinkage in values; but the business done, although accompanied by a reduction of profits, was conducted on sound principles, with no tendency to over-trading. While the operations of the year afford unmistakable evidence of a general expansion in the trade, corresponding to the increase observable in every department of our city's commerce, it is indeed an undeniable fact, that already our dry goods merchants sell to a larger territory than any other city in the United States. Previous to the war, the dry goods business ranged from \$10,000,000 to \$12,000,000, while now it aggregates \$50,000,000. The aggregate wholesales of dry goods and fancy goods reach \$38,750,000; retail sales, about \$11,250,000. The retail sales of two houses reach over \$1,000,000 each, annually, and four (including the two) about \$500,000 each. The wholesale trade, heretofore confined to Main street, now indicates a decided movement toward Washington avenue and Fifth street, and the four magnificent stores now completed on the latter thoroughfare, near St. Charles street, are occupied by Main street houses, while other buildings in the same locality, for wholesale purposes, are in contemplation. The yearly increase in the dry goods trade of St. Louis cannot be less than 30 per cent.

GROCERIES.

There are many reasons why St. Louis, as in many other branches of industry and trade, must be the chief of American cities for the sale of groceries. Not because she is situated nearer the coffee and sugar plantations, the tea trees and rice fields, than any other American city, but because she must in the very nature of things, become a great and controlling point for the distribution, to consumers, of the staple groceries afforded in the American markets. While it is true, as a law of political economy, that "the mouths can go to the food much cheaper than the food can go to the mouths;" it is not a violation of this law to assert that St. Louis will be the great grocery market of this country, as the articles comprehended in the trade are not the staple articles of food. The grocery trade is largely of foreign products, and, therefore, is not the creator of any economic interest, but only an officiating minister to our enjoyments. In the main, St. Louis has equal advantages with other cities of the country to secure cheap groceries from other lands; and with greater advantages for distribution, can sell as low, if not lower, prices than rule in any seaboard city, as will hereafter be seen.

St. Louis is now the great distributing point for the grocery product of the South, such as sugar, molasses and rice, which come here in abundance.

The advantages offered by our leading dealers in staple goods, who are constantly presenting the facts, and urging their claims with ability and energy, have convinced, and are daily convincing the large dealers of the West and North that they gain nothing by buying, as they did in years past, in New York, Baltimore, Boston and other eastern cities. There are now three or four firms in St. Louis that buy entire cargoes of coffee direct of the importer, and on equal terms with any jobber in New York, Baltimore or New Orleans.

TOBACCO.

The manufacture of tobacco in our city during the past year, has met the expectations of even the most sanguine of our merchants and dealers, and shows a large increase over the year preceding. The Tobacco Association of our city, while not deeming it necessary to offer premiums each year, proposes to continue its efforts to increase the culture of this important staple, by furnishing information respecting the various methods of its cultivation and management, through the medium of pamphlets, and by supplying parties with seed, both of which may be obtained by addressing Mr. John F. Webber, secretary of the Association, or any of the commission merchants of our city.

FURNITURE.

This is an industry that in the last few years has made remarkable strides, and is now established upon a basis that is beyond competition, and that in its growth and artistic development, represents the taste and character of our people.

It is but a few years since all the furniture used in St. Louis and the West and South came from the East, because there were no factories here. The first efforts at manufacturing, produced articles in which utility only was sought, and no attempt was made to produce the fashionable and artistic designs of the manufacturers of the East. It was but a short time, however, till all this was changed, and our manufacturerers introduced improved machinery and first-class workmen; and now, with cheaper lumber than their competitors can procure, with the best manufacturing and distributing point in America for their base of operations, they have successfully defied all competition. This is now becoming a leading department in our manufactories, and through the skill and sagacity of our manufacturers and dealers, will soon be placed in the front rank.

HARDWARE.

For both the handling and the production of hardware, St. Louis is most happily situated and is rapidly availing herself of her advantages. The regular growth of the jobbing trade is at the rate of about twenty-five per cent. per annum, and the increase is maintained with a steadiness that proves that the causes for it are fixed and constantly operative.

St. Louis is known throughout the Valley of the Mississippi as the closest market for hardware in the United States, and our merchants are able to sell principally for cash, and at sixty days' time. In the opinion of the country merchants, the low prices in this market make it a more desirable point at which to buy, than cities that give longer time.

The trade that was at one time lost to St. Louis is being rapidly recovered, and new sections of country are being placed in a position that they can come here to supply their wants.

Many classes of goods that were formerly made in the East are now produced by our own manufacturers, who are able to compete with their Eastern rivals, and will be each year in a better position to command and retain the trade that belongs to them. The small castings made here are now conceded to be as smooth and perfect as can be produced anywhere.

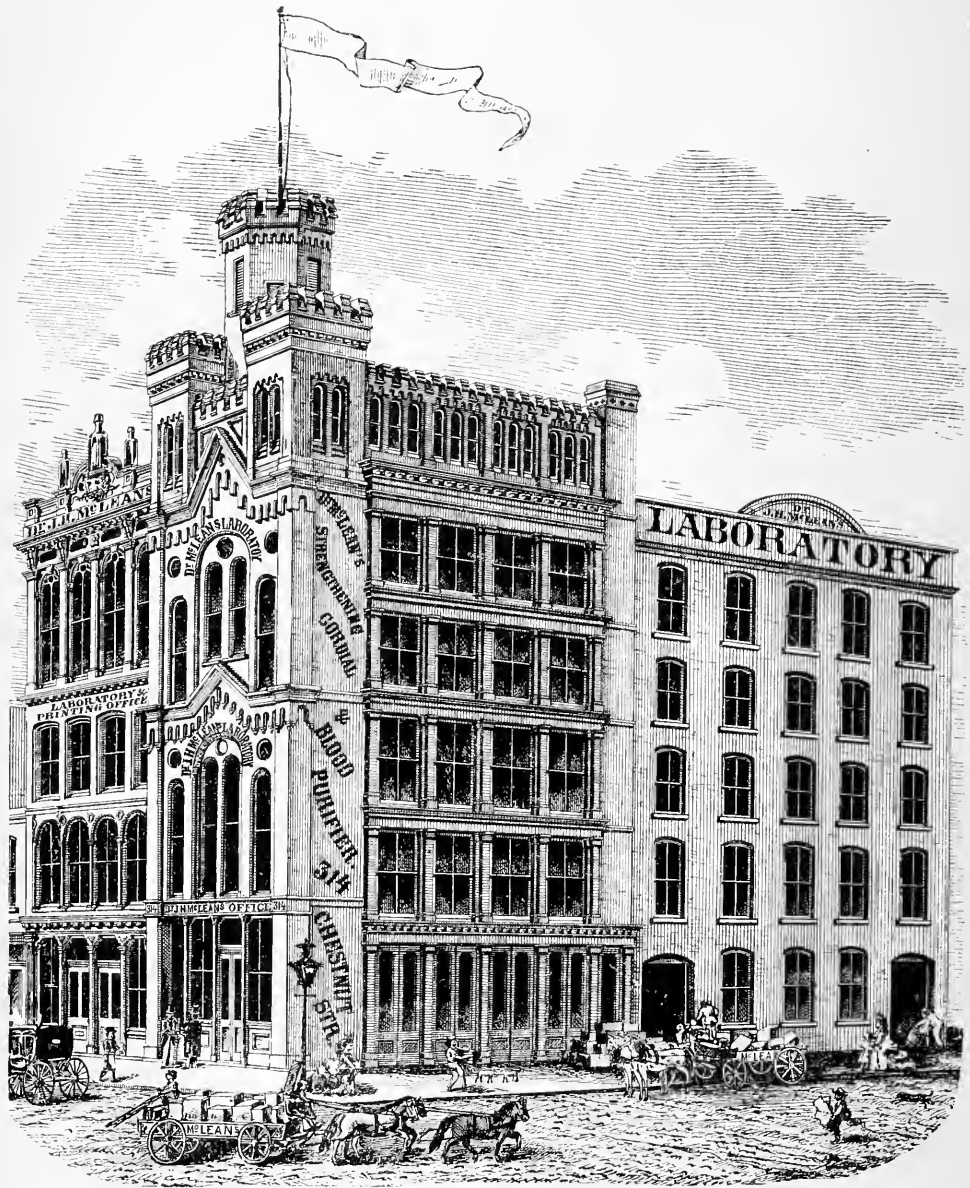
A moderate estimate of the jobbing trade of the city may be stated at four million dollars.

HATS AND CAPS.

This important trade is in a satisfactory and thriving condition. In some lines of goods there has been a depreciation, and the panic of last year restricted its volume; yet, on the whole, the history of the past and the outlook for the future, are encouraging. Three years ago there were more houses in the trade, though the volume was not as large. The tendency has been toward consolidation and the establishment of larger houses, and the carrying of heavier stocks and larger sales. The aggregate of last year will exceed two and a half million dollars.

One of the oldest and most respected dealers and manufacturers in this line is JOHN NICHOL CONN, a man who has been identified with the growth and prosperity of our city for more than a quarter of a century.

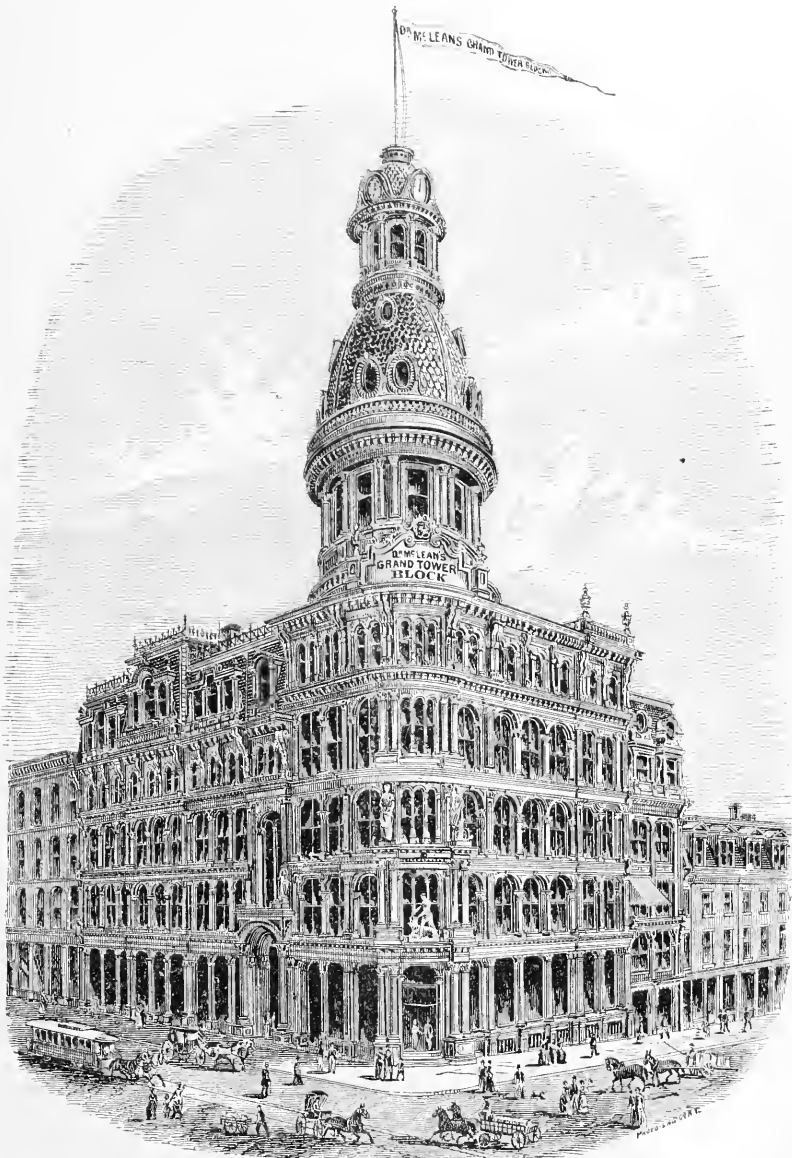
Mr. Conn was born November 18, 1819, at Magherafelt, County Derry, Ireland. In the spring of 1834 he came to Newark, New Jersey, and went to learn the trade of a hatter with Rankin, Duryee & Co., the largest manufacturers of fur hats in the world at that time, employing some thirteen hundred hands in the different departments of their establishment. After mastering the business, he went to Astoria, Long Island, and engaged in manufacturing for himself.



DR. J. H. McLEAN'S LABORATORY.

314 CHESTNUT STREET,

ST. LOUIS, MO.



DR. J. H. McLEAN'S GRAND TOWER BLOCK.

COR. FOURTH & MARKET STS.,

ST. LOUIS, MO.

In the spring of 1850, Mr. Conn came to St. Louis, and opened a branch house at 155 North Main street, for the wholesale of hats, caps and furs. The firm name in New York was Booth, Drake & Conn; in St. Louis, Conn, Drake & Co. In 1851-2, there being no retail hat store on Fourth street, Mr. Conn opened one at No. 108, where he remained until 1874. He then started a new hat emporium at No. 418 Olive street, where he now is, and where he receives his old friends and makes new ones.

Mr. Conn was married in 1842, in New York, to Miss Lavinia Morris, who has borne him five children, two sons and three daughters. When Mr. Conn came to St. Louis, in 1850, there were but five or six hat houses; now there are sixty, and the business is somewhat overdone.

KEEVIL "The Hatter," may also be mentioned as one of the pioneers of this trade, he being established in St. Louis about the same time. Broadway has been the scene of his business exploits, where he has been located for thirty years.

DRUGS.

This is a trade that has called to its service some of the best brains and ablest merchants of the West, and that is being extended at a rapid rate. During the last nine years it has quadrupled in amount, and now a low estimate places the aggregate of the jobbing trade in drugs at five and a-half million dollars for the last year. This is the strictly legitimate drug jobbing trade, and exclusive of the proprietary medicines, perfumery, brushes, paints and kindred articles which are made here, and which eventually find their way into the drug stores of the interior, but which do not pass through the hands of the regular jobbers.

The men who control the business have done as much as any class of merchants to improve their opportunities and attract trade from near and distant points to St. Louis.

THE BOOT AND SHOE TRADE.

This is an important trade, ranking next to groceries. The aggregates for last year are variously estimated, but the best information attainable indicates clearly that the amount of the jobbing trade, and of goods made here, which are sold at wholesale by the manufacturers, is not far from twelve million dollars.

Five years ago there were no manufactories in St. Louis making boots and shoes, to sell at wholesale. Last year the amount of these goods made here, and sold to merchants, exceeded in value a million dollars. The trade is represented in St. Louis by as fine a class of business men as can be found in any city of America. Veterans of trade, who have stood under the cares and vicissitudes of over twenty years active operations, and youths full of the fire and ambition of early manhood,

are to be found extending and strengthening the commercial relations of their imperial home.

In this line of trade, as in many others, St. Louis is destined to take the lead in the Valley of the Mississippi, surrounded as it is on every side with the raw material, which can be brought to this market at low rates, and when manufactured, will find ready sale all over the Great Basin, and make this city the great center of the boot and shoe trade of the West.

LOCAL INSTITUTIONS.

THE WATER WORKS.

A LIBERAL supply of water has at all times been considered one of the chief necessities to the growth and prosperity of a large city. In many parts of Syria and Palestine large reservoirs and tanks were constructed in the past, which at the present time are the only resources for water during the dry season, and a failure of them involves drought and calamity.

The most celebrated of the pools mentioned in Scripture are the pools of Solomon, about three miles southwest of Bethlehem, from which an aqueduct was carried which still supplies Jerusalem with water. These pools are said to be three in number, partly hewn out of the rock, and partly built with masonry, but all lined with cement. The largest of them is 582 feet long by 207 feet wide and 50 feet deep.

The Romans spared no expense to procure for their city an abundant supply of pure water. Their aqueducts, some of which are still in operation, at one time carried to that city 350,000,000 gallons of water daily, or 290 gallons daily for each inhabitant. Some of these aqueducts had a length from thirty to seventy miles, and in magnificence and costliness far surpassed the most celebrated works of modern origin.

The earliest and most liberal provisions for a water supply on our own continent were made by the cities of Philadelphia, New York, and Boston; and to this must be ascribed in a great measure, the rapid growth of these cities. In 1860 the amount of water supplied daily to each inhabitant of these cities averaged ninety-seven gallons in Boston, fifty-two gallons in New York, and thirty-six gallons in Philadelphia. The works in these cities when designed, seemed to be of sufficient capacity to furnish a supply for many years, but their growth has been so rapid that they already feel the necessity of husbanding their resources, and of taking measures to extend their works so as to be enabled to meet the increased and increasing consumption. In fact, during the severe drought of last year a scarcity of water was experienced in each of these cities, owing to the inadequacy of their sources of supply.

The great advantage possessed by St. Louis in this respect, consists in the fact that its source of supply is inexhaustible. The Mississippi, in time of an ordinary stage, carries past the city about 1,000,000 gallons of water per second, or enough in six seconds to supply the present necessities of its inhabitants for a whole day. It is not only abundant, but is one of the most wholesome waters

known. It is true that in time of high water it contains a large per centage of sedimentary matter, brought down by the swift current of the Missouri river, but of this it is easily freed by settling and filtering. And it is worthy of mention here that the old inhabitants of our city are so far from being adverse to this admixture of sedimentary matter, that they almost regret that the new works now in course of construction will furnish them settled or clear water.

The most recent analysis of our river water is that made by Dr. Theodore Fay, chemist of the Board of Water Commissioners, which is given in the following form, exhibiting the comparative quality of the water obtained from the old and new reservoirs :

WATER DRAWN FROM HYDRANT (OLD SUPPLY).

Solid matter separated by filter.....	232	grains per gallon.
Hardness.....	7.05	
Oxydizable organic matter.....	50.4	grains per gallon.
Carbonate of lime.....	5.60	“ “

SETTLED WATER DRAWN FROM HYDRANT (NEW SUPPLY).

Hardness.....	8.75	
Oxydizable organic matter.....	.784	grains per gallon.
Carbonate of lime.....	7.17	“ “
Animalculæ.....	in considerable numbers.	

Dr. Fay, in connection with the above, makes the following explanation :

“ The above statement in regard to the difference in organic matter and hardness is hardly a fair test, on account of the excess of time that the water remained exposed to the sun, and solution of a portion of the lime used in the construction of the reservoirs and culverts, in which many thousands of bushels have been used. It is my opinion that we will have as good water from the Mississippi as any in the United States when the clay and sand are removed.

The first water-works in St. Louis consisted of a reservoir on the Big Mound, supplied by a small engine from the Mississippi river. It was constructed in 1829-30, and designed to contain 300,000 gallons. The city of St. Louis then numbered 5,852 inhabitants. In 1850, the population being then 77,860, a larger reservoir was completed, holding about 8,000,000 gallons. This reservoir has also been out of use for many years. The reservoir by which the city is now supplied was finished in 1855, when the city contained 125,000 inhabitants. The water is pumped into it by three pumps located at the foot of Bates street, and having a total capacity of about 11,000,000 gallons per day. One of these pumps was procured by the present Board of Water Commissioners in 1868, the other two not having sufficient capacity to supply the city beyond a contingency. Previous to the year 1860 it had become apparent that the existing works would soon be insufficient to supply the city. In fact, the area of the city had been extended so much, and in the direction of grounds so much higher than the reservoir, that a large portion of the territory included in the new limits could not be supplied. The question of new and more extended works was agitated for several years, but without any result, until the Governor of the State, under a law passed in January

1865, appointed a Board of Water Commissioners. These gentlemen appointed Mr. James P Kirkwood, the acknowledged head of hydraulic engineers in the United States, since his completion of the Brooklyn waterworks, their Chief Engineer.

In October 1865, Mr. Kirkwood submitted several plans of works to the Commissioners. The one adopted by them was subsequently rejected by the Common Council, to whom, according to the then existing law, belonged the final decision of the matter. The members of the Board of Water Commissioners resigned, and a new Board appointed by the Governor, having retained Mr. Kirkwood's services, submitted new plans to the Common Council for approval, after Mr. Kirkwood had modified his former plans so as to bring them in accordance with the expressed opinion of the Council. There seeming to be but little hope that the conflicting opinions of the members of our City Council would ever admit of their approving any plan, a new law was passed by the Legislature which placed the whole matter in the hands of a commission of three members, and authorized them to apply the proceeds of three and a half million of bonds, to be issued by the city, to the construction of the works. The new Board appointed as their Chief Engineer Mr. Thomas J. Whitman, an engineer of long experience in hydraulic works. Mr. Kirkwood had declined to accept the position again, but consented to act as consulting engineer.

The Water Department, as now organized and operated, was created by act of the Legislature entitled "An Act to enable the City of St. Louis to procure a supply of wholesome water," approved March 13, 1867.

This department of the city government is managed by a board of three Commissioners and the Mayor of the city, who is *ex-officio* president of the board.

The present board consists of Mayor Overstolz, Joseph Brown, James Sweeney and Edward Walsh, Jr.

The officers of the board are as follows: Edward Walsh, Jr., acting president; Samuel Pepper, secretary; T. J. Whitman, chief engineer and superintendent; Ashton P. Johnson, assessor of water rates; Arden R. Smith, collector of water rates.

The total number of employees required to operate the entire department are about one hundred and fifty, including the pumping department and street service.

The total annual expenses of operating the department are about \$260,000.

Pumping capacity, 56,000,000 gallons per day. Average daily consumption of water during the past year, 20,250,000 gallons.

Receipts for the use of water for the past year were \$450,448.46.

Total length of water-pipe laid, 176.85 miles, at a cost of \$3,517,872.21.

Length of the force main pipe from the river, at Bissell's Point, to the Comp-ton Hill reservoir, is a little over five miles; the diameter of this pipe is thirty-six inches.

The total cost of the present water-works, including real estate, is about \$9,000,000. Twenty-year six per cent. gold bonds have been issued by the city, in aid of the water-works, to the amount of \$5,200,000.

THE ST. LOUIS STEAM FIRE DEPARTMENT.

ITS ORGANIZATION.

Like all other cities, St. Louis had her independent fire department, and probably, for a long time there was not a better independent department in the country; but as the city increased in population, the better element of the department was worked out or swallowed up by that element which has disgraced nearly every independent department in all the large cities throughout the country. Things in this city went on from bad to worse, until our streets became the nightly scenes of riot, bloodshed and confusion among the firemen, while property was being destroyed by the devouring elements. So fearful did the strife rage between some of the independent companies, that the good citizens felt that there must be something done toward changing the organization of the department. The matter finally attracted the attention of the city officials, and in 1857 the City Council passed an ordinance establishing and regulating a "Paid Fire Department." The late Hon. John M. Wimer was Mayor, and took a deep interest in the new organization. He appointed H. Clay Sexton chief engineer of the Fire Department under the new ordinance, and the City Council appointed Messrs. Geo. Kyler and John Sexton, of the Board of Aldermen, and Davis Moore and Henry Almstedt of the Board of Delegates, as a "Board of Fire Engineers." This board held its first meeting on the 24th day of August 1857, and organized by electing George Kyler chairman, and George W. Tennille secretary. The board then elected Messrs. John W. Bame and Richard Beggs as assistant chief engineers. The new organization was not effected until the 14th day of September 1857.

On the 28th of September 1857, the Board of Fire Engineers entered into a contract with A. B. Latta, of Cincinnati, for three of his third-class steam fire engines, to be delivered in ten, thirty, and sixty days. After the receipt of these three fire kings, the old independent department began to dissolve like snow before a summer's sun, and the new organization was an acknowledged success, and a fixed fact. The first semi-annual report of the new organization, made March first, 1858, makes the following showing as compared with a like report of the independent organization made from September 14, 1856, to March first, 1857, to-wit:

OLD ORGANIZATION.

Loss by fires from September 14, 1856, to March 1, 1857.....	\$595,580
Loss to Insurance Companies on same.....	383,010
Loss over and above Insurance.....	\$212,570

NEW ORGANIZATION.

Loss by fires from September 14, 1857, to March 1, 1858.....	\$244,930
Loss to Insurance Companies on same.....	141,550
Loss over and above Insurance.....	\$103,380

A great auxiliary to the new organization was the establishing of the "Fire Alarm Telegraph," which was completed and put in operation by Messrs. Gamewell & Co., on the 2d of January 1858, and a committee on "fire alarm telegraph" was appointed by the City Council, consisting of Messrs. Charles R. Anderson and Charles H. Tillson of the Board of Aldermen, and John W. Burd and J. H. M'Clure, of the Board of Delegates; said committee held its first meeting on the 2d of January 1858, and appointed Mr. James A. Gardner superintendent of the "Fire Alarm Telegraph." The old organization seeing the success of the new one, soon broke up, and many of the best men in the old organization became members of the new one, surrendering their property to the city for a nominal consideration (with but two exceptions).

The home insurance companies were so well pleased with the working of the new organization, and the efficiency of the three steam fire engines, that they purchased another. With these additions, the department felt confident of their ability to contend successfully against the ravages of the devouring elements, and the citizens felt satisfied that their lives and property were comparatively safe from the ravages of fire; and neither were mistaken, as the annual report of the officers of the Fire Department, made on the first of March 1859 will show, in comparing the new with the old organization. They say:

OLD ORGANIZATION.

Loss by fires from October 13, 1856 to October 13, 1857 (this being the last year of their existence)..... \$1,302,250

NEW ORGANIZATION.

Loss by fires from March 1, 1858, to March 1, 1859..... \$211,623

There was no change in the officers of the Department from its organization up to the 20th of June 1862, at which time Geo. W. Tennille, secretary, was removed on account of his Southern sympathies, and on or about the 3d of September of the same year, H. Clay Sexton, chief of the Department, was removed, arrested, and put in prison for the same reason, by order of General Schofield. Mr. Charles H. Tillson was elected secretary by the Board of Fire Engineers, and General Schofield appointed George N. Stephens as chief engineer. During his administration, which extended to the first Monday in January 1857, the city purchased one more of A. B. Latta's steam fire engines, and two of Silsby's rotary engines. On the first Monday in January 1867, Mr. A. C. Hull, having been appointed chief engineer, entered upon the duties of his office, which position he held until the second Monday in May of the same year. Mr. John W. Bame, having been appointed chief Engineer, took charge of the Department on the second Monday in May 1867, and Jacob Trice was appointed assistant engineer in his place. He held the position to the second Monday in May 1869. During his and Mr. Hull's administrations, there were no engines added to the Department. Under Hull's administration

the city purchased one hook and ladder apparatus of E. C. Hartshorn, of New York. On the second Monday in May 1869, H. Clay Sexton, having been appointed to the office of chief engineer, assumed the duties of the same, and holds the position at the present time. Geo. W. Tennille was also appointed secretary in May 1869, and still holds that position. In 1871, there was an ordinance passed by the City Council increasing the number of assistant engineers to three, and John W. Bame was appointed to the office of assistant engineer on May 3d of the same year. During the present administration of Chief Engineer Sexton, the city has purchased eighteen new steam fire engines, all of the "Latta" patent, and manufactured by C. Ahrens & Co., of Cincinnati, Ohio. They are much lighter and far more effective than the old ones. The equipment of the Department at present is as follows: Eighteen steam fire engine companies; three hook and ladder companies, with eight men to each company; one chemical engine, with three men; four fuel wagons with two men each; and one hose carriage to each engine. Under an ordinance passed by the City Council in February 1876, two more assistant engineers were added to the force: John Lindsey and John W. Shockey; making the whole force of the Department at the present time, to consist of one hundred and seventy-nine men and seven officers.

The loss by fires for the year ending May 31, 1876, was but \$335,300, in a city of a population of one-half a million; which proves conclusively that the St. Louis Department is one of the most effective in the known world.

METROPOLITAN POLICE.

One of the most perfect systems of police in America is the Metropolitan of St. Louis. It may truly be said to be perfection itself. Under its constant guardianship, our citizens and property-owners enjoy an immunity from crime of every degree, almost unheard of in any other city of like dimensions and an equal number of inhabitants.

Previous to 1861, the police force of our city was under the immediate control of the municipal corporation, and the city paid the entire expense of the organization, as it directed all its movements. In 1861 the General Assembly passed an act providing for the present system of Metropolitan Police. It was made perfectly independent of the municipal authorities, and the entire force is under the guidance of a Board of Police Commissioners. The act was approved March 27, 1861; the first Board organized the 10th day of the following April, and elected James McDonough chief. After many changes in the Department and Board of Commissioners, the same efficient gentleman is again in the same position, one which, above all others, he is calculated to fill.

The entire city is divided into six districts for police purposes. Each district

is under the immediate charge of a captain, to whom the sergeants report, who in turn receive the reports of the patrolmen. Each captain makes his report to the chief, who is held responsible for the entire Department by the Board. The regulations established for the admission of new members to the force are very strict, and well calculated to develop the highest standard attainable for a police force. It usually takes the applicant a week to pass the preliminary examinations, which are strict and rigid, before being assigned to the school of instruction. The men are regularly drilled in the school of the soldier as well as of the policeman.

The fund for the support of sick and disabled members of the force, forms a peculiar feature of this admirable organization. This fund, which is supplied by a monthly tax upon the pay of each man, is placed in the hands of officers elected by the members of the force, whose duty it is to disburse the same to worthy members. Thus the patrolman, who in the execution of his duty is stricken down by sickness or accident, is amply provided for, and his family taken care of during his illness: a most praiseworthy and admirable branch of the Police Department.

The present Board of Police Commissioners are, Mayor Overstoltz, chairman *ex officio*; Dr. S. C. Nidelet, John L. Priest, Major C. C. Rainwater and Col. Louis Dorsheimer. James McDonough is Chief of Police.

THE GAS COMPANIES.

ST. LOUIS GAS LIGHT COMPANY.

The corporations which light up the city by night, may be ranked among the most important in our community. The charter creating the above company was granted as early as 1837, but was the subject of legislative action again in 1839, when the charter was amended. The company was practically organized in 1846, when the works were commenced: gas was turned on in 1847. According to a late decision of our courts, where the matter received full attention, the franchise reverted to the city in 1870, and is at present in the hands of a receiver appointed in 1876 to adjust the difficulties between our city government and the company, arising out of the provisions of the charter. The capacity of the works is sufficient to supply the entire city, although their mains extend only to that part of St. Louis south of Washington avenue. This company have 7,190 meters, assorted sizes, placed in their territory, and the annual sale amounts to 240,000,000 feet. They have 103 miles of pipe laid, and light up 3,430 public lamps in the same district.

LACLEDE GAS LIGHT COMPANY.

This corporation is of more recent origin, being chartered in 1858, and started again on a new basis in 1871. The territory occupied comprises all that portion of St. Louis north of Washington avenue. They have 90 miles of pipe laid, and light up 2,942 public lamps in their district. The works have a capacity for making one million feet per day. Both companies are powerful organizations, and number among their stockholders some of our wealthiest and most influential citizens.

STREET RAILWAYS.

The first charters for street railways were granted in 1859. Previous to that period, city travel was accomplished by the old omnibus lines. Hon. Erastus Wells was the father of these last, as he is also entitled to the credit of establishing our present system of street railways.

At present there are 86 miles of street railroads in St. Louis; the total amount of money invested is computed to be \$2,000,000. About three hundred cars run daily, carrying on an average 59,490 persons. It is estimated that nine-tenths of these are adults, whose fares at 5 cents per head, amount to \$2,632.05; the remainder, children at half-fare, will make up \$146.22, making a total of \$2,778.27 paid for car fare each day in this city.

THE MISSOURI RAILWAY COMPANY.

This line starts from the corner of Market and Fourth streets, extending along Market to Sixth, along Sixth to Chestnut, out Chestnut to Twentieth, southward on Twentieth to Market, out Market to Summit, then on Summit to Clark avenue to Adolph, on Adolph to Market, eastward to point of beginning. This company also operates the Olive street line, running out Olive street to Grand avenue, and back by Lindell avenue.

THE CITIZENS RAILWAY COMPANY.

It starts from Fourth and Morgan streets, and runs out Franklin Avenue to Grand and Garrison avenues, and returns by Morgan street. It also operates the Fair Grounds & Suburban Railroad, running from the Three-Mile House along the St. Charles Rock Road, to the Six-Mile House. Another branch starts from the Three-Mile House, going along Papin avenue, Natural Bridge Road and King's Highway. The line from Easton avenue along Grand avenue to the Fair Grounds is also under the management of this company, at whom head is Julius S. Walsh, president.

THE UNION RAILWAY.

This line leaves Fourth and Locust, traverses Sixth, O'Fallon, Seventeenth, Salisbury streets, Bremen and Kossuth avenues to the Fair Grounds.

THE GRAVOIS RAILWAY,

Has its starting point at Fourth and Pine streets, and runs along Ninth, Clark avenue, Twelfth, Chouteau avenue, Stoddard and Park avenues, Decatur street, Russell avenue, State and Sidney streets, to Jefferson avenue, returning on the Gravois Road to State street, then by a double track to point of beginning.

THE NORTHWESTERN RAILWAY COMPANY.

This route starts from Sixth and Locust, and goes out north to North Spring and St. Louis avenues to Jefferson avenue.

THE BELLEFONTAINE RAILWAY.

This line leaves the corner of Third and Washington avenue, going out Eleventh and Herbert streets to Penrose avenue to its northern terminus.

THE LINDELL RAILWAY

Is known as the "Blue Line" on Washington avenue, and runs along Fourteenth and Gratiot streets, Tayon and Chouteau avenues to Summit avenue, its terminus.

THE PEOPLE'S RAILWAY,

Starts from Fourth and Morgan streets to Chouteau avenue, Second Carondelet and Park avenue to Lafayette Park. This company also operate the Third street line and the Compton Hill line.

THE ST. LOUIS RAILWAY.

It runs from the northern to the southern boundaries of the city, on Broadway, Fifth, Elm and Seventh streets to Keokuk street, in the southern portion of the city.

CASS AVENUE AND FAIR GROUNDS RAILWAY.

This line extends from Fifth and Walnut streets, along Seventh street, Cass avenue, Glasgow and St. Louis avenues to Prairie avenue and the Fair Grounds. It is the last street railway chartered and completed in St. Louis.

THE PUBLIC PARKS OF ST. LOUIS.

The county of St. Louis is almost an island, and fronts to the east about thirty-two miles, on the "Father of Waters," with the turbid Missouri on the north and west, and the beautiful Meramec, with its bright and crystal waters, bounding it on the south. Its soil is highly productive; and a large body of land, "Florissant Valley," occupying an elevated plateau, and watered by a small stream, is unsurpassed in fertility, and in rare pastoral and agricultural beauty. The charming diversity which characterizes the surface of St. Louis county, adorned as it is by hill and dale, woodland and prairie, aided by the noblest and most majestic rivers of the earth, which almost encompass, and the smaller streams which beautify and irrigate it, would indeed fit the entire county for a grand national park.

Mighty rivers are usually attended with vast areas of bottom lands, but by far the greatest portion of the river front of St. Louis county presents abrupt hills and rocky cliffs, giving extraordinary elevation to the general surface of its lands, and grand and imposing panoramic views from the surrounding rivers reaching the center of the county, where an altitude is attained of about four hundred feet above the water level. A few miles below the city of St. Louis, which, with its river front of more than thirteen miles, presents from the Illinois shore a fine panorama, begin the palisades, which extend with increasing height and importance to the Grand Tower, a long crag whose base is washed on every side by the Mississippi.

The general contour of the surface of the county is pyramidal, the smaller streams rising generally near its apex, and flowing to the different points of the compass, until they reach, often through abrupt and rocky banks, the respective rivers. Notwithstanding the unusual beauty and fertility of its lands, it is sparsely inhabited, and the tourist, unacquainted with the fact, will often fancy that the forest-capped hill, with its gentle slopes of lawn-like prairie, is embellished with some stately villa or magnificent and aristocratic mansion. The delusion is only dispelled to be again and again renewed with each changing prospect. Here a genial climate develops, in rare luxuriance, all indigenous trees, plants, vines and flowers, and in no other soil do exotics flourish and bloom in greater perfection.

With such surroundings, the tastes of the people have been easily and naturally led to the adornment of their noble city. A large number of public squares, spacious boulevards and extensive parks, comprising nearly two thousand three hundred acres, have been created, and so well distributed and judiciously connected and arranged, as to furnish a grand system; none of them too remote for full and free enjoyment to-day, yet ample in extent and suitable in location, when St. Louis shall have quadrupled her present population.

Missouri Park, Hyde Park, Gravois Park, Carr place and Washington Square are all within the limits of the populated portion of the city, and although not yet decorated with much skill or expense, they have green grass and growing

trees, and will, when the population becomes dense, be to St. Louis, what Madison and Union Squares, City Hall Park and Washington Parade Grounds, are to the city of New York: the lungs of the city, and places of recreation and amusement where, on the sward, among lofty trees with their graceful verdure and grateful shade, the children of toil may at least be reminded of the more extended beauties of nature.

LAFAYETTE PARK.

Lafayette Park contains thirty acres. It is nearly square; is bounded by broad and imposing streets, and surrounded by elegant dwellings in the midst of extensive and highly-decorated grounds.

A few years since, its site was an open common, without tree or shrub; now its dense shade, its mimic lake, water-falls and grottoes, its elegant and well-constructed walks and paths, as well as its bright and numerous parterres, attest the cultivated and artistic taste of its founders, as also the generous soil and beneficent climate which have so speedily caused the arid waste to blossom as the rose.

O'FALLON PARK,

Occupies a prominent position on the bluffs, and a commanding view of the extensive valley and waters of the Mississippi. It lies in the northern portion of the city, and was the country seat of the late Colonel John O'Fallon, who carefully, almost sacredly, preserved its superb trees, which, with its wide views and bold outline, make it in truth a park. Already accessible by well-traveled thoroughfares, these romantic and admirable grounds, containing one hundred and eighty acres, need only to be sufficiently penetrated with suitable drives and promenades to make them a charming resort.

TOWER GROVE PARK.

Shaw's Botanical Garden and Tower Grove Park, owe their existence to the beneficent design of a citizen of St. Louis, who devotes a princely estate, the most enlarged experience, exquisite taste, and almost all of his time, to their development, care and embellishment. An extensive arboreum connected with the Botanical Garden, makes the latter complete. Combined, they embrace about three hundred and thirty acres, and are the pride and highest source of gratification to the people of St. Louis. The garden and arboreum contain almost every plant, flower, shrub or tree, indigenous or exotic, and have excited the attention and commanded the admiration of all visitors of taste and love of the refined and beautiful. Lying in one group, they are all to be a gift to the people of St. Louis for their perpetual use and enjoyment. The park has been recently improved and opened to the public; it is well set in grass and abundantly planted in rare trees, deciduous and evergreen, ere long to furnish abundant shade to its well-constructed and delightful roadways. The entrances to the park are elegant and imposing, and many graceful pagoda-like summer-houses and other handsome buildings already adorn the grounds.

LINDELL PARK.

In its course from Forest Park to Grand avenue, Forest Park Boulevard enters into Lindell Park, where for three thousand feet, the boulevard is widened to the unusual width of two hundred and twenty-six feet. Lindell Park contains sixty acres, and is elegantly and charmingly situated, occupying the greater portion of the only ridge running east and west between Forest Park and the city. Crowned with trees of native growth, and embellished with great taste in serpentine drives and walks, it commands a fine prospect north and south, and a fair view of the city.

FOREST PARK.

Forest Park lies immediately west of the center of the city, in the direct line of its greatest growth and progress, and in full view of the elegant mansions of its wealthiest citizens. To Hiram W. Leffingwell the city of St. Louis is indebted for the conception of her grand park. He first proposed a park containing about three thousand acres of land, lying in the same general direction from the city as Forest Park. His plan was in advance of the wants, condition and population of St. Louis, but it was afterward modified so as to embrace only the present boundaries of the park. A bill for its establishment was prepared, passed by the Legislature, and approved March 25, 1872. Some of the property owners resisted the act, and upon appeal to the Supreme Court of the State, it was declared to be unconstitutional.

Mr. Leffingwell still earnestly advocated the enterprise, and in January 1874, at a meeting of the friends of Forest Park, Andrew McKinley was requested to take charge of the new bill, and attempt to pass it through the Legislature. He consented to do so; went at once to Jefferson City and consulted with the members of the St. Louis delegation. A few days after he returned to the capital, accompanied by a large delegation of citizens friendly to the scheme, among whom was Mr. J. B. Geggie, who rendered most efficient service. A meeting of the St. Louis delegation was held to hear the petition of the citizens. Many objections were made to the provisions of the bill, and it was modified to conform to the views of the St. Louis members. After a protracted struggle it passed the Senate by a vote of 20 to 7, and the House by a vote of 89 to 8. It was approved by the Governor on the 25th of March 1874. The constitutionality of the bill was again assailed. It was resisted by the same parties who had opposed the former bill. Able counsel were employed by both sides, Messrs. Glover & Shepley and Thos. T. Gantt appearing for the contestants, and ex-Governor Reynolds for the bill, in behalf of the county. In eight months and five days from the date of the passage of the bill, the Supreme Court of the State unanimously declared it to be valid and constitutional in all its provisions. Three appraisers were immediately thereafter appointed, and on the 27th of March 1875, after patient investigation and labor, they reported the value of the lands to be the sum of \$799,995. The awards were generally acquiesced in; a decree of condemnation was made, and

the park board was very soon thereafter put in possession of the lands. The work of permanent improvement began on the 15th of April 1875, and has since been vigorously prosecuted. It is now visited by large numbers of citizens and strangers, who express their gratification at the beauty developed by the improvements already made. Well-organized plans are being furnished by M. G. Kern, landscape gardener, and by Colonel Henry Flad, civil engineer, which promise to make it one of the most attractive parks in the United States. This park contains 1,374 acres of land, lying immediately west of the center of the city; has a frontage of one mile on King's Highway, and runs westwardly within parallel lines a little over two miles. The board of commissioners, which convened for the first time on the 17th of June 1874, consisted of John O'Neil, Hiram W. Leffingwell, Ansyl Phillips, John O. F. Farrar, P. G. Gerhart, John J. Fitzwilliam and Andrew McKinley. Their organization was completed by the election of Andrew McKinley president, Ansyl Phillips vice-president, and Charles Bland Smith secretary. All of these officers were re-elected at the next annual meeting, and the board remains the same, except that Chauncey Shultz, presiding Justice of the County Court, is ex-officio a member of the board in place of Joseph O'Neil, whose term of office expired.

The board of commissioners have been diligent in the exercise of their duties, and although meeting every Friday, have never been without a quorum. No commissioner receives any compensation for his services, nor can one, under the law, have any contract with the park. Mr. McKinley devotes his entire time to its affairs, and all the others constantly visit the park and give efficient co-operation in its management. It is to be at once made accessible by four leading lines of street railroad, and by the St. Louis County, and St. Louis, Kansas City & Northern railways, both of which will pass through the northeast portion of the park, upon a double track, on the same road-bed, and then on an embankment at an elevation of twenty-five feet. The Lindell Boulevard entrance to the park passes under this embankment, through a highly-ornamented viaduct, and will be a bold, ornate and grand feature in this line of approach. Visitors may thus pass at pleasure, and with perfect safety, either over the tunnel or through the viaduct under the railroad track. A beautiful cottage, to be used as a casino, has been erected, and a frame dwelling, now occupied by the laborers, will be used as a conservatory for plants when the improvements are in a more advanced stage. Seven bridges, and between seven and eight miles of charmingly-located drives now adorn the grounds. A pool, with a diameter of about two hundred and fifty feet, near the northeast entrance, will be ornamented ere long with a fine fountain. The site of a lake, comprising about fifty acres, has been determined upon, and this work will be rapidly prosecuted during the fall and winter. The park board promise the public from three to four miles of gravel drives before the frost interferes with their labors. The temporary improvement of Lindell Boulevard, now being carried forward, will make the park access enjoyable, even during the winter months. The public interest in Forest Park is manifest by the large number of persons who daily visit there and note the progress of the work.

Forest Park is the center of the grand system of the parks of St. Louis, and lies four miles west of the Court House. It is far larger than any other. Lindell Boulevard and Forest Park Boulevard, each about two miles in length, the former one hundred and ninety-four feet, and the latter one hundred and fifty feet wide, are parallel to each other, and lead directly from the park to the heart of the city. Four grand boulevards bound the park on the north, east, south and west, the narrowest of which is one hundred and twenty feet wide. The "Boulevard Bill," passed by the Legislature at the session of 1875, provided for connections with the other parks. With as much natural beauty as distinguishes any portion of St. Louis county, the grounds are especially adapted, by rare and manifold advantages, to minister to the enjoyment and recreation of the denizens of a great city.

An area of the park, of at least eleven hundred acres in extent, is covered by the original forest, and hence the title by which it is designated. Black, white, post and water oak, gum and horse chestnut, blackberry, elm, butternut, ash and tulip trees are found in great quantity, and are the principal trees of large size; while among the smaller growth is found the red-bud and other flowering trees, which, festooned here and there by the wild grape-vine, make of the park, at the appropriate season, a rare scene of beauty and enchantment.

A feature of the park is the little stream known as the River Des Peres, which traverses it diagonally from the northwest to the southeast. Meandering for a distance of four miles, now through quiet valleys and slopes, and again under high and precipitous bluffs, it furnishes sites for extensive lakes, which may be constructed with but little labor and expense. The soil is light and extremely fertile, and the famous blue-grass being indigenous, needs only exposure to light and ventilation to insure a fine sward.

The general level of the park is about one hundred and fifty feet above the level of the Mississippi river, but at some points it rises much higher. From these, views of the city and country for many miles can be had, and present beauties and attractions rarely combined.

It is strange, indeed, that this large body of land, so much of which is now in the same state as when the savage roamed through it, should have been preserved to form the principal pleasure grounds of a great city. Art, with its magic power, is tracing paths and constructing carriage drives through its whole extent, is arranging its original growth into fanciful groups; transforming its rugged and diversified surface into beautiful slopes and terraces, and generally making it "a thing of beauty," which will be "a joy forever."

ANDREW M'KINLEY.

It is impossible to trace the history of the permanent improvements of our city, especially those which belong to Forest Park, without introducing the name of Mr. Andrew McKinley, and according to him a very large measure of the credit due for that monument of our city's liberality and taste. He has long been iden-

tified with St. Louis, not only in spirit and ambition, but in permanent interests. A man of poetic and artistic feeling, exquisite taste and rare judgment and liberality, his natural gifts are such as fall to the lot of few, and his commerce with the world has been of the kind that elevates and improves. The work of superintending the embellishment of Forest Park, which he has so unselfishly undertaken, without any hope or expectation of substantial reward, is one for which he is peculiarly fitted, and that great and beautiful resort may be expected to bear the impress of his character.

He is a Kentuckian by birth, and about fifty-six years of age. His father, Justice McKinley, was a Justice of the Supreme Court of the United States, and died in 1852.

Andrew McKinley received a liberal education, and in assisting his father, who was many years an invalid, became a good lawyer. He married a daughter of Mrs. Elizabeth Ashley, who was afterward the wife of Hon. John J. Crittenden.

In 1840 he came to St. Louis, and practiced law here for five years. After that identification with our city in an early day, he returned to Kentucky, where he spent fourteen years, during six years of which he was one of the State officers—Register of the Land Office. In 1859 he came again to St. Louis, and engaged in active business in the firm of McKinley, Peterson & Co. During this residence in St. Louis he was president of the Great Republic Insurance Company, president of the Board of Underwriters, and trustee of the Eastern Division of the Union Pacific railroad. In 1865 he took up his residence in New York City, and remained there for seven years. In 1872 he returned to St. Louis, his former home, where he had always had large interests. His faith in the growth and prosperity of the city was unbounded, and he entered with ardor and a clear conception of our civic needs into the scheme for laying out a park worthy of the metropolis of the West.

That a scheme so fertile in results, involving such a large outlay, and pertinaciously opposed by strong combinations, was carried through in a year of financial panic: that the act was passed when the pressure of a financial revulsion was severest: and that the money was asked for when commercial credit was utterly disrupted for the time, is only to be ascribed to the rare knowledge of men and sound judgment which, in the person of Mr. McKinley, urged forward a movement of such deep import to every denizen of our city. He was known to be benevolent and public-spirited, his acquaintance was large, his friends devoted to him, and his reputation unsullied.

To the record of a private life singularly distinguished for the virtues that make men interesting to and beloved by their associates, he is now adding a service that is calculated to enhance the happiness of millions, and to confer its benefits equally upon all. In this labor, so well worthy the efforts of any man, so difficult of adequate accomplishment, are engaged his strong understanding, scholarly cultivation, ripe experience, and a temperament that grows kindlier and richer with each new scheme of public good.

THE PRESS OF ST. LOUIS.

THE MISSOURI REPUBLICAN.

ACCORDING to the most authentic accounts, the first newspaper published west of the Mississippi river was the *Missouri Gazette*, a small sheet measuring twelve by sixteen inches. Its career commenced on the 12th of July 1808. A year later, the title was changed to the *Louisiana Gazette*, and in July 1818, the first name was resumed; but in 1822 it became the *Missouri Republican*, which name it has ever since borne. It was a weekly paper until April 9, 1833, when it began to be issued twice a week. On the 3d of April 1835, it commenced a tri-weekly edition, and in September of the following year the publication of the daily began. The press on which the paper was first worked was the pioneer press of the West. It was a rude concern of the Franklin model, but answered the demands of that day. The *Republican* was quick to avail itself of power presses after their invention, and by May 1849, had grown in size to twenty-eight by forty-eight inches, and possessed a large establishment, fitted out with the best machinery to be had, when the great fire that month, which nearly destroyed the city, wiped the whole building and its contents out of existence in a night. But a single day's intermission occurred in the publication of the paper, and new machinery was promptly obtained. Prosperity continued, and 1853, the paper had attained the gigantic proportions of thirty-three by fifty-six inches, making it, with two exceptions, the largest paper in America. The *Republican* was then printed on a double-cylinder, and in March 1859, by one of Hoe's rotary four-cylinder printing machines. To this was added, in 1864, an eight-cylinder Hoe.

In May 1870, the *Republican* was again visited by fire, and the whole establishment was destroyed. But one day's issue was missed, however, and the proprietors, with characteristic enterprise constructed in ten days, on the ruins of the burned building, a new structure; and on the seventh day after the fire the paper was restored to its former size. A new and elegant building was shortly after commenced, on Third and Chestnut streets, which it was intended should surpass any similar edifice in the country.

In importance and general character it ranks with the great dailies of the country, by none of whom it is surpassed; and is popularly known as the great representative journal of the West. Its tone is high and dignified, and few newspapers, anywhere, enjoy such a wide-spread influence.

For many years the *Republican* was edited by Colonel A. B. Chambers, who was also one of the proprietors. He was succeeded by Nathaniel Paschall, who

remained in control of the editorial department until the time of his death. Mr. William Hyde, the present editor-in-chief, has conducted the paper with conspicuous ability for several years. He is ably assisted by Mr. Grissom, Mr. Dimmock, Mr. T. E. Garret, Mr. Waterloo, Mr. Arden Smith, Mr. Dacus, Mr. William Fayel, and many other experienced journalists—the whole corps of editors and reporters being about twenty, besides special correspondents at all important points. The daily force in the composition room numbers from sixty to seventy men, and nearly an equal number are employed as carriers. There are altogether upon its pay-roll about two hundred and fifty men, the whole of this force being employed upon the newspaper, no job printing or other outside work being executed in the *Republican* establishment.

The concern is conducted by a stock company known as George Knapp & Company, of which George Knapp, John Knapp and Henry G. Paschall are directors. The brothers Knapp came to St. Louis at a very early day, when St. Louis was a mere village, and have not only carved out their own fortunes, but have aided materially in the growth and prosperity of the city.

THE GLOBE-DEMOCRAT.

The paper bearing the above compound title, but which for many years was known as the *St. Louis Democrat*, has more than an ordinarily interesting history. It has not only repeated the experiences incident to the founding and permanent establishment of all large journals of the country, with which it takes rank, but its early life is so closely identified with the rise and growth of the Republican party in Missouri, that the story of its career is the history of that party.

In 1845, the Free-soil doctrine which had then, for some time, had a following in the free States, began to be agitated in the slave State of Missouri. Its advocates were very naturally in the minority, but they were sufficiently numerous, it was thought, to justify the publication of a journal devoted to their interest. The *Barnburner* was accordingly commenced by Mr. Wm. McKee, as a campaign paper. It continued through the campaign, but eventually suspended publication. In 1850 Mr. McKee, in connection with Mr. W. Hill, began the publication of the *Daily Sentinel* in advocacy of the same doctrines, and with nearly the same subscription list that had supported the *Barnburner*. A few years afterward, these gentlemen purchased the *Union*—an opposition journal—and merging the two together, formed the *Missouri Democrat*. This was in 1852, and from that time until the late sale to the *Globe*, the *Democrat* grew steadily in circulation and influence. The *Democrat* characterized the first year of its existence by a brilliant support of the nomination of Thomas H. Benton for Congress. After the election of President Buchanan, whom it supported, it gradually adopted the faith of the then new Republican party, and at the time of the election of Mr. Lincoln, was one of its staunchest defenders. During the trying early war days, and throughout the whole of the contest, it was a fearless defender of the Government, and was so strong and earnest in its course, that on several occasions its

office was threatened with violence, from which it was protected by guards of United States troops.

From the commencement of the enterprise, Hon. Francis P. Blair, Jr., held a proprietary interest in it, having at one time an equal share with Mr. McKee and Mr. Hill. In 1857, Mr. George W. Fishback, who, since 1854 had been the city and commercial editor of the *Democrat*, purchased a one-sixth interest, and Mr. Hill, failing in health, retired. Hon. B. Gratz Brown, about this time, also purchased an interest. This, however, he subsequently transferred to Mr. Fishback. Mr. Daniel M. Houser, in 1863, purchased one-sixth interest, and Mr. Blair then retired, as did also Mr. Brown. From this time the publishing firm was known as McKee, Fishback & Co. In 1872, Mr. Fishback, becoming dissatisfied with the management, made a proposition to his associates, for their interest or to sell them his. The matter was finally left to the courts, by whom the establishment was sold, the bidding being restricted to the proprietors. The paper was purchased by Mr. Fishback at \$456,100; and a stock company, with a capital of \$500,000, was immediately formed. Mr. Fishback retained a controlling number of shares, and the remainder were divided between Mr. W. P. Fishback, Mr. Otto H. Hassleman, formerly of the Indianapolis *Journal*, Mr. R. Holmes, Mr. J. B. McCullagh and other gentlemen connected with the editorial and business departments of the paper.

A few months after the sale of the *Democrat* to Mr. Fishback, Messrs. McKee and Houser purchased materials and started a first-class daily paper, called the *Globe*. The office of publication was on Third street between Pine and Chestnut streets. The paper was edited with much ability, and from the beginning was a success. Mr. McCullagh left the *Democrat* in the autumn of 1873, and became managing editor of the *Globe*. A bitter and unrelenting warfare was commenced between the *Globe* and *Democrat*, which terminated only with the sale of the latter to Messrs. McKee and Houser, on the 18th of May 1875, the purchase price being \$325,000. The *Globe* and *Democrat* were then merged, and the product was the *Globe-Democrat*. Messrs. McKee and Houser are the proprietors, and Mr. Joseph B. McCullagh is managing editor. Connected with the editorial staff, are: Mr. John A. Dillon (principal editorial writer), George W. Gilson, city editor, Mr. Henry McKee, commercial editor, Mr. Phil. G. Furguson ("Jenks"), who is known far and wide as one of the best humorous writers of the day, Mr. Cunningham, Mr. Thayer, Mr. Temple, Captain John H. Bowen, river editor, and several other gentlemen of well-known newspaper experience and literary ability.

The *Globe-Democrat* has now a large and rapidly-increasing circulation, and occupies a proud position in journalism.

MAJOR GEORGE W. GILSON,

The city editor of the *Globe-Democrat*, was born in 1832 near Cleveland, Ohio. He began his political observations very early in life, as at the age of eight years he accompanied his father, in 1840, during the "hard cider campaign," who followed up that memorable contest with Tom Corwin, Thomas L. Ewing and

other Whig orators, in a stumping tour over the State. At the age of eleven years he was apprenticed to a printing establishment, in which, during a term of four years, he became thoroughly conversant with the secrets of the "art preservative of arts," as well as the practical workings of journalism. Upon the breaking out of the Mexican war, although a mere youth, he became possessed of a noble and patriotic ambition, and joined the army of invasion as a private soldier. His father, who was opposed to his going, endeavored by various means to dissuade his son from this step, and being an Old-Line Whig, even went so far as to appeal to Gen. Scott, with whom he served as captain of cavalry in the war of 1812, in order to obtain a discharge for his youthful son. Young Gilson was attached to a battalion of regulars, and spent several months at Puebla, and marched with the invaders into the city of Mexico. Having thus participated in the glory of the war—as a sergeant of his company, he returned to his home.

Major Gilson came to Missouri in 1850, and with the exception of three years' service in the late war, he has passed the intervening time in the various printing establishments, occupying every position from compositor up to editor and publisher.

During the late civil war Major Gilson filled many important commissions in the service of his country. In 1864 and part of 1865, he filled the position of Inspector-General of the St. Louis Military District, which embraced not only the city, but Southeast Missouri. Honorable mention of him was made, and at one time he was tendered the appointment, by brevet, of Brigadier-General. While serving in this capacity, he was the recipient of the highest commendation on the part of his superior officers.

In 1857 he was superintendent of the *Missouri Statesman*, under Colonel Switzler. In 1858, he was in Kansas City as editor and publisher of the *Western Metropolitan*, a journal of free-State proclivities. For several years he was connected with the *Missouri Democrat*, holding positions on the reportorial and editorial staff, and was the last city editor of that once widely-known and popular journal. Upon the consolidation of the *Globe* and *Democrat* in 1875, he was chosen by the proprietors as city editor of the paper, as the most eligible among many applicants for the responsible position. Probably no man in the State has won for himself a more enviable reputation as an enterprising correspondent than Major Gilson, and certainly no man connected with the press of Missouri is better known in the legislative halls of Jefferson City, where, as special correspondent, he has made his appearance at each successive meeting of the General Assembly for many years past. But few men in St. Louis are more fitted to fill the position of city editor upon a metropolitan journal; his fluent pen, extensive acquaintance—which comprises every man of mark or note in Missouri, his long experience, added to a well-developed taste and matured judgment, render him an invaluable attaché to any live newspaper; sociable in his nature, he is popular with our citizens, who recognize in him one of the most valuable members of our city press.

THE ST. LOUIS TIMES.

It may be said of the St. Louis *Times*, without boastfulness on the part of its publishers, and without any departure from veracity, that its success as a newspaper has had few, if any, parallels in this country: certainly none, when we consider the peculiar time and circumstances of its origin.

A little more than a year after the War, the gentlemen who conceived the enterprise entered upon their work with small capital, in the face of many difficulties, and with rich and powerful competitors, jealous, perhaps, of innovations, and already long-established in the field of journalism.

The first number of the new paper was issued on the 21st of July 1866, the counting office of the company being in a small room scarcely larger than a printer's stand, at No. 317½ Pine street, under DeBar's Opera House. Many and formidable were the embarrassments encountered, and many were the predictions that the project would soon fail for want of support; but the publishers, Messrs. D. A. Mahoney, Stilson Hutchins and John Hodnett, all originally from Dubuque, Iowa, knew no such word as fail. They perceived that a vacancy existed in our political journalism, and resolved to fill it. Through their persistent energy, the work was accomplished and the *Times* successfully established.

On the first of July 1867, the office was removed to No. 206 North Third street, where it remained. On the 6th of December of the same year, Mr. Mahoney withdrew from the paper and returned to Iowa. In September 1869, Major Henry Ewing, of Nashville, Tennessee, purchased a one-third interest in the establishment, and on the 13th of July 1872, Mr. Hutchins disposed of his interest to Major Ewing. The death of Major Ewing occurring in 1873, a new management was organized, with Hon. George B. Clark and Charles A. Mantz, Esq., as prominent members. Mr. Clark afterward retired, and Major C. C. Rainwater came into the combination. Mr. Stilson Hutchins, a short time after, was placed in control of the editorial department, and still continues in that position. In June 1874, Mr. Charles A. Mantz, Mr. Estill McHenry and other stockholders, had a meeting and transferred the controlling interest to Frank J. Bowman, Esq., and Hon. Celsus Price. These gentlemen placed the editorial management in the hands of Colonel E. H. E. Jameson. In two weeks, however, the establishment was sold by D. C. Stone, Esq., under a deed of trust, and purchased by Colonel John T. Crisp. Mr. Hutchins was reinstated as managing editor. Besides Mr. Hutchins, the principal members of the editorial staff are, R. H. Sylvester, Esq., who has been connected with the paper for several years, and is a vigorous and ready writer; Major John N. Edwards, who also writes leading articles for the *Evening Dispatch*; Mr. Edward Willet ("Carl Brent"), a gentleman of great versatility in literature; Mr. Stevens, city editor; Mr. Fisher, commercial editor; Mr. Faris; Mr. J. H. Carter, river editor, and better known to the world as "Commodore Rollingpin."

THE ST. LOUIS DISPATCH,

The leading evening paper, is a successor of the *Evening News*, formerly published by Charles G. Ramsey, Esq. The *Dispatch* was successfully conducted for a time by William McHenry and Peter L. Foy. It was subsequently sold to other parties, Mr. D. Robert Barclay becoming one of the purchasers. The parties holding a majority of the stock placed the management of the paper in the hands of Hon. Stilson Hutchins, who moved the office to the *Times* Building, corner of Fifth and Chestnut streets. It is a sprightly, newsy paper, and has a good circulation in the city.

THE MORNING JOURNAL,

Is published by the Wolcott & Hume Company, on Fifth street, between Pine and Chestnut streets. It is an outgrowth of the *Weekly Journal of Commerce*, of long standing in the city. Although the *Journal* does not receive its telegraphic news by the Associated Press, it obtains all the really important information of the country by the Atlantic and Pacific line, and by special dispatches. It is a sprightly paper, and has the promise of a bright future.

 THE GERMAN PRESS.

THE ANZEIGER DES WESTENS.

The oldest daily newspaper in the city in the German language is the *Anzeiger des Westens*. It was established in 1834. Since 1863 it has been owned and published by Carl Daenzer, and has attained a large circulation. The paper is independent in politics, but has had leanings toward the Democratic party.

THE WESTLICHE POST

Is published daily and weekly, at Fifth and Market streets, by Plate, Olshausen & Company. The principal editors are Emil Preetorius and Carl Schurz. This paper, for some years, was an influential exponent of Republican principles, but claims now to be Independent and Liberal in politics.

THE AMERIKA

Is published daily and weekly at 106 North Third street. It is understood to be an organ of the Catholic Church, and as such has a large circulation and considerable influence. Anton Helmich is chief editor, and Hon. Henry J. Spaunhorst is president of the board of managers.

LITERARY PUBLICATIONS.

As the growth and size of St. Louis have for many years afforded a field for almost every variety of intellectual effort, several attempts have been made, from time to time, by different aspiring parties, to establish literary journals and magazines designed to occupy a certain field of interest and thought. But most of them have been short-lived, because of want, in a great measure, of capacity and means to publish and edit them; but in a still greater measure have such publications suffered for want of a sufficiently appreciative and patronizing public to sustain them. The present number of literary publications in St. Louis is as follows :

THE JOURNAL OF SPECULATIVE PHILOSOPHY.

This Journal, edited and published by Prof. Wm. T. Harris, is devoted especially to the discussions and interests of speculative philosophy. As a publication of ability and reputation, it stands alone in the country, occupying a field thus far peculiarly its own. It is a quarterly.

SOUTHERN REVIEW.

This is a large quarterly, edited by A. T. Bledsoe, LL. D. It is a publication noted for its high character and ability, and, like the *Journal of Speculative Philosophy*, is creditable to the literature of the country.

THE INLAND MONTHLY MAGAZINE.

The *Inland Monthly* was started in March 1872, by Mrs. Charlotte Smith, a lady of great force of character and marked ability. Since its establishment, it has been, for the greater portion of the time, under her control and management, as it now is. As editress and proprietress, she has won for it a position and standing. The *Inland* aspires to occupy a field, not only literary, but is designed to stimulate and promote the ideas and interests of the Valley of the Mississippi. As such it deserves the highest consideration, as well as the most liberal patronage from the people of the West and South.

In the tone and style of its original contributions, the *Inland* compares favorably with the first magazines of the country.

THE WESTERN.

This is an educational monthly, edited and published by E. F. Hobart & Co. It is well printed, and owing to the special and important field it occupies, it is attaining high rank as an influential publication in the interests of Western literature.

INDUSTRIAL PRESS.

The Industrial Press of St. Louis comprises the following publications: 1. *Colman's Rural World*; 2. *Illustrated Journal of Agriculture*; 3. *Industrial Age*; 4. *Sower and Reaper*.

RELIGIOUS PRESS.

The following list comprises the religious press of the city: 1. *Central Baptist*; 2. *Christian Advocate*; 3. *Cumberland Presbyterian*; 4. *Herald des Glaubens*; 5. *Old School Presbyterian*; 6. *Western Watchman*; 7. *Children's Advocate*; 8. *Lutheraner*; 9. *American Protestant*; 10. *American Sunday School Worker*; 11. *Church News*; 12. *Communist*; 13. *Ford's Christian Repository*; 14. *Sehre und Wehre*; 15. *Manford's Magazine*.

PROFESSIONAL PRESS.

MEDICAL AND SURGICAL JOURNAL.

The *Medical and Surgical Journal* is a professional publication, issued monthly, and is edited and published by William M. Edgar, M. D., and H. Z. Gill, M. D. It is a journal of good standing in the medical profession, which it is especially designed to subserve.

MEDICAL ARCHIVES.

This is a medical publication of character and ability. It is edited and published by J. C. Whitehill, M. D.

MISCELLANEOUS PUBLICATIONS.

In addition to the foregoing statements of the press of St. Louis, as far as it can well be classified, the following miscellaneous publications belong to the sum total of the number. *The Obscanske Listy*; *Price Current*; *Railway Register*; *Sunday Morning*; *South St. Louis*, *Western Celt*, *Abend Schule*, *Fireside Visitor*, *Herald*, *Irving Union*, *American Journal of Education*, *Post Office Bulletin*, *Western Insurance Review*, *St. Louis Bulletin*.

WASHINGTON UNIVERSITY.

Washington University owes its existence primarily to the wise forethought and public spirit of Hon. Wayman Crow. While a member of the State Senate, in 1853, it occurred to him that "it would not be amiss to establish an educational institution in St. Louis," and without consulting any of his friends he drew up a charter, authorizing in the most general terms the organization of "The Eliot Seminary."

The incorporators and first board of directors were as follows: Christopher Rhodes, Samuel Treat, John M. Krum, John Cavender, George Partridge, Phocian R. McCreery, John How, William Glasgow, Jr., George Pegram, N. J. Eaton, James Smith, S. A. Ranlett, Mann Butler, William G. Eliot, Hudson E. Bridge, Samuel Russell and Wayman Crow.

On the 22d of February 1854, the directors organized under the charter by the election of Dr. William G. Eliot as president, and Wayman Crow as vice-president. S. A. Ranlett was chosen secretary, and John Cavender treasurer. Mr. Cavender served six years, and when he resigned, Mr. Ranlett was made treasurer, as well as secretary. With this exception, no change has been made in the officers of the board up to the present time (June 1876).

The organization was preceded by the adoption of a constitution, and followed by a brief address by President Eliot. The name inserted in the constitution was the "Washington Institute." This change of name was suggested by Dr. Eliot, who naturally preferred to work for an institution not bearing his own name. The name "Washington" was recommended from the purely accidental circumstance that the charter was approved on the 22d of February. The word "seminary" was changed to "institute" from an idea that the latter was a broader term, and that it better expressed a practical character. Later, as plans for the various departments were more fully developed, the word "University" was adopted as the only one sufficiently comprehensive.

The eighth article of the constitution declares that :

No instruction, either sectarian in religion or partisan in politics, shall be allowed in any department of the University, and no sectarian or partisan test shall be used in the election of professors, teachers or other officers of the University; nor shall any such test ever be used in said University for any purpose whatever. This article shall be understood as the fundamental condition on which all endowments of whatever kind are received.

Three years later, by act of the General Assembly, the charter was amended by making the name "Washington University," and incorporating the article just quoted, thus securing the University forever from all danger of theological or political dissensions.

The address of President Eliot, referred to above, gives quite fully the objects



and aims of the corporation. He gives as one of the motives by which they were impelled to so great an undertaking:

* * * * *

Thirdly, We propose to found an institution for the public benefit. This, perhaps, considered on a large scale, is the strongest motive by which we are actuated. We live in that part of the United States which will probably give character to the whole country in its future generations. Our city will probably be one of the largest and most influential in the Western Valley. The necessity of laying a broad and substantial foundation for educational, religious, and philanthropic institutions is therefore strong and imperative. There is no time to be lost, for the growth of population is so rapid that our utmost exertions can scarce keep pace with it. * * *

There is one view of Washington Institute which I desire to keep particularly prominent—its practical character and tendencies. I hope to see the time when that which we call the practical and scientific department will stand in the foreground to give character to all the rest. In what way this can be accomplished, we cannot of course now predict. This will depend in part upon those by whom the requisite funds are supplied. But in some way or other, a practical and scientific direction must be given to all educational schemes of the present day. * * *

I am confident that we have no private ends to serve, no concealed purpose of making sectarian capital, but that we are beginning in good faith, and mean to go on in good faith, with exclusive regard to the interests of sound practical education, to do what we can in this cause for the public benefit. * * *

Above all, it must be our constant endeavor to keep narrow and sectarian influences from every department of this institute.

Before this meeting adjourned, contributions of money and land were made amounting to about eighty thousand dollars.

Thus was the infant University born and cradled. From the very beginning its friends have been devoted and generous. It is not the purpose of this sketch to give the names of all its benefactors, nor their benefactions in detail. Many of them are well known, and their names are prominently connected with the University.

The first actual teaching under the charter of the University was in the winter of 1854-'55. Under the charge of Mr. (now Doctor) N. D. Tirrell, a teacher from the public schools, an evening school was opened in the old Benton school-house, on Sixth street (now a theatre), and continued four months. The whole number of pupils was two hundred and seventy. The school was called the O'Fallon Polytechnic Institute.*

For years these evening schools, which rapidly increased in number and popularity, were sustained; at first wholly by the University; then the expense was shared with the Board of Public Schools and finally, by special arrangement, the entire burden of the various evening schools was assumed by the Public School Board.

In September 1856, the classical and scientific school, now known as the "Academy," was opened in the new building on Seventeenth street, near Washing-

*In honor of Col. John O'Fallon.

ton avenue. The register of the first year shows a total of one hundred and eight scholars. The school was in charge of Messrs. J. D. Low and N. D. Tirrell.

On the 22d of April 1857, the formal inauguration of Washington University took place. Hon. Edward Everett delivered an oration to a crowded audience in Mercantile Library Hall upon "Academical Education." The exercises also included addresses by President Eliot; Mr. J. D. Low, principal of the academy; Hon. John How, president of the board of managers of the O'Fallon Polytechnic Institute; Hon. Samuel Treat, one of the directors, and Rev. Dr. Post. At that time it was publicly stated that the gifts to the University "exceeded \$200,000," chiefly contributed by directors and their friends in St. Louis.

During the year 1857 the Chemical Laboratory building was erected, and the appointment of Professor Abram Litton to the chair of Chemistry, and Professor J. J. Reynolds (now Major-General, U. S. A.) to the chair of Mechanics and Engineering, marked the opening of an advanced scientific school.

In the autumn of 1858 work was begun on the building intended for the O'Fallon Polytechnic Institute, on the corner of Chestnut and Seventh streets. The lot of land was given by Colonel O'Fallon. This work progressed slowly and under great difficulties. The plans adopted proved very expensive; the breaking out of the war caused repeated suspensions of the work, but its friends were never discouraged. Finally, after the expiration of *nine years*, the magnificent building was completed. It was dedicated on the evening of June 12, 1867. The occasion was one of great rejoicing. Addresses were made by Hon. John How, Dr. C. A. Pope, Rev. Dr. Post, Chancellor Chauvenet, and President Eliot. The exact cost of the building has never been known; it has been variously estimated at from \$350,000 to \$450,000.

But costly as the building was in every way, a year's use of it showed that it was unsuited to the wants of the University. Its situation was unfortunate; the arrangement of many of the rooms was inconvenient; moreover, it had burdened the University with debt. Under these circumstances it was thought best to accept an offer of purchase made by the Board of Public Schools, and the building, with its furniture, was sold during the summer of 1868. The terms of the sale included an agreement on the part of the Public Schools to sustain indefinitely, and according to the original intentions, the Polytechnic evening schools. Thus relieved of the elementary institute work, the University devoted its energies with renewed zeal to the higher functions of its Polytechnic school.

Meanwhile a collegiate department had been organized, a college building had been erected fronting of Washington avenue, and on the 17th of December 1858 Professor Joseph G. Hoyt, of Exeter, New Hampshire, had been elected Chancellor. He entered upon the discharge of his duties in February 1859, and was formally inaugurated in October of the same year.

Mary Institute was founded May 11, 1859, and opened September of the same year, under the charge of Professor Edwin D. Sanborn.

On the 19th of March 1860, by vote of the directors, the law department of the University was established. This action followed a full report upon the

subject presented by Henry Hitchcock, Esq. The war, however, delayed the opening of the school till October 1867.

The year 1860-'61 closed with everything looking hopeful and prosperous. All existing departments of the University were in successful operation. The financial condition of the University was encouraging. It was free from debt, and held property which was worth, at a moderate valuation, \$450,000.

The year 1861-'62 was that of the breaking out of the civil war. The capture of "Camp Jackson" was the beginning of a trying period, during which all educational institutions in the city were at their lowest ebb. At the University the attendance fell to one-half, the number of teachers was reduced, and it was only by the greatest efforts that all the departments were sustained. In the gathering darkness of the year, Dr. Eliot, referring to the difficulty of obtaining the funds needful for the University, said: "The institution has been nursed and reared almost from its birth in times of difficulty, and under circumstances of great discouragement."*

The first class graduated from the college in June 1862, Chancellor Hoyt conferring the degrees.

On the 26th of November 1862, the University suffered its first great loss in the death of Chancellor Hoyt. He died in his prime, at the age of forty-eight years. Chancellor Hoyt was an enthusiastic and successful teacher, a thorough scholar, a wise and judicious officer, a brilliant writer and speaker, and an active, public-spirited citizen. Professor William Chauvenet was elected to the vacant Chancellorship, and was formally inaugurated in June 1863.

As the fury of the war subsided, and the city increased rapidly in population, the University prospered more than ever. As has been said, the St. Louis Law School was opened in October 1867. The faculty was composed of members of the St. Louis Bar, who were selected for their professional zeal and success. Professor Henry Hitchcock was appointed Dean. For several years the sessions of the school were held in the old Polytechnic building, on Seventh and Chestnut streets, an arrangement having been made for that purpose with the Board of Public Schools after the sale of the building. On the completion of the new Polytechnic wing of the University Hall, in 1872, the law school moved into its present quarters. The first class of law students graduated in 1869.

Up to 1869, the scientific school had consisted only of a few advanced students, irregularly classed, none following a regular course of study. At this time professional courses of study were adopted in civil and mechanical engineering and in chemistry. In 1870 a fourth year was added to the full courses, and soon after a course of study in mining and metallurgy was arranged. In the summer of 1871 Professor C. M. Woodward was appointed Dean of the Faculty of the Polytechnic School. The first professional degrees were conferred in this department in June 1871, (five degrees in Civil Engineering).

*Report April 12, 1871.

In December 1870, Chancellor Chauvenet died, after a long illness. In losing him, the University suffered another heavy loss. He was a teacher and a writer of the first rank, and his death was mourned throughout two continents. At Chancellor Chauvenet's death, President Eliot became acting Chancellor.

In the spring of 1871 the foundations of the Polytechnic wing of University Hall were laid, and before winter had set in the new building was inclosed and a new roof, with an additional story, had been added to the old building. This year was a white one for the University. Its friends were true and strong, and through their aid great progress was made. Between \$250,000 and \$300,000 was furnished for buildings, apparatus, and endowments. Of this amount \$100,000 was given by Hon. Hudson E. Bridge.

In February 1872 Dr. W. G. Eliot, the president of the board of directors, was inaugurated Chancellor of the University.

From that time till now (June 1876), all departments have greatly prospered. The confidence of the community in the excellence and good faith of the University has continually increased. The people of St. Louis can now point with pride to each of the well-appointed departments of the University. They are as follows :

1. THE ACADEMY, so long under the charge of Professor George B. Stone, now in care of Professor Denham Arnold, is a most excellent, classical and English school for boys. The studies are more especially arranged for those who desire to enter the College or Polytechnic school. It has a large corps of teachers and an attendance of about three hundred and fifty pupils. The teaching is characterized by great thoroughness in the fundamental branches.

2. MARY INSTITUTE, is a very successful girls' and young ladies' school. Although a department of the University, it is in a separate building, and its connection with other departments is limited to a few of the advanced classes, which receive instruction from the professors of the College or Polytechnic school. The course of study is quite extended, and in addition to an "advanced course," the graduates of Mary Institute have, by a recent vote of the directors, free admission to the College or Polytechnic school. The Institute is under the superintendence of Professor C. S. Pennell, who has been principal for the last thirteen years. The school is, and ever has been, very popular, and though its earlier accommodations have been doubled, they are still too small to meet the demand. The number of pupils is about three hundred. Mary Institute is at present in Lucas Place, but it is shortly to be moved to the University grounds, on Beaumont street.

3. THE COLLEGE, though of necessity small, has always maintained a high standard and the teaching is careful and thorough. Special attention is paid to the study of English and German literature, to history and the modern languages. It may safely be said that all graduates of this department are able to read French

and German easily at sight, and that they have laid a solid foundation for post-graduate study in history, literature and the special sciences. Greek, Latin and mathematics, although not *required* studies after the sophomore year, can be pursued as *electives* throughout the course, and earnest endeavors are made by the Faculty to supply all the modern demands for a truly broad and liberal culture. The degree of *Bachelor of Arts* is conferred upon candidates who complete satisfactorily the four years' course; that of *Master of Arts* upon graduates of three years' standing who present a thesis upon some subject of their own selection, which shall be approved by the Faculty and Board of Directors.

For the use of the College and Polytechnic students is a well-appointed gymnasium, in charge of a competent teacher. The College is under the charge of the Chancellor, assisted by the Registrar, Professor M. S. SNOW.

4. THE POLYTECHNIC SCHOOL, since its complete organization, has been under the superintendence of Professor C. M. Woodward, Dean. Its growth has been slow but sure. The raisings of the standards of admission, and of promotion after admission, have, of course, been attended with a loss of numbers; but the gain in dignity and value to the remaining students has been great. It would be easy to double the number of students by lowering the standards, but it would be at the cost of that self-respect which makes a connection with the school desirable. The courses of study are six in number—five being semi-professional, while the sixth is more general, intended for those who do not desire a professional training, or who look forward to a later study of their profession. The semi-professional courses of study are: 1. Civil engineering. 2. Mechanical engineering. 3. Chemistry. 4. Mining and metallurgy. 5. Building and architecture. Besides the above regular courses of study, each one of which requires the entire time of a student for four years, instruction is given to special students in physics, chemistry, drawing and other branches, either in connection with the regular classes or by themselves.

In drawing and design, clearly-defined and comprehensive courses of study and practice are laid down in which students are taught geometrical drawing, descriptive geometry and its application to shades, shadows, perspective and stereotomy, machine and architectural drawing, the elements of design, cast drawing, and painting. The number of special students at present is between fifty and sixty, nearly all of whom are ladies in the classes of drawing and design. The excellence of the work done in this school has been proved in various ways. Its outfit in apparatus and working laboratories is very complete. In mental and manual skill the students will bear comparison with the best. St. Louis has reason to be proud of its technical school.

Though possessing separate organizations, the College and Polytechnic School are quite intimately connected in their daily programmes, many of the exercises being common to students of both departments. In each of these departments very generous aid is offered to good students who are really in want of assistance.

The faculties of the College and Polytechnic School include the following actively engaged professors:

- Wm. G. Eliot, D.D., *Chancellor and Tileston* (1) *Professor of Political Economy.*
 Abram Litton, M.D., *Eliot* (2) *Professor of Chemistry.*
 Calvin S. Pennell, A.M., *Bridge* (2) *Professor of Intellectual and Moral Philosophy, and Principal of Mary Institute.*
 Sylvester Waterhouse, A.M., *Collier* (4) *Professor of Greek.*
 C. M. Woodward, A.M., *Thayer* (5) *Professor of Mathematics and Applied Mechanics, and Dean of Polytechnic School.*
 George E. Jackson, A.M., *Professor of Latin.*
 Marshall S. Snow, A.M., *Professor of History, and Registrar of the College.*
 William B. Potter, A.M., E.M., *Allen* (6) *Professor of Mining and Metallurgy.*
 Denham Arnold, A.M., *Professor of Physics, and Principal of the Academy.*
 Charles A. Smith, C.E., *Professor of Civil and Mechanical Engineering.*
 John H. Jenks, M.D., *Professor of Physiology and Instructor in German.*
 James K. Hosmer, A.M., *Professor of English and German Literature.*
 R. Thompson Bond, A.M., *Professor of Mathematics.*
 Francis E. Nipher, B. Ph., *Wayman Crow* (7) *Professor of Physics.*
 Halsey C. Ives, *Artist, Professor of Drawing and Design.*

University professorships have recently been created and the following appointments confirmed:

- Truman M. Post, D. D., *Ancient and Modern History.*
 George Engelman, M. D., *Botany and Natural History.*
 W. T. Harris, A. M., *Philosophy of Education.*
 J. T. Hodgen, M. D., *Anatomy and Physiology.*
 C. V. Riley, Ph. D., *Entomology.*

In connection with the "W. H. Smith Lecture Endowment Fund," systematic courses of class-room and public lectures will continue to be given under special arrangement, either by such professors or by the professors regularly connected with the several departments. From Professor Harris not more than two lectures annually can be expected.

During the academic year 1875-6, more than one hundred lectures have been delivered upon subjects of classical, literary and scientific interest, and have been attended by as large a number as the capacity of the rooms would admit. By this agency the full range of University work will gradually be reached, and at the same time a living relation is established between the University and the public mind.

- (1) In honor of Thomas Tileston, Esq., of New York City.
 (2) In honor of Chancellor Wm. G. Eliot.
 (3) In honor of Hon. Hudson E. Bridge.
 (4) In honor of Messrs. J. P. and T. F. Collier.
 (5) In honor of Nathaniel Thayer, of Boston.
 (6) In honor of Hon. Thomas Allen, of St. Louis.
 (7) In honor of Hon. Wayman Crow, of St. Louis.

5. THE ST. LOUIS LAW SCHOOL, as might be inferred from the character and standing of its faculty, is unsurpassed by any similar school in the United States. Nothing more clearly distinguishes the school than the searching written examinations to which the candidates for the degree of LL.B. are subjected. Exact, critical knowledge of law is aimed at, and loose, shambling methods of study meet with no favor. The steady growth of the school is evidence at once of its merit and the confidence of the public. The library of the Law School is very valuable, and is conveniently arranged in one of the pleasantest rooms of the University. The number of students during the year 1875-6 was seventy.

The faculty comprises the following :

Henry Hitchcock, LL.D., *Professor of Real Property Law, and Provost of the Law School.*

Samuel Treat, A.M., *President of Law Faculty.*

Albert Todd, A.M., *Lecturer on the Law of Real Property as applied to Conveyancing.*

Alexander Martin, A.M., *Professor of International Admiralty, Marine Insurance and Maritime Law.*

Samuel Reber, A.M., *Professor of History and Science of Law, Constitutional Law, Torts, Equity and Succession.*

John M. Krum, A.M., *Lecturer on Criminal Law.*

George A. Madill, A.M., *Professor of Real Property Law.*

George M. Stewart, A.M., *Professor of Mercantile Law and Contracts, and Dean of the Law Faculty.*

Chester H. Krum, Esq., *Professor of Law, Practice, Pleadings and Evidence.*

The following is the present board of directors of the University, the names of those who have been directors from the beginning being printed in small capitals:

WILLIAM G. ELIOT, *president*; WAYMAN CROW, *vice president*; JOHN M. KRUM, JAMES SMITH, SETH A. RANLETT, *secretary and treasurer*; GEORGE PARTRIDGE, John R. Shepley, Albert Todd, Henry Hitchcock, James E. Yeatman, SAMUEL TREAT, Carlos S. Greeley, Robert Campbell, John P. Collier, John T. Davis, George E. Leighton.

The present property and endowment of the University amounts to not less than \$750,000, of which \$150,000 has been given during the last two years.

ST. LOUIS UNIVERSITY.

The St. Louis University in its inception dates back to the territorial history of Missouri, and it was one of the earliest educational institutions of high rank in the Mississippi Valley. The varying architecture and the striking differences in the details of the construction of the new and the old buildings connected with it, seem to show the social and artistic advancement of our people, and to emphasize to the eye the distinctions between two eras, which, though not widely separated by time, are yet remote in spirit: spanning, as it were, a gulf, from each

side of which it looks down upon a different civilization. The changes which it has witnessed are such as centuries rarely accomplish, and yet the recollections of many single lives take in the events of its history, from the first effort in its behalf to the present.

Two squares of ground, on which the University and the buildings attached to it are situated, were donated by Jeremiah Conner, in March 1820, to Bishop Dubourg, then Catholic Bishop of St. Louis. The donation was made for the purpose of founding an institution of learning. It was under the direction of Bishop Dubourg that the cathedral on the corner of Second and Market streets was erected, but he was removed to France before the University was fully established. Rev. Fathers De Smet, Verhagen, Elet, Carroll, Vandevelde and Van Quickenbom, all members of the Society of Jesus, exerted themselves to secure donations, and in 1829 the first building on Christy avenue, forty by fifty feet, and four stories high, was completed, and the first session opened on the 2d of November of that year. There were at first thirty boarders and one hundred and twenty day scholars. The present building situated at the corner of Washington avenue and Ninth street, was founded in 1829 upon a part of the original land donated. When the land was first given, it was part of a field, and at some distance from the town. In 1832 it was incorporated, and empowered to confer degrees and academical honors in all the learned professions, and generally "to have and enjoy all the powers, rights and privileges exercised by literary institutions of the same rank." The St. Louis University is a Catholic institution, and has consequently always been under the control of that denomination, and the learned men who have taught in it have been fathers in the Church.

In 1835, an exhibition hall, with rooms for apparatus, was erected, the building fronting on Washington avenue, nearly opposite Tenth street. In 1843, the church on the corner of Ninth street and Christy avenue was completed, and in 1845, a building for dormitories and an infirmary was erected, fronting on Christy avenue, between Tenth and Eleventh streets.

In 1849, the Medical College, on Washington avenue between Tenth and Eleventh streets, was purchased, and converted into a study hall and dormitories for the junior students. The building on the corner of Washington avenue and Ninth street was commenced in 1853, and completed in 1855. The exhibition hall of this building is considered one of the finest in the West. It is superbly frescoed by the hand of L. Pomarède, a St. Louis artist, whose name is identified with his home, and the work of whose pencil embellishes many of our finest public and private buildings. The last of the buildings erected on Ninth street, between Christy avenue and Washington avenue, is ninety-five by forty-five feet, and contains twelve fine rooms, a hall and dormitories for the students.

The buildings are all of brick, bearing in their exterior evidences of the different dates of their erection. As Tenth street does not run through, the two blocks between Ninth and Eleventh streets may be said to be connected together, and the University and accompanying buildings cover about three fourths of the two squares so united. Some of the buildings are remarkable for exterior ornamenta-

tion, but they have a substantial and commodious appearance eminently befitting the purposes to which they are dedicated.

The museum has been collected and collated with a zeal and care worthy of the learned fathers who devoted themselves to the work, and embraces specimens from every quarter of the globe.

The library contains 23,000 volumes, embracing almost every branch of literature and science in ancient and modern languages. Here have been gathered together the volumes that contain the research and speculation of all ages, some of them exceedingly rare and curious, and some whose imprint shows that they were among the earliest creations of the art of printing.

Mr. J. Hagar, writing in 1855, notices some of the curiosities as follows :

Among many curious and interesting works are, a theological dictionary, entitled "Summa Angelica," by Angelus Clavasis, printed at Alost, Belgium, July 4, 1490; also, another work dated in March 1499. Here are the Sermons and Homilies of Augustin, printed in 1521; also, Cicero's Offices, printed in 1539; "Epitome of Antiquity," printed in 1533, and most beautifully illustrated with medallions. There is also a copy of the Sibylline Oracles, printed in Greek and Latin in 1599; several editions of the Bible, with beautiful marginal and other illustrations, in various colored inks, printed in 1556, and down to 1628.

Among the many rare and interesting books found in the library, there is one which, from the beauty of its execution, the strength and perfection of its varied coloring and illustrations, is well worthy the attention of the curious. It is a Geogaaphy of the Earth, illustrated with maps and plates of men, animals, birds, and scenes in all the countries described, all done in various colored inks, true to nature and accurately portrayed. This book was published by Bleauso, at Amsterdam, for subscribers, in eleven large folio volumes, in 1622. The type is clear, the paper fine, yet very strong; the maps, even of America, very accurate and correct, especially of those portions where the Jesuit fathers had their most extensive missions. The names of places, rivers, capes and bays, as now on our more accurate knowledge placed upon the best maps, are all found on these; while the coloring seems as fresh and bright as if done last year, instead of nearly two hundred years ago. It is said that the edition of this work was absolutely limited to the subscription list, and, when the full number of copies had been printed, the whole of the plates were destroyed; no extra edition was printed, and hence the great scarcity of this beautiful work.

Over the door of the Ninth street entrance of the main building, is inscribed simply, "St. Louis University, Founded A. D. 1829." The pile represents the beneficence of many individuals, and the earnest life-labor of others, distinguished alike for their piety and learning.

THE ST. LOUIS PUBLIC SCHOOLS.

The facilities for public education in St. Louis are of three kinds :

1. The public schools, free to all.
2. The parochial or denominational private schools, sustained chiefly by the Catholic, and German Protestant Evangelical Churches.
3. Private schools, established through individual or corporate enterprise.

The growth of all these systems, and particularly that of the free schools, may be seen by comparing the statistics at the close of each decade for the past forty years:

YEARS.	1841.	1851.	1861.	1871.	1875.
Population of the City	20,826	83,429	163,783	325,000	450,000
Enrollment in Public Schools.....	350	2,427	13,380	31,087	41,692
Enrollment in Private Schools.....	700	2,300	7,800	17,500	22,654
Per cent. of entire population at School.....	5	6	13	15	14.3

The increase in the number of scholars enrolled from year to year in the public schools, is upward of 3,000; and the Board of Public Schools builds annually three or four first-class school houses, in order to accommodate the new comers.

As far back as 1812, Congress passed an act donating certain vacant lands in the Territory of Missouri, situated in or adjoining St. Louis, St. Charles and other settlements, for the support of schools in those towns and villages. In 1824 and 1831, acts were passed amending and supplementing the provisions of 1812. The first charter creating a School Board in the city of St. Louis, was passed in 1833. For the previous sixteen years, a Board had existed for the control of the lands given by the General Government for school purposes; this Board was a close corporation. The new corporation by its charter constituted the whole white population of the city; its powers were vested in a Board of Directors, composed of "two members from each ward, elected by the qualified voters thereof, and to hold their office for the term of three years, and until their successors were duly elected and qualified." At the time of the formation of this Board, the steamboat interest had just begun to give a new impulse to the settlement of this city, and the population doubled in four years afterward. Proceeding to rent the real estate in their possession, in a few years enough revenue was saved from rents to erect two brick buildings, costing about \$3,000 each, and accommodating in the aggregate 350 pupils. The first of them was opened in April 1838. It was situated on the corner of Fourth and Spruce streets.

In 1839 a lot was obtained for the "Benton school," and in January 1842 the building now standing on the corner of Sixth and St. Charles streets, was opened for pupils. The cost of what was then so large a building, (upward of \$10,000) impoverished the Board, and a reaction took place. A tuition fee of ten dollars per annum, greatly crippled the growth of the schools until 1847. In 1846, three more school-houses were built and occupied, making in all six cheap school-houses, established before the first city tax was levied for common schools. A tax of one mill on the dollar of taxable property, was voted by a majority of five to one, in June 1849. The revenue from real estate leases at that time amounted to \$14,000 per annum, and the population was 70,000 and doubling once in six years. The first "mill tax" was collected in 1850, and yielded \$18,432.

Since that period the growth of the schools has been very rapid. In 1861, the

schools suffered a serious drawback through the war. A tuition fee was charged, and 60 per cent. of the attendance on the schools was cut off at once.

The school fund arising from the lands given by Congress, amounts to about \$1,500,000. Adding to this the value of property in use for school purposes, we have a total of \$4,600,000 permanent investment for the city schools, which are under the management of the Board. The Board has now the chartered power to levy a tax not exceeding one-half of one per cent. per annum, for school purposes. A fine education is offered to all the youth of the city, in all the branches required, from the lowest primary grades up to the finished education for the man of business.

The schools number in all fifty-nine, including a central High school and five branch High schools, one Normal school for the training of teachers, five schools for colored children and forty-seven district schools. In most of the schools, German is taught by competent teachers, so that pupils of German parentage may attend the public schools, without the danger of losing their native tongue, while they acquire the English. Seven Kindergartens are now in successful operation under the authority of the School Board.

A flourishing public school library, containing upward of forty-one thousand volumes, is a novel feature in the system, but is a great practical success. Not merely the "how to study," but the "what to study" is to be taught in this school system.

The result proves, that pupils join the library while in the schools, and continue their membership with it after they leave; thus lengthening their school life indefinitely.

A system of evening schools commences its sessions the first of October, and lasts until spring, giving instruction four evenings each week, to all who are prevented from attending the day schools, by reason of employment in some useful branch of industry. Over 5,000 youth and adults of both sexes, were in attendance on these schools in the winter session of 1875-'76. Free memberships in the Public School Library were given to the regular and industrious pupils.

These details concerning the facilities for education, are of vital importance to those who propose to immigrate to this city. Every parent feels it his duty in selecting his home, to consider as paramount the welfare of his children. The wages that he can earn are to be expended for food, clothing, shelter and culture for his family. The real gain from year to year that he can count from his care and anxiety and his money, all invested in his children, must consist in their mental and moral improvement. At an expense of \$200 to \$500 per year apiece, for the necessaries of life, it must need seem a great matter, that this be utilized in the only possible way, to-wit: in intellectual culture. In no way can children be profitably employed, except in educating themselves for after-life.

A special object to be attained in a public school system, is the removal of class distinctions. Nowhere can this process go on so well, as in the school. Homogeneity of language, manners and customs, becomes the necessary result of a good system. A republic demands this. One class does not exist for the benefit of another; but all for each and each for all, is the democratic principle.

LIBRARIES.

St. Louis is quite well supplied, for a Western city, with public libraries, as the facts show :

Mercantile Library.....	40,300	Volumes.
St. Louis University Library.....	24,000	"
Polytechnic Library	30,000	"
Academy of Science.....	3,000	"
Law Library, Court House	7,100	"
Law, Polytechnic	900	"
Law, Washington University.....	1,000	"
Other Law Libraries.....	15,000	"
Washington University	5,500	"
Circulating Library.....	27,000	"
Sabbath Schools.....	25,000	"

 THE CHURCHES.

As in her educational matters, St. Louis is justly proud of her churches. The first church of any note ever built in St. Louis was the old Walnut street Cathedral, still in use, which was commenced in 1818 under the superintendence of Mr. Gabriel Paul, the architect. This, however, took the place of a very humble building which the good people of those early days had for many years used as a place of worship. As the city increased in population and commercial importance, it received many from the Eastern States who had been brought up in some one of the Protestant faiths.

The Baptists also commenced the erection of a place of worship in 1818 on the southwest corner of Market and Third streets, and although never completed yet was used by that denomination. It was afterward used as a court-house.

The first Presbyterian sermon ever preached in St. Louis was on November 6, 1814, and the first church of this denomination organized west of the Mississippi was August 3, 1816, as the Bellevue Church, at Caledonia, Washington county. The first Presbyterian church in St. Louis was organized November 23, 1817.

The churches of the different denominations in 1876 are as follows: Baptist, 17; Christian, 3; Congregational, 4; Episcopalian, 16; German Evangelical, 10; English Evangelical Lutheran, 1; German Evangelical Lutheran, 12; Hebrew, 4; Methodist Episcopal, 12; Methodist Episcopal South, 9; New Jerusalem, 1; Presbyterian, 19; Presbyterian Cumberland, 2; Presbyterian Reform, 1; Roman Catholic, 43; Unitarian, 1; miscellaneous, 12.

ST. LOUIS POST OFFICE.

The old building at the corner of Third and Olive streets, still occupied for Post Office and Custom House, has long been inadequate for its purposes, but must serve until the magnificent edifice covering the block bounded by Eighth and Ninth and Locust and Olive streets, is completed. Notwithstanding the inadequacy of the building, the present administration is warmly commended by all our citizens, and especially our merchants, for unremitting efforts and gradual introduction of improvements in handling and transferring, that save valuable time. The rapid interchange of letters between St. Louis and her tributary country is a matter of the first importance, as every hour saved is in effect bringing us so much nearer the people with whom we have such lucrative reciprocal relations.

POST OFFICE STATISTICS.

RECEIPTS.—Annual cash receipts from sale of stamps and stamped envelopes, \$466,570.88.

LETTERS AND POSTAL CARDS.—Average daily number of letters and postal cards mailed, 50,000. Average daily number delivered, 36,843. Average daily number newspapers delivered, 12,000.

REGISTERED LETTERS—Received, delivered, and mailed to other offices, during the year ending July 31, 1876: Received from other offices, 197,936; received at the counter, 19,448; total received from all sources, 217,384. Delivered in city, 70,740; mailed to other offices, 146,644; total, 217,384. Registered packages used, 67,382.

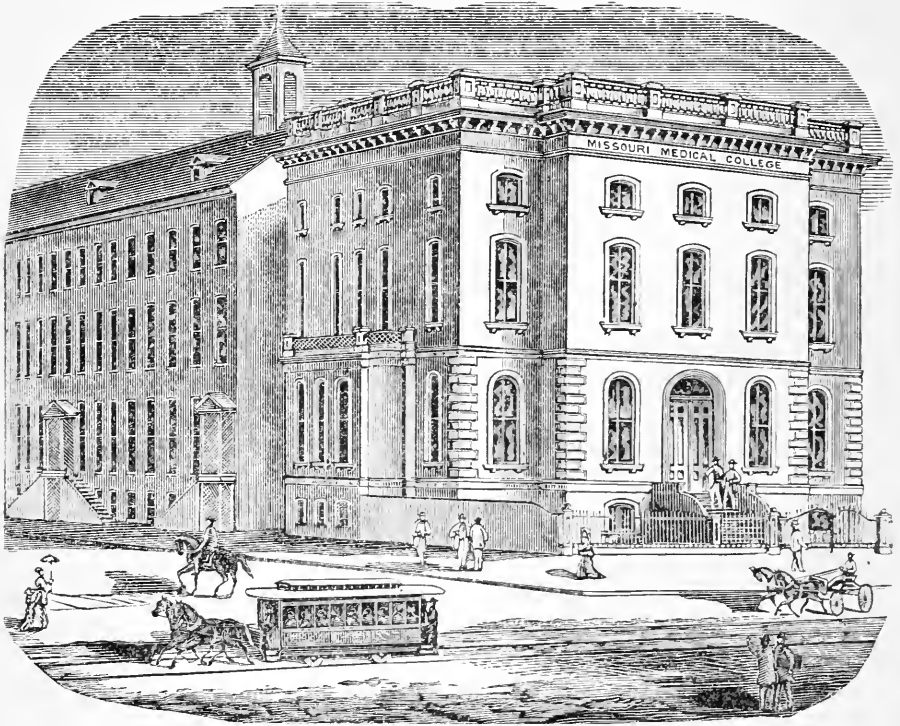
PACKAGES.—Number of packages of mail opened during the year, 102,626; number in transit, 45,438; number of stamps, 31,462.

MONEY ORDER BUSINESS.—There have been issued at this office, during the year 1875, 35,069 money orders, amounting to \$630,847.10; and there have been 182,994 money orders paid, amounting to \$3,199,791.14. 17,167 deposits by Postmasters, amounting to \$2,742,975.91, have been made during the year.

STATION A (NORTH ST. LOUIS.)—962 money orders issued amounting to \$16,027.57, and 36 orders paid amounting to \$693.46.

STATION B (SOUTH ST. LOUIS.)—1,091 money orders issued, amounting to \$18,515.01, and 319 orders paid, amounting to \$6,221.57.

It will be noticed that more letters originate in St. Louis than she receives in return. This is accounted for in the mass of correspondence containing information for the interior sent out by our merchants. It will be seen also, that five times as much money is received by postal orders as is sent away. These are the necessary accompaniments of a commercial center that draws money from all sections, and sends goods in return.



MISSOURI MEDICAL COLLEGE.

Of all the critics of our republic, none deny nor question our great material progress. The head of the commission from the greatest nation of modern times has publicly stated that the Philadelphia Exposition is the grandest display of material wealth and progress, ever presented to the world. The reality has beggared the imagination of the most enthusiastic patriot or admirer of the great, albeit, young republic. In agriculture, mining, transit and commerce, the useful and domestic arts; in every contrivance and resource designed to aid man in his conflict with Nature for existence, or force incalculable wealth from the bowels of our matchless mountains, and the bosoms of unending plains, we find no cause for fear of competition with any people. We have set no bounds to our efforts. On the contrary, the American, seemingly inspired by his grand continent, rises by his fertile ingenuity and indomitable energy, to the most startling achievements upon undertakings which, seemingly impossible, awe the timid and cautious into lethargy or despair. Nor is it matter for wonder that the well-wisher of his country, indulging at this time in a retrospect of our infant centennial, should find in all this much cause for comfort and rejoicing. But let it not be imagined that we have aimed no higher and achieved nothing better. Another voice has

been heard above the din of the voracious throng pressing for admission to the temple of Mammon. Prophetic and eloquent, it has been followed by a chosen people, full of devotion and high resolve, who have never ceased to strive to rear the temple of science above that of Mammon. And these are honored names, not one of whom but should be emblazoned upon the scroll of our country's fame by a benefited, if not grateful posterity. If their triumphs have not been trumpeted forth to the world like the rearing of cities, the spanning of rivers, the tunneling of mountains and completion of railroads, they are every day seen in the manners of our people, and the long list of illustrious names that adorn the annals of science and literature, the true pride of our citizens and the only hope of our earthly immortality.

It is the custom of Americans to boast of their provisions and regulations for a general education of all their children, rich and poor, in the ordinary elementary branches of learning. And their superior provisions and facilities are commonly conceded. But it has been the custom to ridicule our systems and facilities for higher education, and we have been too ready to concede the justness of these presumptuous and (in many respects) unjust criticisms. We wrong the noble dead, who laid the foundations for us to build upon. They laid them in suffering, poverty and amidst discouragements that we know not of. Whenever there has been a successful community established from the East to the West, there, after the common school, the college, and the church, the demands for a higher education have brought into existence the law school, the medical school, and theological institute. In practical utility a medical education is of the first importance, a necessity. But for the ministrations of the men sent out from such institutions the vast wildernesses now known as flourishing States could never have been reclaimed and converted into fruitful fields, and prosperous cities and villages. There is no region of which this is more true than our own. The pioneer medical college of the vast region of which St. Louis is the metropolis, was the **MISSOURI MEDICAL COLLEGE**. Organized when this great city contained only a few thousand inhabitants, it has never once suspended, save for a time during our late civil war. Her graduates are scattered throughout the country from the lakes to the gulf, and from the Alleghanies to the Rocky Mountains, and none stand higher either professionally or socially. The idea of its establishment was conceived by Joseph N. McDowell during the winter of 1839-'40, and with characteristic promptness he wrote to his former pupil, Dr. John S. Moore, then one of the most prominent young physicians of the State of Tennessee, inviting him to remove to St. Louis and join him in founding a Medical College. The invitation was accepted. With these men it seems that the execution of a plan followed immediately upon its formation. In a short time they had procured a charter for the Medical Department of Kemper College, and acting under its provisions soon organized a Faculty. A little more than six months after Moore received the first letter (which was written in pencil on board a Mississippi steamer) from McDowell, the first session of the Medical Department of Kemper College (for this was the first designation) was inaugurated by a public Introductory Lecture by Professor

Moore. The Faculty was composed as follows: Joseph N. McDowell, M. D., Professor of Anatomy and Surgery, and Dean of the Faculty; John S. Moore, A. M., M. D., Professor of Obstetrics and Diseases of Women and Children; J. D. Wolff, A. M., M. D., Professor of Chemistry; Josephus W. Hall, M. D., Professor of Theory and Practice of Medicine; H. A. Prout, M. D., Professor of Materia Medica and Therapeutics.

The first session opened November 1st, 1840. The class numbered thirty-seven matriculates, and of these three were candidates for graduation, and the names of these were E. S. Frazer, J. W. Harnett and ——— Bowles. These gentlemen received the Doctorate at the close of the session, viz: March 1st, 1841. This first session was held in a building corner Ninth and Cerre streets, about a square from the site of their first college edifice, corner Eighth and Gratiot streets, which has for years been known as the "McDowell College" building. Amongst those composing the first class, the writer can now only recall the names of a few, viz: Dr. W. S. Edgar, of this city, Editor of the "*St. Louis Medical Journal*," Dr. Illinski, prominent physician of Illinois, Dr. Willing, well known in St. Louis, and Dr. Murison, for many years a leading physician of Memphis, Tenn. (The early records of the college were lost in the confusion of the war times.)

The class of the second session numbered forty two, notwithstanding a difficulty amongst members of the Faculty had resulted in the withdrawal of Professors Hall and Prout, and the organization of a second school. This was the origin of the "ST. LOUIS MEDICAL COLLEGE," sometimes termed "Pope's School," which of necessity drew away some students. The third class was still larger, and it was now generally conceded that the enterprise was an assured success, and the Faculty, with their friends determined upon the erection of a properly constructed and commodious college edifice. At that day this was a task of Herculean proportions. The city was small, and the country was sparsely populated: and what was of still greater concern to the friends of the enterprise, it was impossible for that primitive population, situated as they were, to duly appreciate its magnitude and importance, and the main burden fell upon the Faculty and a few of their special friends, and admirers. But the plan once matured, the work went bravely on, and in 1849, they had completed one of the most commodious and imposing medical college buildings in America. Another important event in her history had now also transpired. The "Medical Department of Kemper College," had become the Medical Department of the University of Missouri. This was in the year 1847. It was expected that this would increase the patronage of the institution, and perhaps it did. But the Faculty was now full (in the sense in which this was understood at the time), all seemed animated with the desire and expectation of building up here in the future city of the great West, a school of the first order, of which both the people and profession might feel proud. There was a gradual increase in numbers with every year, and the name and fame of the college had extended throughout the land, far and near. And so, were we to follow her career from year to year from this time, it would be a repetition in substance of this one statement. She was now surely entered upon a career of success.

Nothing of prominent note transpired from this time up to 1857, save the average number of agreeable and inevitably disagreeable incidents, which are the certain heritage peculiar to Medical Faculties. At this time it was deemed necessary by the Trustees and Faculty, to again change the name of the institution. Accordingly a charter was obtained, authorizing the establishment of "The Missouri Institute of Science;" the medical department being styled "THE MISSOURI MEDICAL COLLEGE," which has remained until the present time. The provisions of this charter are of the broadest and most comprehensive character, and the privileges guaranteed, almost unlimited. "The Missouri Medical College," continued to prosper as she had under her former names, until the year that inaugurated the disastrous civil war, which put an end to all her prosperity, as at one time it seemed certain to end not alone all her hopes, but her existence.

The last session but one, before the war had begun in earnest, the class numbered one hundred and thirty-five. It is always as unpleasant as it is ungrateful to review the differences and misfortunes of those in whom we feel great interest, and we naturally seek to make it short. It is sufficient to state that the Faculty were radically and irrevocably divided upon the issues raised by the war. The Dean, Professor McDowell, took such an active and prominent part upon the side of the South that, when the military took possession of the city, he was forced to leave. The entire college building, with the Professor's residence, were seized, and soon after converted into a military prison. An extensive and varied museum collection of both physiological and pathological specimens shared the fate of the edifice, and here in an hour, the accumulations of years of toil and study were rudely trampled beneath the feet of the vulgar and wanton. Apparatus was gone, the professors divided and scattered to the four winds, were exposed to the vicissitudes of war, while their lecture halls were disposed of, as just related. Surely the friends of the College had good reason for despairing as they did, of their favorite institution. But she did revive, improbable as it seemed. In the year 1865, the veteran McDowell returned, and again he and his tried and trusted friend and colleague, Professor Moore, applied themselves with energy to the reorganization of the Faculty. They were successful, but, it is hardly necessary to state, not in bringing together those who composed the former Faculty; some were no more, others had become members of the Faculty of "The St. Louis Medical College," and two perhaps had retired. But the new Faculty was a competent one, most of the members being experienced lecturers. They were, N. Joseph McDowell, M. D.; John S. Moore, M. D.; W. M. McPheeters, M. D.; C. O. Curtman, M. D.; J. H. Waters, M. D., and D. McDowell, M. D.

They re-occupied the old building, but found it so dilapidated, that it was scarcely susceptible of repair. Nothing of all the former structure, the apparatus, museum, etc., etc., remained; save the dingy, battered, crumbling and dreary walls.

The first class was small, just short of fifty, the second somewhat larger; but soon after the close of the session, an event happened (in the year 1868) which constitutes an epoch in the history of the school. It was the death of the

originator and one of her chief founders, Professor Joseph Nash McDowell. His eyes were closed, and the oration pronounced over his last remains, by his former pupil, partner, colleague and friend, Professor J. S. Moore. Not only were his former colleagues shocked almost to a moral paralysis, but there was a profound sensation throughout the entire community. The problem for the trustees and Faculty, was to fill the chair made vacant by his death, with a proper person. They finally, after much labor, offered it to that distinguished surgeon and model gentleman, Professor Paul F. Eve, of Nashville, Tenn. The offer was accepted, and Professor Eve had barely time to get to the scene of his labors. About this time another important occurrence must be noted, viz: the vacation of the old college building, and removal to the buildings at the corner of Sixth and Elm Streets. The next class was scarcely so large as its predecessor.

Professor Eve occupied the chair of Surgery one year, and then he resigned and returned to Nashville. The chair was now divided, and Drs. E. A. Clark and A. Hammer appointed to the positions. In the spring of 1871, Professor Clark died on his way to Europe, and was lamented not only by the Faculty, but the profession at large.

Dr. A. P. Lankford, Professor of Surgery in the Kansas City Medical College, a young but eminent surgeon, was appointed to the vacant position. In 1872, the chair of Surgery was consolidated, and Professor Lankford was assigned to the entire chair, which he still retains. Soon after the reorganization, the chairs of Clinical Medicine and Physical Diagnosis, Ophthalmology and Histology, Psychological Medicine and Diseases of the Nervous System, were added to the course. The following gentlemen were appointed to the new chairs, viz: To the first named, P. Gervais Robinson, M. D., a gentleman of experience and marked ability, who was speedily accorded the highest rank by both pupils and colleagues. J. K. Bauduy, M. D., was elected to the chair of Diseases of the Nervous System, etc, and soon became one of the most popular lecturers in the city. To the chair of Ophthalmology and Histology, C. E. Michel, M. D.; this gentleman had been an acceptable lecturer and clinical teacher in the College for several years previous, and this was only a proper and necessary recognition of his services, as well as the importance of that department. By the establishment of these additional chairs, the Faculty evinced a determination which has long characterized this school; to keep abreast with progress in medical science, and to furnish the student every possible facility. Time has demonstrated the wisdom of these innovations.

During the session of 1872-3, the idea of a new college edifice was discussed, and it was soon ascertained that an association with the Sisters of Mercy in charge of St. John's Hospital, could be arranged. This was soon effected, and by the middle of May 1873 workmen were busy upon the foundation of a new college building, on Twenty-third and Lucas avenue, adjoining the hospital. Never was a work of this magnitude carried to completion more speedily. The Faculty with a few of their friends formed a stock company, and for the most part raised the money themselves, both for the purchase of the lot and to pay

for the building. Such perseverance and self-denial has been seldom equaled, and as with them, must ever be invincible.

The succeeding course of lectures for 1873-'4 were delivered in the new building to the largest class since the war. The addition of St. John's Hospital, with her numerous patients, both out-door and in, gave the College clinical facilities superior to what she had ever enjoyed before, and equal to any institution in the land. Perhaps the largest gynæcological clinic in the country is held here by Professor T. L. Papin, M. D., who had been made professor of this branch just before the fortunate arrangement alluded to. But this clinic is not only remarkable for the number of cases treated, but through the signal ability and universal popularity of the Professor. The course would now seem to be comprehensive, and as nearly complete as is possible to be.

The number of students present at the following session (1874-5) was larger by one-fourth than the preceding session, and the various members of the Faculty, feeling encouraged to still greater efforts, sacrificed still more of time and means to add to the already ample facilities. The professors of Chemistry, Clinical Medicine and Histology soon collected additional apparatus, and made thousands of micro-photographic preparations, illustrative of Histology, Pathology, etc., and perfected arrangements for class illustration upon a large scale.

The clinical professors were not less active, and the students took pride in the fact that, during the first month of the session, they scarcely passed a day without witnessing important surgical operations, while they were actually enthusiastic about the medical and gynæcological clinics. The advanced students, who were giving attention to the specialties, were equally well pleased with the eye and ear clinics.

Notwithstanding the general stringency in the money market, and business depression throughout the country, there were two hundred and six students in attendance upon the course of 1875-6, the largest class of medical students ever assembled in St. Louis. Every indication now points to increasing patronage and prosperity, and it seems certain that St. Louis will ere long become the great medical center, which her position, population and facilities justify the profession and citizens in demanding and expecting. The Faculty of the College have long labored and sacrificed for the profession, and now that successful patronage has placed them in an advantageous position, it may be surely predicted that they will be more than ever the champions of a high standard. We are informed that the Faculty are now revising the course of study, with intention of making some important improvements and innovations. Three prominent universities* have recently adopted the Missouri Medical College as their medical department, after a long and careful examination and study of the comparative facilities of different places. This is most significant, and will be gratifying to all friends of the school as also to those who believe in the great future of St. Louis.

The Faculty of this College have constantly courted candid and honest criticism.

* The Cumberland of Tennessee, Lincoln of Illinois and Trinity of Texas.

With this view public competitive examinations have been held, and it has been their desire that prominent members of the profession attend them. In order to insure this, they have, as far as practicable, selected gentlemen for awarding committees outside the Faculty, and in some instances, outside the city. For several years their graduates have had to compete with the graduates of other schools in examinations by the Board of Health of the city, for the position of assistant physician to the hospitals of the city. Here their excellent training has been triumphantly vindicated by the action of the Board for several years past. And it must be remembered that their competitors have been alumni of the best colleges in the land.

From personal observation, it can unqualifiedly be affirmed that it is the first thought and highest ambition of the gentlemen who compose the present Faculty, to keep their College in the first rank of American schools in every respect. From this on, the watchword is ever, "Elevate the standard of qualification," and all sincere lovers of our noble calling should second their efforts by rendering active sympathy and support. In the spring of 1873, Professors P. Gervais Robinson, A. P. Lankford, C. E. Michel, J. K. Bauduy, R. S. Anderson, and G. W. Hall, organized a "Spring and Summer Course" of lectures, for the benefit of those who desired to study their profession more thoroughly than the regular Fall and Winter course enabled them to do. Every inducement was offered students to avail themselves of its advantages, and it has been the cherished hope of the Faculty that this course should grow in interest and importance until, when properly arranged and modified, it should become a necessary part of the students' regular term. When it can be so incorporated depends in the main upon the profession at large, as, ultimately, do all important reforms. If the preceptors of students will impress upon them that they should not only attend the "Regular" and "Spring and Summer" courses, but continue through three of these, then will the Faculty of the Missouri Medical College be able to carry into practical operation plans which now must rest entirely with the decision of the student himself. This extra course has been kept up ever since its organization, and the Dean of the College invariably advises students to avail themselves of its advantages. The Faculty also, recommend that students attend *three courses*, instead of the prescribed and universal two.

Would not those who founded this College, be astonished, could they compare the present with their modest beginning. But one remains capable of doing this, and that one has not only ever failed of a single task or duty, but he has never *wavered*. Faithful, devoted and untiring, he has never doubted, never hesitated, nor ever evaded a single responsibility. It is scarcely necessary to state whom we mean—every one would respond: Professor John S. Moore. What an example of noble devotion to principle, conviction and duty, for young men!

From the necessary mention of his name, the reader is already to some extent familiar with the invaluable services rendered this institution by Professor Moore. Quoting the language of his present colleague, Professor Maughs, who once sat

upon hard benches to hear his lectures: "He was always the favorite of the class. Others might be brilliant, impressive, and eloquent, but no matter how you classify Moore, he was ever graceful, clear, practical and learned; the polite, kind, and warm-hearted gentleman." Whatever students might say of others, they always spoke in terms of esteem and praise of Moore.

This distinguished physician was born near Chapel Hill, North Carolina; brought up in Tennessee—having been educated at Cumberland University, from which institution he has received, first the degree of "A. B.," and afterwards "A. M." He studied medicine with a private preceptor, and after the requisite pupilage received the degree of "M. D." at the Cincinnati Medical College in 1836. With the exception of the two first years of her history, when he was professor of Midwifery, etc., he has been professor of Principles and Practice of Medicine in the Missouri Medical College for a period of thirty-four years. He is now not only looked up to as the father of the institution, but enjoys the filial love and reverence of the students as their teacher and medical father.

Professor Jos. N. McDowell has already been so often alluded to as to need little more reference in an article of this kind. The originator and one of the principal founders of the College, he also contributed, perhaps as much as any other one man, to its permanent success. He was recognized as one of the most elegant and impressive lecturers that ever stood before a medical class. In the language of Professor Armour, "he could literally make the dry bones talk;" and again, "as a lecturer upon Anatomy, I have never listened to his equal." He was the idol of every class to which he lectured. His first experience as a teacher was as professor of Anatomy in the Cincinnati Medical College, where he was the colleague of S. D. Gross, Daniel Drake, Thomas Mitchell, and others who have since become so famous in professional annals.

Professor McDowell was a man of genius. One of the first anatomists and surgeons of his day, he was also a match for any man either upon the hustings or the lecture platform. His convictions were strong and his temperament nervous and excitable. Hence he had strong friends and bitter enemies. He was born near Lexington, Kentucky, in the year 1803, and was consequently sixty-five years old when he died. He was educated at Transylvania University. He is represented to have had a fine personal appearance, and to have been a perfect Chesterfield in manner when he chose. Ever genial and highly entertaining to his friends, he was bitterly sarcastic upon real or supposed enemies. Whatever may have been urged against him by his enemies, all must concede that he was a man of genius. His name is one of the permanent heritages of the College and the profession, and will gather luster with succeeding generations.

It is hard to estimate the power of such an institution as the subject of this brief sketch, for good. Her alumni now number about two thousand, amongst whom are some of the first men in the profession. Professor G. M. B. Maughs, who has been for over ten years her eloquent and popular professor of Obstetrics, was a graduate of 1849. About that time, Dr. J. T. Hodgen, the distinguished surgeon, and present Dean of the St. Louis Medical College, (having been

professor in his *alma mater* before the war), graduated from the Missouri Medical College. Dr. C. O. Curtman, who filled the chair of Chemistry so acceptably for the past eleven years, is one of her alumni, as is also the gentleman who has just succeeded him, and who had previously filled the chair of *Materia Medica*, Professor O. A. Wall. He was a class-mate of Dr. H. Tuholske, whose department is one of the most popular with students in the college. Dr. Samuel G. Armour, Deán of Long Island College Hospital, and formerly one of the Faculty of his *alma mater*, was a graduate of the class of 1846. We believe Dr. C. W. Stevens, formerly professor of Anatomy in the St. Louis College, and he were class-mates. Dr. G. W. Hall, Dr. John McDowell and Dr. D. McDowell, are amongst her alumni.

Amongst those who have occupied chairs in the past, may be mentioned the late Dr. Barnes and Dr. Barrett. Dr. Charles A. Pope began his career as a teacher in this College, and Dr. J. B. Johnson and Dr. E. S. Frazer, were for many years members of her Faculty, and later Dr. G. W. Hall. The present Faculty is composed as follows:

Wm. M. McPheeters, M.D., *Emeritus Professor of Materia Medica and Therapeutics.*

John S. Moore, M.D., *Professor of Principles and Practice of Medicine, and Dean of the Faculty.*

G. M. B. Maughs, M.D., *Professor of Obstetrics and Diseases of Women.*

P. Gervais Robinson, M.D., *Professor of Clinical Medicine and Principles of Diagnosis.*

A. P. Lankford, M.D., *Professor of Surgery and Clinical Surgery.*

J. K. Bauduy, M.D., *Professor of Psychological Medicine, Diseases of Nervous System, and Medical Jurisprudence.*

Charles E. Michel, M.D., *Professor of Histology and Diseases of the Eye.*

T. L. Papin, M.D., *Clinical Professor of Gynecology.*

H. Tuholske, M.D., *Professor of Anatomy, and Demonstrator.*

Otto A. Wall, M.D., *Professor of Chemistry and Pharmacy.*

C. A. Todd, M.D., *Professor of Physiology and Diseases of the Ear and Throat.*

J. P. Kingsley, M.D., *Professor of Materia Medica, Therapeutics and Pharmacy.*

PART SECOND.

MISSOURI:

HISTORY. RESOURCES.

DESTINY.



HISTORY OF MISSOURI.

CHAPTER I.

THE DISCOVERERS AND EARLY COLONISTS.

THE building of an empire is similar in many respects to the slow and steady process by which the human brain is constructed and attains its power.

At first, the individual empire—the brain—is chaotic, feeble and infantile ; but a gleam of thought,—it may be a very small and faint one,—flashes in from the great world around, and heralds through the wilderness the coming of empire. How little this single ray of light in such a place can do towards colonizing and civilizing the chaotic expanse ! Yet it bravely struggles for an existence, and signals back over the path it came for help and companionship. Other adventurous rays of intelligence drift in, and before long a small portion of the new brain-world becomes peopled. But with what difficulties and untoward forces the founders of this new empire must contend, before they show much strength or influence. Disease, like a savage foe, lies in ambush, and may dart upon and destroy them at any moment ; evil social influences, like a bad climate, or destructive storms, may operate against them. So the process of brain-building may be slow ; and, when the structure is completed, it may not be healthy, vigorous and powerful. On the other hand, with favorable influences and careful nursing, training and education, a mighty brain-structure is produced, which stands forth in the world beautiful, sublime, invincible. And yet these strong brain-kingdoms, which rule so long with undisputed sway, are subject to decay and dissolution. How many wrecks of once great structures are scattered over the world !

Thus are nations states, and empires founded, and thus do they go down. The great domain which we proudly call the State of Missouri, began its development in this way. The adventurous Spaniard, Fernando De Soto, came first up the Mississippi river as far as New Madrid, and possibly higher, in 1541. He was in search of wealth, having heard that gold, silver and precious stones abounded beneath the soil. The career of De Soto up to this time had been most romantic, bold and exciting. He had been with Pizarro in the conquest of Peru, and was the hero of the battle which resulted in the capture of the metropolis, Cuzco. Soon after, he returned to Spain with a fortune of half a million dollars, and met with a flattering reception from the Emperor Charles V. at court, and married the daughter of Dovilla, his former patron. His love of adventure, however, and thirst for more wealth, would not permit him to remain long in the enjoyment of wedded bliss or popular favor. Florida, he believed was a richer country than

any that had been discovered, and he proposed to the Emperor to undertake its conquest at his own expense. Permission was granted, and many noble cavaliers enrolled themselves as his followers. With 600 men, 20 officers and 24 ecclesiastics, he set sail from San Lucar in April 1538. The history of his adventures in Cuba, Mexico, Florida and Alabama is well known. His fights with Indians, disease and hardships had reduced his once proud following to an insignificant number. He refused to send back any message of his misfortunes to Spain, but resolved to penetrate farther the unknown regions. The winter of 1540 he passed in the country of the Chickasaws, who, in the spring, burned his camp and their own village, when he attempted to force them to carry his baggage. Forty Spaniards perished in the flames and in the night attack. Then he began a march to the northwest, but a pestilential fever carried off nearly a score of his men.

He reached the Mississippi river after journeying for seven days through a wilderness of forests and marshes, and was nearly a month in constructing eight large barges to transport his men across the river to Pacaha, where he remained until July 29. Thence he marched southwest and northwest until he reached the highlands of the White river, in the eastern portion of what is now the Indian Territory. This was the western limit of his travels. He then proceeded south by the Hot Springs, Arkansas, which his companions at first supposed to be the fabled Fountain of Youth; and made his third winter station at Antiamque on the Washita river. In March and April, 1542, he continued south along the Washita to the Mississippi, and while in vain attempting to descend the banks of the latter, through the marshes and bayous, he was attacked with a malignant fever and died, after appointing Luis de Moscoso his successor. "His soldiers" says Bancroft, "pronounced his eulogy by grieving for their loss; the priests chanted over his body the first requiems that were ever heard on the waters of the Mississippi. To conceal his death, his body was wrapped in a mantle, and in the stillness of midnight, was silently sunk in the middle of the stream. The wanderer had crossed a large part of the continent in search of gold, and found nothing so remarkable as his burial place." His followers, reduced more than one-half in number, venturing East, where driven backward to the river, where they passed the next winter. In the spring of 1543, they embarked in boats, and, after three months, the survivors reached the Mexican town of Panuco, now in the department of Vera Cruz, where they dispersed. The wife of De Soto expired at Havana on the third day after hearing of his sad fate. This is the history in brief, of the man who first navigated the waters that wash the eastern boundary of the State. It is almost as marvelous as the adventures of pious Æneas, and should be more interesting to Americans, because truthful.

The next explorer deserving of mention is Jacques Marquette, a French Jesuit priest. He sailed for Canada as a missionary in 1666. After spending about eighteen months in the vicinity of Three Rivers, acquiring a knowledge of the Montagnais and Algonquin languages, he went, in April 1668, to Lake Superior, and founded the mission of Sault Ste. Marie. In the following year he was sent to take the place of Father Allouez, among the Ottawas and Hurons at Lapointe;

but his stay here was short, these tribes being soon dispersed by the Sioux. Marquette then followed the Hurons to Mackinaw, and there, in 1671, built a chapel at the mission of St. Ignatius, or Michilimackinac. In the following year he wrote of his success at Mackinaw to Father Dablon, the superior of the Jesuit missions in Canada: "I am ready to leave it in the hands of another missionary, to go on your order to seek new nations toward the South Sea who are still unknown to us, and to teach them of our great God whom they have hitherto not known." As early as 1669, he had contemplated exploring the Mississippi, of which he had heard from the Indians, and had made preparations at Lapointe to visit "this river and the nations that dwell upon it, in order to open the passage to so many of our fathers who have so long waited this happiness." He was not permitted to do so, however, until 1673, when Frontenac and Talon, the Governor and Intendant of Canada, having resolved to send an expedition under Louis Jolliet to explore the direction and mouth of the Mississippi, Marquette was instructed to accompany the party as missionary. They left Mackinaw with five other Frenchmen, in two canoes, on the 17th of May, and reaching the Wisconsin river by way of Green Bay, Fox river and a portage, floated down to the Mississippi, on whose waters they found themselves by the 17th of June. Launching their frail canoes on the swift flowing waters, they descended to the mouth of the Illinois, and then to the mouth of the Missouri, called by Marquette, *Pekitonoui*, that is, "Muddy Water." Leaving the mouth of the Missouri, these voyageurs continued down the Mississippi, passing the present site of St. Louis, though making no special mention of it. On the 25th they stopped at an Indian village not far from the present town of Chester, Illinois. They met friendly Indians near the mouth of the Ohio, and, continuing their voyage, arrived at a village called Akamsea, probably about the mouth of the Arkansas.

Here they held a council, and having satisfied themselves that they were not more than two or three days' journey from the mouth of the river, which emptied into the Gulf of Mexico, or off the Florida coast and not, as had been conjectured, in California or Virginia, they resolved to return, especially as there was danger of a captivity among Spaniards. They arrived home at Green Bay in September.

Marquette subsequently made a voyage down the Illinois river, and visited the village of Kaskaskia. On his return he was taken sick on the east shore of Lake Michigan and died there. He was buried on the spot, and in 1677 his remains were carried to Mackinaw. Marquette is now regarded, and justly, as the first explorer of the great river of the West, and the first European who saw it after De Soto.

Then came La Salle and Hennepin in 1678-'79 to Canada, and planned a voyage of discovery to the regions of the South and West. Robert La Salle was a native of Normandy, brought up by the Jesuits, and possessed much enterprise and intelligence. Louis Hennepin was a Franciscan friar, young, enthusiastic and ambitious.

Through the advice of Frontenac, Governor-General of Canada, La Salle had received permission and assistance from Louis XIV. of France, to organize an expedition for discovery, the design of which was to find the Mississippi, and to follow it to its source as well as to its supposed entrance into the Gulf of Mexico. The expedition left Fort Frontenac in November 1678, and about eighteen months were spent in explorations on the northern lakes, along the coasts of the rivers, and among the tribes of Indians which inhabited the country now embraced in the States of Wisconsin and Illinois. They encountered many hardships and perils, and at the lower end of Lake Erie built a small vessel called the *Griffin*, and near the present site of Peoria, on the Illinois river, a fort, which from their disappointments they named *Crève-Cœur*, or Broken Heart.

For the purpose of making a thorough exploration of the northern and southern country, La Salle concluded to divide his expedition as follows: Father Hennepin to ascend the Mississippi to its source; Tonti, one of his companions, to remain at *Crève-Cœur*, while he should go down the Mississippi to its mouth. Hennepin, accordingly embarked on the 28th of February, 1680, and having passed down the Illinois into the Mississippi, ascended the latter as high as the Falls of St. Anthony, which he named in honor of his patron saint. Shortly after, he was taken prisoner by the Sioux Indians, robbed of his property, and carried two hundred miles to their village. But he soon made his escape, and returned to Canada by the way of Wisconsin, and thence he sailed immediately to France, where in 1684 he published an exaggerated account of his travels.

La Salle visited Fort Frontenac for supplies, and on his return found that Tonti had been abandoned by his men, attacked by hostile Indians, and obliged to take refuge among the Potawatamies. Another year was lost in collecting his scattered followers, and on February 6th, 1682, he had descended the Illinois to its junction with the Mississippi—near where Alton now is. As he advanced, he noted the mouth of the Missouri, and it is said, halted briefly at the present site of St. Louis. La Salle successfully reached the Gulf of Mexico on the 9th of April; founded the Fort of St. Louis, and gave to all the lands around the name of Louisiana. He returned to Canada in 1683, and embarked shortly afterward for France, where he was welcomed as “the delight of the new world.”

This bold adventurer subsequently fitted out a new expedition for the colonization of Louisiana, with four vessels and two hundred and eighty persons, leaving Rochefort, August first, 1684. Dissensions arose between La Salle and Beaujeu, the naval commander, and they parted company in Matagorda Bay—having passed the mouth of the Mississippi through mistake. La Salle with a few of his followers attempted a journey to the Mississippi river through New Mexico, but when they had reached a branch of the Trinity river a quarrel arose, and the great explorer was cruelly murdered by two men—Duhaut and L’Archevêque, who had long cherished enmity towards him.

For many years after the discovery of the Mississippi river by De Soto, the settlements were slowly made, and were confined entirely to the east bank. About 1642, however, the French organized a prospecting party for the

Missouri river and ascended this stream to the mouth of the Kansas. The explorers undoubtedly expected to find gold and silver. It is not known that they succeeded in finding precious metals, but they left on record the testimony that the country through which they passed was as beautiful and rich in natural endowments as any the sun ever shone upon.

A few years later, France, involved in European wars, began to retrench her expenditures, and to a considerable extent, withdrew assistance from the Louisiana colony. Yet, desiring to keep the new possessions out of the hands of his enemies, King Louis XIV of France conveyed the territory of Louisiana, September 14, 1712, by letters-patent, to Francisco Crozat, a man of great wealth and influence.

The new proprietor, according to the terms of the transfer, adopted the customs, laws and religion of Paris, with such modifications as the circumstances connected with the settlement of a new country demanded. He appointed M. de la Motte Governor, and this gentleman arrived and assumed control of affairs in 1713. An experience of four or five years as proprietor of an empire seemed sufficient for Crozat. He did not find the inexhaustible mines of gold and silver which he had dreamed of, and the development of the country was too slow for him. He returned his letters-patent to the King in 1717.

Then came the bold and speculative Scotchman, John Law, with his "Company of the West," to whom the colony of Louisiana was transferred. His financial operations, however, soon involved him in ruin, and the charter of his company was surrendered to the crown in 1731. Many who came over with Law liked the country and concluded to remain, making settlements on both sides of the Mississippi river in Illinois and Missouri.

Though the settlements along the Mississippi had been confined principally to the east bank, the country included within the limits of Missouri excited the attention of the French in consequence of its mineral resources, and parties of explorers and miners frequently came over to secure lead and iron.

The first white inhabitants probably came over to Ste. Genevieve from Kaskaskia in 1735. The town of Kaskaskia was then the metropolis of the West and contained a population of nearly 6,000. St. Louis, St. Charles, and all the towns around obtained their supplies from this place for many years.

Pierre Laclède Liguist obtained from M. D'Abadie, Commandant of Louisiana in 1763, a right to all "the fur trade with the Indians of Missouri, and those west of the Mississippi above the Missouri as far north as the river St. Peter." The Louisiana territory was ceded to the Spanish in 1762, though the fact was not made known to the colonists until 1764. They were at first disposed to demur at the transfer, but in a short time acquiesced in what they had no power to control, and yielded faithful obedience to the new government. The territory was retroceded to the French in 1801, but they never took possession of Upper Louisiana again except through their representative, Captain Stoddard, in the transfer of 1804.

During the contest between France and Spain, in which England was an ally

of the latter power, the former was despoiled of all her North American possessions. Numbers of Canadian French emigrated by way of the lakes, and going south settled in both Upper and Lower Louisiana, giving the first impulse to the permanent settlement of Missouri, and building up a flourishing river trade between the two sections. The character of the new Spanish government was conciliatory, and lands were liberally given to the colonists and emigrants who flocked in.

St. Louis became an important fur depot in 1775, and at that time contained 800 inhabitants; Ste. Genevieve had about 460.

After the treaty of 1795 by which the navigation of the Mississippi river was settled, settlers came in rapidly, and important trading posts were established. After the purchase of the territory by the United States from France in 1803, another impulse was given to Western immigration, and intelligent people from the Eastern States came in large numbers. The country purchased was divided into the "Territory of Orleans" and the "District of Louisiana." The latter was organized in 1805 as the Territory of Louisiana, and St. Louis became the seat of government. In 1812, on the admission of the present State of Louisiana into the Union, the name of the Territory was changed to Missouri, and its government was made representative.

CHAPTER II.

HOW THE COUNTIES WERE SETTLED.

ST. CHARLES COUNTY.—

St. Charles county bears an important part in the early history of the State. It originally embraced all the country lying between the Mississippi and Missouri, stretching north indefinitely, and west to the Pacific ocean. It has been considerably reduced since then, but is still a county of respectable size. The first settlement was made in 1872 by Blanchette, surnamed "Le Chasseur" (the hunter), who built a cabin on the site of the present city of St. Charles. The place was called *Les Petites Côtes* (Little Hills), and *Village des Côtes* (the village of the hills). The French Government gave to each of the settlers a plat of ground sufficiently large for a house and garden, and more ground outside the village for farming purposes. Besides these grants to individuals, there were also granted to the villagers, as a community, a large tract of land called "commons" for the pasturage of stock, and for wood and timber purposes. Every inducement was offered to people to become settlers, and many availed themselves of the offer. The county of St. Charles was organized very soon after the purchase of Louisiana from the French Government. Howard, in 1816, was the first county taken from its territory, and two years later it was reduced further by the organization of Lincoln and Montgomery counties.

STE. GENEVIEVE COUNTY.—

The history of Ste. Genevieve is to the effect, that Renault, son of a celebrated iron founder of France, established himself at Fort Chartres, on the east side of the Mississippi, in 1720, and that he sent out mining parties through what is now Missouri, in search of metals. These enterprising Frenchmen went through Ste. Genevieve county, and Beck says in his *Gazetter*: "A proof of the diligence with which Renault prosecuted his object is furnished by the number and extent of the old diggings which are scattered over the whole mining district, and hardly a season passes without the finding of some ancient works overgrown with moss."

Renault did not find the gold he sought, and turned his attention to the smelting of lead, which was taken on horses to Fort Chartres, and thence to France by way of New Orleans. The first actual settlement of Ste. Genevieve was made in 1735, but it was more than twenty years after, that quite a colony of French people came over from Kaskaskia and St. Philip. It is recorded that in the year 1780 the English, and several tribes of Indians, threatened an attack upon the French town of St. Louis. Sylvis François Cartabona, a Government officer, was ordered to Ste. Genevieve, and there raised a company of sixty militia men, who went up to St. Louis in a keel-boat, where, under Captain Charles Vallé, they rendered valuable assistance to their friends.

In 1785 the Mississippi river overflowed the Illinois lands to such an extent that many of the inhabitants of Kaskaskia came over to Ste. Genevieve. Among the early settlers of Ste. Genevieve were the ancestors of some of Missouri's most prominent citizens. The county was reduced to its present limits in 1820.

SALINE COUNTY.—

The history of Saline county dates from 1725, when the Indians had a town on the bank of the river opposite Fort Orleans, but it was destroyed at the time of Lewis and Clarke's expedition in 1804. The first settlements were made at Arrow Rock in 1810, by emigrants from Virginia, Tennessee and Kentucky. The county was organized November 25, 1820, and its boundaries established in 1829. Old Jefferson, on the Missouri river, was the first county seat; subsequently it was removed to Jonesboro, and later to Marshall.

HOWARD COUNTY.—

The value of the services which those brave old explorers, Lewis and Clarke, rendered to American civilization can scarcely be estimated; nor will it be until the generations coming and going become more familiar with what they did. They were the forerunners of nearly all who settled the upper portion of Missouri, and often "made straight the paths" of those who came after them. In one of their expeditions we find that they left their camp at, or near, the mouth of the Missouri, May 14, 1804, and on the June following—the 7th of the month—encamped for the night at the mouth of Bonne Femme creek. Thus, they were the first Americans who landed on the soil of what is now Howard county. They explored the country at the mouth of Big Moniteau creek, where they found a point of rocks covered with uncouth hieroglyphical paintings, but, fearing rattlesnakes, did not make a more detailed examination. On the 8th they arrived at the mouth of La Mine river; on the 9th they reached Arrow Rock. The next morning they passed the mouth of the Chariton river. When near the mouth of Grand river they met a trading party from the Sioux Nation, among whom was a Mr. Davison, whose services they secured as guide. On their return from the Pacific coast in 1806, these explorers passed along the southern borders of Howard county, and encamped opposite the mouth of La Mine river. Their guide, Mr. Davison, was afterward employed in running the boundary lines of Missouri. Captain Joseph Cooper was, without doubt, the first actual settler of Howard county. He came with a party from Loutre Island, and was very active in giving the new colony a start. The Coopers, Hancocks, Berrys, Thorps, Wolfskills and Ashcrafts, seem to have been the leading settlers about 1810, and subsequently. The history of Howard county is deeply interesting, and the narrative of the adventures, fights and encounters which the inhabitants had with the Indians is more thrilling than the pages of romance. The county was organized January 23, 1816, and named in honor of Benjamin Howard, former Governor of the Territory. It included all that part of the State north of Osage river and west of Cedar creek, and the dividing ridge between the Mississippi and Missouri rivers.

The territory included in its boundaries then, has since been divided into thirty-one counties, and parts of others. The county seat was first located at Cole's Fort, where the first court was held July 8, 1816. The county seat was removed to Franklin in 1817, and transferred to Fayette in 1823. The United States land office was established at (old) Franklin in 1818, with General Thomas A. Smith as receiver, and Charles Carroll as register. This town was laid off on an extensive scale; the situation was delightful, and for several years it was one of the most important places in the State. Nathaniel Patton established a weekly newspaper here in 1819, called the *Missouri Intelligencer*.

ST. FRANÇOIS COUNTY.—

John Alley, Andrew Baker, Francis Starnater and John Andrews located on Big river, in St. François county, in 1794. A year or two later they built houses, and brought their families to reside there. Rev. William Murphy, a Baptist minister, and native of Ireland, came from Tennessee in 1798 and located a land grant not far south of the present town of Farmington. Mr. Murphy started back to Tennessee a few months afterward for his family, and both he and his companion, Silas George, died on the journey. His son, David Murphy, in 1801 cut the first tree that was felled in the settlement. The next year, three brothers of David Murphy arrived, and began permanent settlements on grants made by the Spanish Government.

In 1800, Cook's settlement, in the southeastern part of the county, was begun. It is related that Mrs. Sarah Murphy, widow of Rev. William Murphy, in 1806 started the first Sunday-school ever held in the county, and conducted it successfully for many years. The county of St. François was organized from parts of Ste. Genevieve, Washington and Jefferson, December 19, 1821. Farmington, the county seat, is the center of the finest lead region in the State.

CAPE GIRARDEAU COUNTY.—

The first settlement in Cape Girardeau county was made by Louis Lorimer, in 1794, on the present site of the town bearing the same name. This county was one of the original districts of which Missouri was composed. The Shawnee and Delaware Indians built villages, about the same time, on Apple creek, and their houses are said to have been covered with shingles and comfortably furnished. El Baron de Carondelet, Governor-General of the Province of Louisiana, granted to Louis Lorimer 800 arpents of land on the Mississippi river, opposite Cypress Island. This grant was confirmed to the representatives of Lorimer by act of Congress July 4th, 1836. In 1799 the district of Cape Girardeau contained 521 inhabitants, who were all emigrants from the United States with the exception of three or four French families. The men formed themselves into military companies for their better protection, though the record does not show any account of hostile meetings with their Indian neighbors. Cape Girardeau then extended over a large territory, from Apple creek north to Tywappity Bottom south, and west without limit. Many counties have been formed out of this district. The

county was reduced to its present limits March 5th, 1849. The town of Cape Girardeau was laid out in 1805, but had been quite an important trading point from 1794 up to that time. It was incorporated in 1824, and re-incorporated in 1843.

CALLAWAY COUNTY.—

The early history of Callaway county is full of interest, but the accounts handed down to us are not altogether reliable. The French seem to have been the first to make settlements in that portion of the State, and established a trading post called *Côte Sans Dessein* as early as 1780. Trading with the Indians constituted the chief employment of the inhabitants. They had a few gardens which their women cultivated, but of agriculture generally they knew but little. The river at this locality has washed away nearly all traces of the old town, and the descendants of these French settlers—if they ever had any descendants—have preserved nothing of their ancestors worthy of record. The Spanish Government deeded the land on which this village was situated to Baptiste Duchouquette in 1800, and he, in 1816, deeded it to Pierre Chouteau, of St. Louis. When the location of a permanent seat of government was agitated, the commissioners selected *Côte Sans Dessein* as the site of the State capital, but owing to the uncertainty of title the idea was abandoned, and Jefferson City chosen. Captain Clemson, of the United States Army, passed through Callaway in 1808 in going to establish Fort Osage. Colonel Nathan Boone acted as his guide, and in honor of the man, for whom he formed a strong attachment, named a place on Loutre Island where they stopped, Fort Clemson. Daniel Boone was in Callaway at a very early day, and Colonel Nathan Boone, a son of the distinguished pioneer, with a company of fifty men surveyed and located "Boone's Lick road," from the "Lick," in Howard county, to St. Charles. John Ham and Jonathan Crow, in the fall of 1815, settled on Big Auxvasse creek, and were probably the first American settlers in the county. They did not engage much in agricultural pursuits, but spent most of their time in hunting and fishing. Capt. Patrick Ewing, in 1816, built the first residence erected in the county outside the village of *Côte Sans Dessein*. Other parties built dwellings about the same time, though a little later. Captain Ewing's residence was built a short distance from the present village of St. Aubert. There came to the county later, the Van Bibbers from Kentucky, the Davises, Wards, Joseph Callaway and others. During 1816-'17, Joseph Evans and Nathan Boone surveyed and sectionized most of the county. Callaway county was organized in 1820, and named in honor of Capt. James Callaway, a grandson of Daniel Boone. The county seat was at first established at Elizabeth, on Ham's Prairie, about six miles from the town of Fulton, and remained there until 1826, when it was removed to the present seat. The place was called Volney at first, but at the suggestion of Robert Dunlap, was soon after changed to Fulton, in honor of Robert Fulton.

CHAPTER III.

THE COUNTIES, CONTINUED.—MADISON.—JEFFERSON.—FRANKLIN, ETC.

MADISON COUNTY.—

IN 1772 or 1773 settlements were made in what is now Madison county, at Mine La Motte. The Frenchman, La Motte, for a time Governor of the Territory, discovered these mines, which are situated four miles north of Fredericktown, as early as 1719. They were not worked until about 1770, when the Spanish and Indians were in the habit of getting out occasional small quantities of mineral. The earliest title to land recorded in this section, is the claim of John Baptiste Francis Ménard and Emily Josefa Ménard to two leagues of land at Mine La Motte. Their authority for possession came from Boisbriant Desursins, dated June 14, 1723. In order to encourage settlement, the Spanish Government, in 1800, granted 5,000 arpents of land to fifteen French families. This tract lay north of Saline creek, and not far from its confluence with St. Francis river. About this time several families came into that region from Kentucky, Tennessee, North Carolina and Virginia, and the country began to develop. The Kickapoo and Osage Indians, however, gave the settlers considerable trouble, and had to be watched closely. In 1801, a village called St. Michael was built on the north bank of Saline creek, opposite to where Fredericktown now stands. It contained fifty dwellings in 1822, and was a trading post of some importance. It commenced to go down a few years later, and for a time was entirely obliterated; but in 1870 a number of good dwellings were built upon the site. Fredericktown, near by, is the county seat, and is in a prosperous condition. The county was formed from portions of Ste. Genevieve and Cape Girardeau in 1818, but has since been considerably reduced by the organization of other counties.

JEFFERSON COUNTY.—

White settlers located along the Meramec river as early as 1773. About three miles from Fenton, John Hilterbrand started a farm on Saline creek, and settlements were made near Salt Springs in 1775. This was the beginning of the county of Jefferson. On Big creek and Romin creek, important settlements were made in 1780, but the Indians were troublesome and the inhabitants were forced to flee.

Permanent settlements were made in 1800 at Morse's Mill, House's Springs and other points. Lead mining became profitable to many of the new comers, and they neglected the cultivation of the ground for some years in consequence. The county of Jefferson was formed from St. Louis and Ste. Genevieve, December 8, 1818. The first court was held at Herculanum, March 25, 1819, in a log cabin owned by a negro named Abe. The officers of the court, and juries, etc., rented rooms in neighboring cabins. Herculanum remained the county seat for

some time and was a town of considerable importance; its glory, however, long since departed, and Hillsboro (formerly called Monticello,) has taken its place as county seat. The Court-House, built in 1839, cost \$4,600.

FRANKLIN COUNTY.—

About the year 1780, several French trappers and hunters explored the region of country embraced within the limits of Franklin county, and gave names to some of the streams and localities. Some of these adventurers settled on tracts of land near the Missouri and Bourbeuse rivers, and obtained valuable land grants from the Spanish Government. One of the earliest settlers was Daniel Boone, who lived in the county in 1802, and removed from there to Warren county. The Kincaids, Maupins, Roaks, and Coalsers were also among the early settlers.

Franklin county was constituted in 1818, from a part of St. Louis county, and for two years the Gasconade river was its western boundary. The county seat was located at Newport, on the present line of the Missouri Pacific railroad; but in 1830 was removed to Union. The first court was held January 1, 1819, at the house of Hartley Sappington, not far west from Washington; Joseph Reeves and James Higgins being the Justices, and Benoni Sappington Sheriff.

Immigration came in slowly at first, and was principally from Kentucky and Virginia. During the past fifteen or twenty years, accessions by immigration have been largely from Germany, and the inhabitants are now more than two-thirds of German origin or descent. They are thrifty, industrious and honest people.

CHARITON COUNTY.—

Some French fur traders, under the leadership of one Chariton, passed through Missouri about the beginning of the present century, and halted near the mouth of Chariton river, which they named in honor of their chief. A few years later, Lewis and Clarke explored the country near the mouths of Big and Little Chariton rivers, and established a trading-post.

The immigration, which set in previous to the beginning of 1812, stopped for a few years, but was renewed in 1816. At this time John Hutchinson and others from Howard county settled on Yellow creek, about twenty miles from Brunswick, and shortly after, Henry Clark settled on Clark's branch, which was named in his honor. The titles to lands in this region were in dispute for a long time, which retarded the growth and development of the county to some extent. After the great land sales of 1818 immigration flowed in rapidly. Among the settlers of this period was one Thomas Stanley, who, tradition says, lived on the banks of Grand river in winter time in the hollow of a large sycamore log, keeping his fire outside. "With such books as the settlement afforded, he spent his long winter evenings; a sycamore splinter dipped in raccoon oil supplied him with light; the wild game of the forest furnished his table; and here he lived as happy, if not as comfortable, as a prince."*

* Campbell's Gazetteer of Missouri.

The town of Chariton was established, and grew rapidly for awhile, and great hopes were entertained of it, but as other points more eligible were settled; Chariton began to decline and the site of the old town is now a farm. It is related that the first Sunday-school west of the Mississippi was organized here in 1819. The county of Chariton was organized in November 1820. The celebrated Gen. Duff Green was one of the early settlers of the county, and wielded a wide influence among the inhabitants. Gen. Sterling Price became a citizen of Chariton at a later date, and took an active part in political, social and industrial affairs. Keytesville, the present county seat, was settled in 1832 and named in honor of James Keytes of England.

JACKSON COUNTY.—

M. De Bourgmont, the Commandant of Fort Orleans, a French post situated on an island in the Missouri river a few miles below the mouth of Grand river, on July 3, 1874, met the Indian tribes at the "Cansas," then the site of what was afterward Fort Osage, and had a friendly talk with them. After this "talk," and smoking the pipe of peace, a better understanding was had between the Indians and the traders. The whites came in and became permanent settlers. Fort Osage was established in 1808; around the fort a tract of land six miles square was laid off upon which settlers were permitted to locate and raise supplies for the post. The Government agent was Geo. C. Sibley, who remained until 1815 and from whom the present town of Sibley, Jackson county, was named. After the Indian title was extinguished, the strip of land of which Jackson county was composed began to be settled and cultivated. In 1826 a census was taken preliminary to a county organization. Jacob Gregg performed the work of taking the census in ten days, for which he received ten dollars. Francis G. Chouteau established a trading post three miles below the present town of Kansas City in 1821. His post and improvements were all swept away by the flood of 1826. The post was transferred to a point on the Kansas river six miles from the mouth. A few years later a settlement was made by some Frenchmen and Indians, on the Missouri below the mouth of the Kansas.

The county of Jackson was organized December 15, 1816, and in July following, the first county court was held at Independence, which became the permanent county seat. Various causes contributed to keep the country from settling as rapidly as some other sections, the principal of which were, the withholding of the public lands from sale and the Mormon troubles. After the Mormons were routed, in 1833, the country prospered and a good population came in. Kansas City, the largest town in the county, was started in 1839, but has grown to its present importance since 1860.

SCOTT COUNTY.—

Scott county has a history similar to others on the lower Mississippi. The first settlements were made in 1795-6. The county was organized from a part of New Madrid December 28, 1821, and named in honor of Hon. John Scott, the first

Congressman from Missouri. It included then the present county of Mississippi. The first court sessions were held in a log house in Benton. The present county seat is Commerce, which was laid out in 1822 and incorporated in 1857.

BOONE COUNTY.—

Boone county was settled in 1812-13, by John Berry and Reuben Gentry, at a point called afterward "Thrall's Prairie." In 1815, other settlements were made on "Boone's Lick" and the St. Charles road. In 1817-18, a large number of settlers came into "Boone's Lick country," as nearly all Central Missouri was called. The immigrants were a solid class of people, principally from Kentucky, Virginia, Tennessee and North Carolina.

The county was organized from Howard, November 16, 1820, and named in honor of the great Kentucky pioneer—Daniel Boone. The county seat was located first at Smithton, one mile west of the present Columbia Court-House; but was removed to Columbia November 15, 1821, on account of a failure to find water by digging wells at the former place. The first county court held in Boone county was on February 23, 1821, with Anderson Woods, Lazarus Wilcox and Peter Wright as Justices, and Warren Woodson Clerk. The first circuit court was held at Smithton, beneath the branches of a sugar maple, April 2, 1821; David Todd Juge, Roger N. Todd Clerk, Overton Harris Sheriff, and Hamilton R. Gamble, Circuit Attorney. The next succeeding term was held at Columbia.

CHAPTER IV.

THE SETTLEMENT OF THE PLATTE PURCHASE — BUCHANAN — BATES — CALDWELL,
AND OTHER COUNTIES OF THE NORTHWEST.

BUCHANAN COUNTY.—

THE honor of being the first settler of Buchanan county falls upon Joseph Robidoux, a gentleman of French descent, who happened to reach the point at which is located the flourishing city of St. Joseph, in 1799. He was an agent of the American Fur Company, and was looking out a good site for a trading post. The confluence of the Black Smoke creek with the Missouri river seemed to him a good locality, and he selected it for his purposes, and traveled with the Indians for thirty-three years.

Mr. Robidoux remained the solitary inhabitant of the beautiful location for several years; but eventually others came and settled in the neighborhood, though the immigration was limited until after the "Platte Purchase." In 1836, that part of the Indian Territory known as the "Platte Purchase" was annexed to the State of Missouri. The county of Buchanan was organized February 10, 1839, and the first county court was held April 1, 1839, in the log-house of Richard Hill, who was one of the County Judges. Wm. Harrington and Samuel Johnson were the other Judges, and Wm. Fowler was appointed Clerk. The first circuit court of the district was held in Joseph Robidoux's log-house, July 15, 1839. Hon. Austin A. King, afterward Governor of the State, was Judge.

The county seat was located near the center of the county, May 25, 1840, at a place called Sparta, and the first Court House was built of logs, costing \$300.

Immigrants rapidly came in, purchased lands and built houses. In 1843, Mr. Robidoux became the proprietor of the present city of St. Joseph, and laid out the land as a village. In 1845, the town received a charter, and in 1846 the county seat was removed to it, and the old town of Sparta was abandoned.

BUTTLER COUNTY.—

Butler county was once a favorite hunting ground of the Indians, and occasionally, some of the white men of Upper Louisiana resorted thither. Temporary cabins were built, which were usually destroyed after the hunters had departed. In 1800, more substantial dwellings were built, and some of the hunters came to stay. Among the early settlers were Howard, Asher, Winn, Huskey, Epps, Hudspeth, Kittrell and Bollinger.

The settlement developed slowly, but the greatest harmony prevailed between the settlers and their Indian neighbors. Not an instance of bloodshed is recorded. The county was organized from a part of Wayne county, February 27, 1849.

CALDWELL COUNTY.—

Jesse Mann seems to have been among the first who penetrated the then unknown region of country which is now known as Caldwell county. It was in 1830, and the place of settlement was near Kingston. Rufus Middleton settled the same year on Shoal creek. In 1832, Zephaniah Woolsey, and others, settled in the eastern portion of the county. The county was organized in 1836. That year the Mormons, under Joseph and Hiram Smith, selected the site of "Far West," in the western portion of the county. The members of this peculiar sect flocked in, and the town became the center of a large Mormon population. Converts settled all over the county, and farm houses sprang up everywhere. In 1839, Far West contained a population of nearly 3,000. The Mormons in 1837 began work on what was intended as a magnificent temple. The corner stone was laid in 1838, but the temple was never built. The "Gentile" citizens of the county could not live harmoniously with the Mormons, and demanded their expulsion. The clamor became so great, that Gov. Boggs was obliged to call out the militia, in 1839, to put down the insurgents and enforce the laws. The troops under Gen. John B. Clark, had a fight with the Mormons at Haun's Mills, on Crooked river. One hundred and twenty-five of the latter were captured and eighteen were killed. Joseph Smith surrendered on these conditions: That they should deliver up their arms, surrender their prominent leaders for trial, and that the remainder of the Mormons should, with their families, leave the State. The leaders were taken before a court of inquiry at Richmond, Ray county. Judge King remanded them to Daviess county, to await the action of the Grand Jury on a charge of treason against the State. The Daviess county jail being insecure, they were confined at Liberty. Indictments were found against Smith, and other leading Mormons, but on their way to Columbia under a military guard, they escaped. Many terrible scenes were enacted during this Mormon excitement, and the growth of the country was retarded.

HICKORY COUNTY.—

Hickory county was settled in 1836-37; the organization was effected February 14, 1845. It was composed of parts of Benton and Polk counties.

HOLT COUNTY.—

Holt county forms a part of the Platte Purchase, and was organized in 1841. The first settlements were made in 1838, not far from the present site of the town of Oregon, by the Stevensons, Russells, Sterretts and Keys. In 1841, several German families settled in the northwestern part of the county, and others came from Germany a few years later.

NODAWAY COUNTY.—

In February 1830, all that portion of the Plate Purchase north of Buchanan county was organized and attached to Buchanan, under the name of Ne-at-a-wah. It included the present counties of Andrew, Holt, Nodaway and Atchison, and a

part of Iowa. Nodaway county was organized in 1841, and embraced all that portion of Ne-at-a-wah, west of the Nodaway river. The name was changed to Holt subsequently, and another Nodaway county was afterward formed. The first circuit court was held in 1841, with Hon. David R. Atchison as Judge.

PUTNAM COUNTY.—

Putnam county was settled in 1837, by families from Kentucky, Tennessee and some of the Eastern States. The county was organized in 1845, and Putnamville became the county seat; but Winchester was selected, in 1849, as the seat of justice. Early in the spring of 1853, the limits of Putnam county were changed, Harmony becoming the capital. The name was afterward changed to Unionville.

RALLS COUNTY.—

James Ryan is set down as the first permanent settler of Ralls county. He received a deed of land in 1811, and located on Salt river, at the mouth of Turkey creek. Charles Freemore de Louvier, of St. Louis, began making salt on Salt river, three miles north of New London, in 1812, and remained there until driven away by the Indians, who destroyed the furnaces and filled up the wells. Others made salt at the "Licks" in various portions of the county. In 1830, a cannon was dug out of the bank on Salt river, over which an oak tree thirteen inches in diameter, had grown. It bore the marks of action, and is supposed to have been a Canadian piece of artillery, used against the Indians. Ralls county was organized from Pike, November 16, 1820. It was named in honor of Daniel Ralls, one of the first representatives in the Legislature.

The citizens of Ralls county bore an honorable part in the Black-Hawk and Mexican wars.

RANDOLPH COUNTY.—

People from Kentucky and North Carolina settled in Randolph county in 1820. The county was organized January 22, 1820, and the county seat located at Huntsville, December 4, 1830. Its limits then extended from Howard county to the State of Iowa.

RAY COUNTY.—

Isaac Martin, John Proffitt, Holland Vanderpool, Abraham Linville, and others from Virginia and Kentucky, settled on Crooked river, near the present site of Buffalo City, Ray county, in 1816. Meadow Vanderpool opened the first school in the county in 1819. It is recorded, that the first steamboat navigated the Missouri river this year as far as Camden. The county of Ray was organized November 16, 1820, and named in honor of John Ray, a member of the constitutional convention from Howard county.

HENRY COUNTY.—

The Osage Indians originally occupied the territory which now constitutes Henry county. Upon the admission of Missouri into the Union, in 1820-'21, they were

In 1831, Matthew Arbuckle built a cabin four miles north of the present town of Calhoun, and was probably the first white settler. The Averys, Reynolds, Burnetts and others soon followed. The town of Clinton was settled in 1834. Boonville, for a long time, was the trading post of the county, and the nearest post-office was Muddy Mills, thirty-five miles distant. The county was organized December 13, 1834, and was first called Rives, but was afterward changed to Henry. Clinton was made the county seat in 1843. The first settlers were chiefly from Kentucky, Tennessee and Virginia.

GRUNDY COUNTY.—

Grundy county was settled in 1834 by Levi Moore, William Cochran and John Thrailkill. Daniel Devaul, Jewett Morris, John Scott, Dr. Thompson and others came to the county in 1835. The county was organized in 1841, and named in honor of Hon. Felix Grundy, of Tennessee. The county seat was located at Trenton in 1843.

HARRISON COUNTY.—

It is said that the first white men to traverse the country now known as Harrison county were bee-hunters. They gave names to many of the streams and groves. William Mitchell, John Conduit and Reuben Macey were probably the first permanent settlers, who located near what is now Harrison in 1839. These settlers were unlettered and rough people, but honest and industrious. They traded in beeswax, honey and coon skins, and lived on the plainest kinds of food. Judge Asa Butler is said to have been the first settler who used window-glass, and was considered an aristocrat by his neighbors. The county was organized in 1845, and named in honor of Hon. Albert G. Harrison. The early inhabitants had difficulties with the Indians and Mormons, but a treaty was made with the latter which kept them out of the county.

GENTRY COUNTY.—

Gentry county was settled in 1840 by several families from Ray and Clay counties. It was organized February 12, 1841, and named in honor of Colonel Richard Gentry, who was killed in the Florida war. Albany, formerly called Athens, is the county seat.

GREENE COUNTY.—

The first white settlements were made in what is now Greene county about the year 1821. Previous to that time, the Delaware and Kickapoo Indians were located there. The Campbell, Edwards, Miller, Fulbright and Massey families settled near the present site of Springfield in 1829. The county was organized in 1833, and named in honor of General Nathaniel Greene. Springfield was made the county seat in 1836; in which year the first frame-house was built by Benjamin Cannefax.

GASCONADE COUNTY.—

As early as 1812, Henry Reed settled on the Bourbeuse river, within the present limits of Gasconade county. James Roark came in, and settled three miles southeast of Hermann—others followed shortly after, some of whom came chiefly to trade with the Indians. The settlers seem to have lived on very good terms with the Indians (the Shawnees), for no record is given of fights, or disagreements with them. Hermann was laid off in 1837, by a “German Settlement Society” of Philadelphia, and was incorporated in 1837. It was made the county seat, and became an important shipping point for a wide section of country. It is stated that the iron from the furnaces in Crawford county was hauled to Hermann, a distance of sixty miles, on wagons, and thence sent by river to St. Louis. Many of the early settlers were employed in rafting lumber down the river to St. Louis. The county was organized November 25, 1820, but reduced to its present limits in 1835. It has increased steadily in wealth and population every year, and may be considered one of the most flourishing counties of the State.

CHAPTER V.

SOUTHWEST, SOUTHEAST AND OTHER COUNTIES.

THAT portion of Missouri lying on the Mississippi river, on the extreme southeastern boundary of the State, geographically belongs to Arkansas. This includes Dunklin, Pemiscot and a portion of New Madrid, counties. The early settlers were so closely allied in personal interests to the people of the Cape Girardeau district, that it was deemed best to grant their request to become a part of Missouri.

DUNKLIN COUNTY.—

Dunklin county was organized February 14, 1845. Since the civil war, it has increased greatly in wealth and population.

DOUGLAS COUNTY.—

Douglas county, named in honor of the great Senator from Illinois, was organized in 1857. Its boundaries were considerably enlarged by the accession of portions of Taney and Webster in 1864. Its boundaries were again changed in 1872. Ava is the county seat.

DE KALB COUNTY.—

The boundaries of De Kalb county were established in 1843. The first settlements were made in 1833, by emigrants from Kentucky, Tennessee and Ohio.

DENT COUNTY.—

George Cole, from St. Louis, is said to have been the first man to clear and cultivate a farm within the present limits of Dent county. He located on a branch of the Meramec river in 1828. Other settlers came from Tennessee in 1829. The county was named from Lewis Dent, who removed from Tennessee in 1835, and was the first representative in the Legislature. Dent county was organized from parts of Crawford and Shannon in 1851. Salem, the county seat, was settled in 1852, and incorporated in 1859.

DAVISS COUNTY.—

The Stones, Stokes, Creekmores, Duvals and Pennistons were the first settlers of Daviess county. They began the work of civilization in the center of the county in 1831; Auberry and Netherton began in the northeast; and in the southeast were the Weldon, McHaneys, McDows, Woods and others. The county was organized from part of Ray, on December 29, 1836, and named in honor of Colonel Jo. Daviess, of Kentucky. The Mormons tried to make a settlement here, but on account of the thieving propensities of some of their number, the inhabitants would not suffer them to stay. The Court House at Gallatin was built in 1840, and is still in a good state of preservation.

DALLAS COUNTY.—

Kentucky families must have the honor of settling Dallas county. The Evans, Randlemans, Reynoldses and Williamses found their way there in 1837. They were soon followed by many families from New York, Pennsylvania and the New England States. It is related that a party of hunters found on the prairie a skeleton head of a large buffalo, and placed it on a stake. It became a way-mark for travelers, and gave to the region the name of Buffalo Head Prairie. The county when organized, in 1842, was called Niangua, but was changed in 1844 to Dallas.

DADE COUNTY.—

Among the early pioneers of Dade county were William Redden and John Crisp, who located near Crisp Prairie in 1833. Silas Hobbs settled on Big Sac; George Davidson on Limestone creek, south of Greenfield; and others settled on neighboring tracts of land. Springfield, in Greene county, was then the nearest post-office, and the seat of justice, for all the country around. Settlers were obliged to suffer many privations and hardships. "It was quite common," says a recent writer, "to mount a boy on horseback astride a sack of corn, and send him twenty miles to mill;" and it is related by John Crisp that he had to take his bride forty miles from home to find a justice of the peace to tie the knot.

Dade county was organized in 1841, and grew steadily until the civil war broke out, when it was laid waste by the contending forces. The Court House was burned by the Confederates in 1863, but the books and papers were saved, and the titles to lands were preserved.

CRAWFORD COUNTY.—

Crawford county was settled in 1815 by Wm. Harrison, many of whose family still reside in that section of the country. Other settlements occurred soon after on the Meramec river. The county was organized January 23, 1829, and included a large tract of country, much of which has been added to other counties. The courts were first held in Mr. Harrison's house, near the mouth of Little Piney, now in Phelps county. In 1835 the county seat was removed to Steeleville, where a Court House had been built.

COOPER COUNTY.—

The names of the first settlers of Cooper county are somewhat famous in pioneer history. They are, Stephen Cole, Daniel Boone, Robert Wallace, Wm. McMahan, Joseph Stephens and Wm. Moore. They began the settlement in 1812 at or near the present site of Boonville. The county was organized December 18, 1818. Most of the early settlers were from Southern States, but of late years the immigrants have come largely from Europe. The original plat of the town of Boonville was made by Captain Asa Morgan and Charles Lucas, August first, 1817. This town became the county seat in August 1819, and was incorporated February 8, 1839. The first court was held at the house of Wm. Bartlett, March 1, 1810, David Todd presiding, Wm. McFarland Sheriff, and Robert C. Clark Clerk.

COLE COUNTY.—

The first inhabitants of Cole county came from Kentucky and Tennessee. It was as far back as 1816, but the tide of immigration did not set in very strongly until 1820, in which year the county was organized and named after Captain Stephen Cole, a brave and honest pioneer.

Marion was the first county seat, but after the location of the State Government at Jefferson City, in 1826, the latter place was selected as the capital of the county also. The town was laid off into lots by Major Elias Bancroft in 1822, under the supervision of the commissioners. The first sale of lots occurred in May, 1823; at this time there were but two families in the place—Major Josiah Ramsey, Jr., and Wm. Jones. The building of a State House was commenced this year, the contract having been let to Daniel Colgan, and afterward transferred to James Dunnica, of Kentucky. This first Capitol was a plain brick structure, and cost \$24,000. The Legislature assembled in the building for the first time on the third Monday of November 1826. The present State Capitol was commenced in 1838, and occupied by the Legislature in 1840-41. It cost \$350,000.

CLINTON COUNTY.—

David Castile is supposed to have been the first settler in Clinton county. In 1830 the Huffakers, Stanleys, Grooms and Vassors made their appearance in that region. Clinton was formerly a part of Clay county, and extended to the Iowa line. The Indians stole horses and otherwise annoyed the settlers for a time, but the killing of a few had the effect of stopping their depredations. The county was organized in 1833, but reduced to its present limits in 1841. General David R. Atchison, for a long time in the United States Senate, was a citizen of Clinton county.

CLAY COUNTY.—

The county of Clay was organized in 1822, but assumed its present limits in 1833. The first white settlement was made in 1800 by French emigrants, at Rudolph Bluff, on the Missouri river, three miles from Kansas City. In 1808 Major John Dougherty, in the employ of the American Fur Company, on his way to the Rocky Mountains, stopped at this point a few weeks; and in 1819 John Owens, Samuel McGee, Benjamin Hensley, Wm. Campbell, and others, came into the neighborhood. In 1820 there was a large influx of settlers from Kentucky, Maryland, Virginia, North Carolina and Tennessee. The immigrants since that period have been mostly from the Southern States. The early settlers, as well as their descendants, were distinguished for thrift, industry and honesty.

CLARK COUNTY.—

Jacob Weaver, and others from Kentucky, settled on the Des Moines river, near the present site of St. Francisville, Clark county, in September, 1829. A year afterward Wm. Clark built a cabin near the present town of Athens. Other Kentuckians came soon after, and the country rapidly developed. The first children

born in the county were George Wayland, Elizabeth Bartlett and Martha Heywood. The early settlers had much to contend with, the Indians giving them trouble day and night. The wife and son of the celebrated chief, Black-Hawk, lived in the county at the time of the Black-Hawk war, and remained at Jeremiah Wayland's house until the great chief was released from his imprisonment.

The county was organized under the territorial laws in 1818, and named in honor of Governor Wm. Clark; it was re-organized December 16, 1836. The first court was held in 1837, and among the remarkable things which this body did, was to declare war against Iowa. The Sheriff, Sandy Gregory, in attempting to execute the orders of the court, was captured and imprisoned by the Iowa authorities.

CHRISTIAN COUNTY.—

The first settlement in Christian county was made in 1822 on Finley creek, by a Mr. Wells. Several Ohio families settled later on James' Fork, near the present site of the town of Delaware.

The Indians built villages in this region at the same time, and frequently gave the white settlers much annoyance. They were removed in 1836 to their order grounds in Kansas. The county was organized in 1860. Christian county will be chiefly remarkable in history for the memorable battle of Wilson's Creek, which was fought on the 10th of August 1861, in which General Nathaniel Lyon was killed. The battle-ground is on Sharpe's farm, near the Greene county boundary.

MARIES COUNTY.—

Maries county was organized in 1855 from parts of Osage and Pulaski. Vienna, the county seat, was settled the same year.

MARION COUNTY.—

The history of Marion county is interesting and important. Previous to 1800 a tract of land lying upon the Bay de Charles, three miles above Hannibal, was granted to Manture Bouvet, a fur trader and trapper. He was joined here by some French Canadians, and a flourishing settlement was built up. A lively trade was carried on with the Indians for some time. Bouvet became very rich, and the story goes that he buried his treasures near his house. He died a mysterious death, and it is suspected that he was murdered for his money. Charles de Gratiot afterward purchased the grant and sold lots to settlers. Palmyra was settled in 1814; Taylor's Mills in 1816; and in 1819 a large number of immigrants from Kentucky, Virginia and North Carolina settled in and around Hannibal. The Groffords, Moseses, McKays, Haywoods, Durkees and Foremans came in 1814. The families of Bush, Turner, Bates and Delaney came in 1816. In 1817 came the families of Feagan, Masterson, Lyle, Palmer, Gash, Longmige, Nesbit, etc. In two or three years the population was quite large and the settlements prosperous. Hawkins Smith erected the first mill on South river, and the settlers came forty miles to mill. Marion was organized from Ralls county in 1826.

MERCER COUNTY.—

The history of Mercer county is identified with that of Grundy. The first settlements were made in 1837. The Indians who then occupied the region, and with whom an extensive trade was carried on, lived on terms of friendship with the settlers, but now and then a quarrel would arise. The Indians were removed to Iowa in 1845. The county was organized February 14, 1845, and named in honor of General Mercer, of Revolutionary fame. The county seat was located at Princeton in 1847.

MILLER COUNTY.—

Miller county was organized February 6, 1837, and named in honor of ex-Governor Miller. The first settlements were made as early as 1815, a camp and trading-post having been first established.

MISSISSIPPI COUNTY.—

It is related in the American State Papers that John Johnson settled at Bird's Point, opposite Cairo, August 6, 1800, by virtue of a grant from Henry Peyroux, Spanish Commandant. A family of Ramseys, from Kentucky, located near the present site of Norfolk in 1800; and the following year Edward Mathews, from Lexington, Ky., settled on the prairie one mile east of Charleston. The son of this Mr. Mathews was the first magistrate in the new settlement, and performed the first marriage ceremony, the parties being Absalom McElmurry and Elizabeth Gray. In 1808, Abraham Bird and his sons began to make improvements at a point opposite on the Missouri shore, known as Bird's Point. The descendants of Bird still live at this place. Abraham Hunter, a veteran pioneer, made a permanent settlement in 1804. This was the beginning of Mississippi county. The county was organized in 1845 from a part of Scott. Charleston, the county seat, was laid out in 1837 by Joseph Moore, J. L. Moore and W. P. Bernard. It was incorporated in 1856. Mississippi county suffered greatly during the civil war, but has since recuperated and is now in a prosperous condition.

CHAPTER VI.

THE COUNTIES, CONTINUED.—MONITEAU—BOLLINGER—BENTON, ETC.—INDIAN TROUBLES IN THE NORTHWEST.—THE “ANTI-SLICHER” WAR.

MONITEAU COUNTY.—

It is said that the word Moniteau is a corruption of the Indian name Manito, meaning “Deity.” The early settlers of what is now Moniteau county were chiefly from Kentucky and Tennessee. Of late years, a large number of Germans have settled in the county, and are the most thrifty and enterprising of the population. The county was organized from Cole and Morgan in 1845.

BOLLINGER COUNTY.—

The county of Bollinger was settled in 1800 by North Carolinians, and organized, from parts of Cape Girardeau and Wayne, on the 1st of March, 1851. It was named in honor of Major Bollinger, one of the early settlers, and a man universally respected for his honesty, bravery and generosity. There are small tracts of Government lands in this county yet for sale.

BENTON COUNTY.—

The earliest settlers of Benton county were the Bledsoes and Kinkeads, from Kentucky, who built cabins on the Osage in 1834. Others came in soon after from Virginia and Tennessee. Bledsoe’s Ferry, on the Osage river, was in early days a noted crossing on the road from Palmyra, through Boonville, to Fort Smith and the Cherokee Nation. There was, in 1841, a neighborhood quarrel in one part of Benton county which, for fierceness and disastrous consequences, exceeded anything of the kind in any other portion of the State. It was called the “Turk war” or “Slicker war,” and is thus mentioned in Campbell’s excellent Gazetteer of Missouri:

“Parties of desperate character, such as sometimes flee from justice in better organized communities, established themselves among the hills in the vicinity of the new settlements, and sallied forth to steal horses from the settled portions of the State, as well as to prey upon the cattle, hogs and other property of the backwoodsmen. The latter organized a vigilance committee known as ‘the slickers,’ from their peculiar mode of administering punishment. Deciding that some one deserved chastisement, a committee was appointed to capture him. The offender was tied to a suitable tree, usually a black-jack, and ‘slicked,’ or whipped with hickory withes. He was then usually ordered to leave the county within a given time. Personal spite often actuated the Slickers beyond, and sometimes contrary to, the demands of justice, and there was organized the ‘Anti-Slickers.’ These two powers made war on each other with savage cruelty, for there were honest but misguided men in both organizations, and each professed

to be actuated by a desire to put down rascality and maintain the right." This feud was terminated by the death or flight to Texas of those most prominent in it.

The county of Benton was organized January 3, 1835, the courts being held in a dwelling-house near Bledsoe's Ferry. Stephen Houser and others settled the town of Osage, and a post-office was established there in 1836. The name was afterward changed to Warsaw, and the county seat located there in 1838.

BARTON COUNTY.—

Barton county has a very short history. It was organized from the northern part of Jasper, December 12, 1855. It was nearly depopulated during the late civil war, but has rapidly increased in wealth and population since.

BATES COUNTY.—

The Osage Indians occupied the territory now known as Bates county until 1824, when some missionaries, who had traveled from New York in keel-boats, landed near the present site of Papinsville. They were received by the Indians in the most friendly manner, and had no difficulty in taking possession of the three sections of land which the Government had donated them. The missionaries selected a beautiful location near a little brook which they called Missionary Branch. The Osage river flows near, and afforded them a plenty of water. They built a small village and called it Harmony Mission, and lived among the Osage Indians many years, endeavoring to civilize them. After the Indians were removed to Indian Territory, the missionaries also scattered and the settlement was broken up.

The county was established January 16, 1833, and organized January 29, 1841. It was reduced to its present limits in 1854, and December 4, 1855, Butler was made the county seat. At this time a large portion of the land was held by the Government, but in three years it was nearly all entered by actual settlers. During the civil war, it was entirely depopulated by the celebrated order (No. 11) issued by General Ewing. Since 1866, it has rapidly filled with inhabitants and is now in a prosperous condition.

BARRY COUNTY.—

In 1828, a Mr. Washburn settled on the prairie which bears his name in Barry county. He was the first actual settler in the county so far as is known. Between that time and 1834, settlements were made on Flat creek by families named Locke, Bratin, Joyce, Logan, Meeks and others. The county was organized January 5, 1835, and originally embraced all the territory from which the counties of Barton, Dade, Jasper, McDonald, Newton, and—in part—Cedar have been formed. It was reduced to its present limits, January 24, 1849. The Confederate Legislature met in this county at Cassville in 1861, for a few days.

AUDRAIN COUNTY.—

The first settlement in Audrain county, was made in 1830 by emigrants from Kentucky. Soon after others came from Virginia, North Carolina and Tennessee.

The county was organized and the county seat located December 17, 1836. The larger portion of the lands in Audrain county were held by the Government previous to 1854. In that year they were sold under the "graduation act," and most of them bought at a bit an acre. A large number of people from adjoining counties came to the sale and located homesteads by building cabins. These rude cabins have long since given place to elegant residences.

ATCHISON COUNTY.—

Atchison county is a part of the "Platte Purchase." The first settlement was made at Sonora, on the Missouri river by Callaway Millsaps and his family, who went there November 11, 1839. His son, Joseph, was the first white child born in the county, and both father and son are still living. The county was organized on the 14th of February 1845, from a part of Holt; and Linden was made the county seat.

ADAIR COUNTY.—

A settlement known as the "Cabins of White Folks" was made near the present site of Kirksville, Adair county, in 1828. The colony had been established about a year, when they were visited by a body of Iowa Indians, who insulted the women and committed many depredations. The settlers dispatched a messenger to Randolph county for aid. In response, a company under command of Mr. Trammel marched to "Grand Narrows," now in Macon county. Here they encamped for the night, and the next day marched to the "Cabins," a distance of forty-four miles. Then a council was held, and it was resolved to order the Indians to leave. This they did through an interpreter, but the savages determined not to leave without a fight. The white settlers fired the first shot—then a smart fight ensued in which the settlers were defeated—several of them being killed. Those who escaped went to Huntsville, where they received protection. A regiment was organized in Howard county by Colonel John B. Clark, who drove the Indians north of the State boundary. A permanent settlement was made by Kentucky emigrants in 1831-'32. The county of Adair was organized ten years later.

ANDREW COUNTY.

Andrew county was originally a part of the "Platte Purchase." Up to 1836, this tract of country was an Indian Reservation. It was considered then, and is to-day, the garden of the State. The Indians were removed from it by act of Congress in 1836, thus giving to the State a large area of the most fertile and beautiful land in the country. Andrew county was first settled by Joseph Walker in 1837, and organized January 29, 1841. Settlers from all parts of the country soon crowded in, and from that time to the present, its growth in population and material wealth has been rapid and healthy.

CARROLL COUNTY.—

But little is known of the territory now comprising Carroll county previous to 1816. Indians of the Sac and Fox tribes held the country west of Grand river, and had a small town, built of huts, at a point on the old Brunswick road near the bend of the river. Near by, two Frenchmen, Blondeau and Chouteau, established a trading post. Trade with the Indians was very profitable, and other settlers soon came in to enjoy its benefits. A ferry of canoes was established to accommodate the travel westward. Martin Palmer, a noted pioneer and Indian fighter, built a cabin near Lick Branch, in 1817, but was obliged to leave it on account of the hostility of the Indians. The first permanent settlement was made in 1819 by John Standley and William Turner of North Carolina. The county was organized January 3, 1833.

CASS COUNTY.—

In 1830, the first white settlers went into the district now called Cass county. They were the Walkers, Dunaways, Burgens, Blevins, Wardens, Crisps, Johnsons, Arnetts, etc. They were a brave, hardy and rough set of men, but honest and hospitable. Their business was principally hunting, but some of them cultivated small farms. The growth of the county was slow on account of the hostility of Indians and roving bands of robbers. In fact, these bands of horse thieves and freebooters controlled affairs quite generally until 1842, when Mr. John M. Clark, Sheriff, commenced a vigorous and successful war against them. The county was organized in 1835, and was at first called Van Buren, but in 1849 was changed to Cass.

CAMDEN COUNTY.—

The county of Camden was settled in 1834. It was first called Kinderhook county, and Oregon was made the county seat. The name was changed to Camden February 23, 1843, and the name of the county seat to Erie. Linn Creek afterward became the county seat.

CARTER COUNTY.—

Carter county was organized March 10, 1859, and named in honor of Zimri Carter, one of its earliest settlers. It was originally a part of the Cape Girardeau tract.

CEDAR COUNTY.—

John Crisp made the first permanent settlement in Cedar county in 1832, near Montgomery and Dunnegan's Mills, two miles east of Stockton. Philip Crow built the first mill, on Bear creek, three miles northeast of Stockton, and the first county court was held at this mill in 1843. The county was composed of parts of Dade and St. Clair counties. Cedar county suffered greatly during the civil war, being made the field of conflict between small forces of the Federal and Confederate armies on many occasions. The population has greatly increased during the past decade and several important towns have been built up.

JASPER COUNTY.—

Jasper county was organized in 1841. The first settlement was probably made by John Jewett, in 1832, near the present site of Sarcoxie. Thacker Vivian laid out the town of Centreville in 1834, but it was changed to Sarcoxie in favor of a friendly chief of the Shawnees. Carthage and Joplin have grown to be important and flourishing towns since the civil war closed.

MACON COUNTY.—

The territory which forms Macon county was settled in 1831, by the families of Wrights, Richardsons, Easts, Cowhans, etc. There were but few Indians in the county and they were friendly; these remained, however, but a short time after the whites came in. The first settlement was made at a place called Moccasinville, four miles north of Macon City. The county was organized in 1838, from a part of Randolph. It settled slowly until 1858, when the building of the Hannibal & St. Joseph railroad gave it a new impetus. Since the civil war it has made rapid advances in wealth and population.

LIVINGSTON COUNTY.—

The history of Livingston county is similar to that of nearly all the northwestern counties. It was settled by hardy and persevering men from Kentucky, Tennessee, Virginia and other States. The county was organized in 1837, and named in honor of Edward Livingston, Secretary of State under President Jackson. The county seat was located at Chillicothe, in 1847, on land owned by John Graves, and incorporated in 1855.

MCDONALD COUNTY.—

Augustus F. Friend, P. Williams, R. Lauderdale and others settled in the country afterward called McDonald county, in 1830. The county was organized March 3, 1849, and the county seat was located at Rutledge; but was subsequently removed to Pineville. This town was once called Marysville, and was settled by J. K. Mosier.

LINCOLN COUNTY.—

Major Christopher Clark, was the first white man to settle permanently in Lincoln county. Grants had been made before this by the French and Spanish Governments, to Antonio Soulard, for land in the vicinity of Cap-au-Gris. This was in 1797; no actual settlement was made then on these grants; Major Clark visited the spot upon which Troy now stands in the summer of 1799. Returning the next year, he built a cabin and a fort, three miles southeast of Troy, on the St. Charles road. His first neighbors were Joseph Cottle and Zadock Woods, from Vermont. Jacob Gershong was the first child born in Lincoln county (1800.)

Lincoln county was organized from a part of St. Charles, in December 1818. The first term of court was held April 5, 1819, at the house of Zadock Woods, near Troy. In 1823, the county seat was moved to Alexandria, and, in 1829, to

Troy. The county has largely increased in wealth and population during the past ten years.

LINN COUNTY.—

The county of Linn was a famous hunting ground for both Indians and white men previous to 1832. During that year the Younts, Newtons, Pendletons, O'Neals, Boyers, and others settled on Locust creek, west of the present town of Linneus.

The county was organized from Chariton, January 7, 1837, and included the Sullivan and Putnam districts. The early settlers were principally from neighboring counties. The population increased but slowly, until 1850 to 1860, when the building of the Hannibal & St. Joseph railroad brought in a large number of families.

LEWIS COUNTY.—

A Frenchman named Lesueur is said to have been the first white settler in Lewis county. He built a hut on the banks of the Mississippi, at the present site of LaGrange, and occupied it during the summer months, while he traded with the Indians. John Bozarth, from Kentucky, came to stay in 1819, and planted twenty acres of corn. In the autumn, he brought his family, including slaves, and in a short time other families came. The early settlers had trying times with the Indians, and when the Black-Hawk war occurred they took an active part in it. The county was organized in 1832, and was named in honor of Meriwether Lewis, the explorer. Monticello is the county seat, but Canton and LaGrange are the more important places.

LAWRENCE COUNTY.—

Judge John Williams, from Tennessee, came with a number of families to what is now Lawrence county, in 1831. On reaching the creeks near the eastern part of the county, all except the Judge and his son became discouraged and turned back, whereupon the creek is called Turnback to this day. The Williamses settled on Spring river, two miles west of Mount Vernon. In a few years, many families moved in from the Southern and Western States, among whom were the Moores, Wrights, Hills, Duncans and Jennings.

Joseph W. Ellis is mentioned as the pioneer teacher of the county. He opened a school in the Williams settlement in 1839, and pursued his avocation for thirty years. The county was organized February 25, 1845, from parts of Dade and Barry.

LACLEDE COUNTY.—

Emigrants from Tennessee were the first settlers of Laclede county. Within the past ten years many have come in from the Eastern and Middle States. Laclede was organized from Pulaski county in 1849, and named in honor of Pierre Laclede Liguist, the founder of St. Louis. Lebanon, the county seat, is a flourishing town and the center of an intelligent and thrifty population.

LAFAYETTE COUNTY.—

Settlements in Lafayette county were made as early as 1810, but the inhabitants were greatly annoyed by the Indians; so much so, in fact, that the Government sent Capt. Heth with a detachment of troops, in 1812, to punish the savages. This he did effectually in a bloody fight which took place near the present village of Mayview. Mr. Rupe was located a mile or two south of Lexington in 1815 and lived unmolested; but his nearest neighbor was Jesse Cox—near Arrow Rock—65 miles away. In 1816 Thomas Hopper from North Carolina settled eight miles southwest of Lexington, and Solomon Cox located the same year at Dover. The county, when first organized in 1820, was called Lillard, and the county seat was located at Mount Vernon, ten miles below Lexington. The first judge was David Todd, who was succeeded by Hon. John F. Ryland, afterward on the Supreme bench. The county seat was removed to Lexington in 1822, and court was held in Dr. Buck's house, the first erected in the place. The first church built in Lexington was built by the Baptists in 1822. The Cumberland Presbyterians built a house of worship in 1826. The name of the county was changed to Lafayette in 1834.

KNOX COUNTY.—

Stephen Cooper, from Howard county, settled first in Knox county, in the autumn of 1832, and two years afterward James Reid and Richard Cook followed him. In 1840, a large number of families came in from Illinois, Ohio, Indiana, and Kentucky, and bought land in different parts of the county. Peter Early, an Irishman, established a colony near Edina in 1842, and built the first church (Catholic) in that place. The foreign-born inhabitants form a large part of the population. The county was organized February 14, 1845, and named in honor of Henry Knox, the Revolutionary hero.

JOHNSON COUNTY.—

Johnson county had its beginning from a settlement made in 1833, near the present town of Columbus, by Nicholas Houx. He lived in a tent first, but before many weeks was enabled to build a house which was the first in the county. The same year, settlements were made by Dr. Robert Rankin, Rev. Robert King, John Whitsett, Morgan Cockrell and others, in the same neighborhood. Richard Huntsman, from Tennessee, settled near Fayetteville later in 1833, and planted an apple orchard. In the southeastern part of the county, the Ousleys, Patricks, Janes and Coopers were among the first settlers. The county was organized in 1834, and named in honor of Richard M. Johnson, of Kentucky. The county seat, Warrensburg, was laid off in 1835, by John and Martin D. Warren, from whom it was named.

MONROE COUNTY.—

Two families named Smith, two named Wittenburger, and one named Gillet were the first settlers in Monroe county. They came in 1819, from Tennessee. The county was organized from Ralls in 1831.

MONTGOMERY COUNTY.—

Montgomery was settled at Loutre Island in 1800, by families named Temple, Patton, Gooch, Murdock and Cole. The first three were killed by the Indians, in a fight on Spencer creek, in 1807. Capt. Callaway, a grandson of Daniel Boone, came into the county later with a colony. He also was killed by Indians in 1814. The county was organized from St. Charles in 1818.

NEW MADRID COUNTY.—

Two young Frenchmen, named Francis and Joseph Lesieur, from Three Rivers, Canada, arrived in St. Louis about 1780, and were engaged by Mr. Cerre to go down the river and seek a suitable point for the establishment of a post among the Indians. They went and selected a Delaware village on the spot where the town of New Madrid stands. These men, with a stock of goods, afterward opened a good trade with the Delaware Indians, and continued it until routed by the agents of the Spanish Government, who claimed a right to control the Mississippi river. In 1788 General Morgan, from New Jersey, came with a colony and laid off the plat of a large city which, in honor of the Spanish capital, he named New Madrid. The town, it is said, originally extended forty arpents along the river, and sixteen arpents wide. It contained ten streets running parallel to the river, and eighteen crossing them at right angles. The town was provided with parks, squares and other public places. The scheme did not succeed on account of some trouble with the Spanish Government. A good class of settlers, however, came a little later, and the place became—though not a great city—a thriving settlement. After the removal of the Indians, the country around New Madrid flourished exceedingly until the great earthquake of 1811-1812. This remarkable event so alarmed the inhabitants that they fled except one or two families. It was many years before immigration set in to any considerable extent. The county is now in a prosperous condition, and rapidly filling up with a good class of inhabitants.

NEWTON COUNTY.—

Linsford Oliver, of Tennessee, was the first white settler in Newton county. He lived alone near Shoal Creek a long time, and had no neighbors within forty miles. Other immigrants came in 1831 from Tennessee, and located in various sections of the county. Among them were Judge Ritchie, the founder of Newtonia, and John McCord, the founder of Neosho. The Cherokee and Creek Indians were located in the same section, and friendly relations existed between them and the white settlers. At that time, Newton was a part of Crawford county; afterward it was included in Barry county, until December 31, 1838, when it was separated by act of the Legislature.

MORGAN COUNTY.—

The Osage Indians occupied the territory now included in Morgan county previous to 1800. Early white settlements were made in the timber near a spring not far from the present site of Versailles.

The county was organized from a part of Cooper, January 5, 1833.

NODAWAY COUNTY.—

Hiram Hall is reported to have been the first settler of Nodaway county,—though it is also said that one James Bryant built a cabin and sold whisky to the Indians somewhat earlier.

The county was organized with its present limits in 1845. Maryville, the county seat, was laid off in 1845, and named in honor of Mrs. Mary Graham, wife of Col. Amos Graham.

OREGON COUNTY.

In 1816, Samuel Hatcher settled at “Eleven Points,” the present site of Thomasville, Oregon county, and was left alone in his glory and solitude for three years. A few families moved in near him in 1819 and broke the monotony. Settlements were slow for several years. The county of Oregon was organized February 14, 1845.

OSAGE COUNTY.—

Osage county was settled in 1836, by German and other immigrants from the Eastern States. The county was organized from Gasconade, in 1841.

OZARK COUNTY.—

Ozark county was established in 1841. In 1843, the name was changed to Decatur, but its former name was restored in 1845. The county was nearly depopulated during the late war, but has improved much within the past five or six years.

PEMISCOT COUNTY.—

The Lesieurs, who first settled New Madrid, were also the founders of civilization in Pemiscot county. They established a trading post at Little Prairie, a Delaware village, on the Mississippi, near the present site of Caruthersville, in 1780. Other settlements soon followed. The county was formed from New Madrid, February 19, 1861.

PERRY COUNTY.—

The county of Perry was settled sometime between 1796 and 1800 by emigrants from Kentucky and Pennsylvania, the former settling in the “Barrens” and along Saline creek, and the latter locating in the rich bottom lands of Bois Brûlé. The “Long Tucker” settlement on the Saline, and the “Short Tucker” settlement in the Barrens were made about this time. The Laytons also settled in the neighborhood of Perryville. It is said that the settlers from Kentucky were Catholics, while those from Pennsylvania were Protestants. The county was organized November 16, 1820. The Shawnee and Delaware Indians were moved from the county in 1824.

PETTIS COUNTY.—

Nimrod Jenkins was the pioneer who settled first in Pettis county, in 1818. His location was on La Mine river, in the northeastern part of the county, then

a part of Cooper. Solomon Read, from Kentucky, settled in 1821 on a tract of land not far from Georgetown. The Shopes, Jenkinsons, Halls, Gentrys, and others came to the county a year or two later. A German settlement was made on Lake creek in 1831. The county of Pettis was organized from Saline and Cooper, January 26, 1833, and the county seat was first located at Wassons's on Pin Hook Mill, sometimes called St. Helena. This place remained the county seat until 1837, when Georgetown became the capital. In 1862 the seat of justice was removed to Sedalia. This latter town was laid out in 1859 by General Geo. R. Smith, and the first house was erected by James Skinner.

PHELPS COUNTY.—

McCagor Morris, Benj. Wishon, Jas. S. Dillon, S. M. Nichols, John Webber and Martin Miller were the first to settle in Phelps county, and on the site of the present town of Rolla. In 1826, Samuel Massey, from Ohio, came to the county and established the Meramec Iron works in conjunction with Thomas James, who came shortly after. These gentlemen entered fifteen hundred acres of mineral land, and commenced digging out mineral in earnest. From this beginning a large settlement grew up. The county was organized from Crawford, November 13, 1857. Since the completion of the Atlantic and Pacific railroad the county has increased largely in population and wealth.

CHAPTER VII.

THE SETTLERS OF PIKE—HISTORY OF POLK, REYNOLDS, ST. CLAIR, RIPLEY,
SHANNON AND OTHER COUNTIES.

PIKE COUNTY.—

Pike county received its first settlers from South Carolina, about the year 1811. The settlements were retarded in their progress, by the hostility of the Indians. Spanish and French traders were in the county before 1811, but it is not known that they made any settlements. The county was organized December 14, 1818, and the first term of court was held in April 1819, at the house of Obadiah in Louisiana. Pike, at that time embraced all that portion of the State north of Lincoln county: an immense territory, and not inappropriately called frequently "The State of Pike." In 1820, Pike was reduced to its present limits. Bowling Green, the county seat, was founded in 1819.

Zadoc Martin was the first white inhabitant of the Platte Purchase who, by permission of the Government, in 1827, settled on the Platte river, and kept a ferry at the crossing of the military road from Liberty to Fort Leavenworth. After 1837, the tide of emigration flowed steadily into this new country and its lands were converted into productive farms.

The county was organized December 31, 1838. During the civil war, the growth and prosperity of the county were considerably checked, but since that period it has flourished without interruption.

POLK COUNTY.—

The county of Polk received its name from James K. Polk, of Tennessee, and was organized from Greene county, in 1835. The first settlements were made in 1820, by emigrants from Tennessee. Bolivar, the county seat, was incorporated in 1867.

PULASKI COUNTY.—

The first settlers of Pulaski county were from the State of Mississippi, and located in the valley of the Gasconade, near Saltpeter Cave, five miles west of Waynesville, in 1816. They engaged in the manufacture of gunpowder, which they found a ready market for among the hunters and trappers of the region. A fierce battle between the Osage, Delaware and Shawnee Indians took place in this saltpeter cave, after it had been abandoned by the whites. Pulaski county was organized December 15, 1818, and the county seat was soon after located at Waynesville.

REYNOLDS COUNTY.—

The county of Reynolds was settled in 1812 by Henry Fry, of Kentucky. This gentleman located on the Middle Fork of Black river; and in 1816 Major Henry

located near the junction of the Three Forks of Black river, on what was known as the Maxwell Reserve. Other important settlements were made in 1825. This county formed a part of Ripley until 1830, when the lines were changed and it was attached to Washington; then it became a part of Shannon, but February 25 1845, the present county was organized, and named in honor of Governor Reynolds. Centreville is the county seat.

ST. CLAIR.—

St. Clair was organized into a county in 1841, and named after General Arthur St. Clair, of Revolutionary fame. Among the first inhabitants were Jacob Coonce and Irving Thomas. It was a part of Greene county until 1835. The Court House at Osceola was built in 1842, but in 1861 it was destroyed together with many other buildings, by troops under Gen. Lane of Kansas. Osceola has been rebuilt since the war and is growing rapidly.

RIPLEY COUNTY.—

William Little and Thomas Pulliam settled on La Fourche de Main, in 1819, in what is now Ripley county. Other settlements were made about the same time on Currant river. The county of Ripley was organized January 5, 1833. Doniphan, the county seat, was burned during the civil war, but has since been rebuilt, and is in a prosperous condition.

SCHUYLER COUNTY.—

Schuyler county was settled in 1836, and organized in 1845. The county seat was located at Lancaster.

SCOTLAND COUNTY.—

Scotland county was settled by David Cooper, in 1833, while it was yet the hunting ground of the Fox and Sioux Indians. Sand Hill, where Cooper located, was afterward called "Cooper's Settlement." Quite a serious difficulty occurred in 1839, between Iowa and Missouri, in reference to the boundary line, in which the citizens of this section were involved. It was settled by arbitration, however, though bloodshed seemed inevitable at one time. The county was organized from Lewis county in 1841.

SHANNON COUNTY.—

Shannon county was named in honor of Hon. Geo. Shannon, and organized January 29, 1841. The first settlers were attracted to this county by the great mineral wealth, as early as 1820, but its mines have been developed but little.

SHELBY COUNTY.—

Major O. Dickerson settled on Salt River, in Shelby county, in 1830. In 1833 there were thirty-four families in the county. It is now one of the richest and most populous counties in the State. The county organization occurred in 1835. Shelbyville, the county seat, was located in 1836, and the Court House was built in 1838.

STODDARD COUNTY.—

The first settlement in Stoddard county was effected in 1823, by William Taylor, Peter Cryts and others, near Bloomfield. The county was organized January 2, 1835, from portion of Wayne, Cape Girardeau and New Madrid.

STONE COUNTY.—

The Delaware Indians for a long time occupied the territory out of which Stone county was constructed. The first white settler was a Frenchman named Yocum, who made a home there in 1790, near the junction of the James and White rivers. In 1833, others settlers came from France, Tennessee and Kentucky. The county was organized in 1850.

SULLIVAN COUNTY.—

Sullivan county, formerly called Highland county, was organized permanently in 1845.

TANEY COUNTY.—

The territory embraced in Taney county was settled in 1826. The county was organized in 1837, and named in honor of Chief-Justice Taney.

TEXAS COUNTY.—

The county of Texas was explored by the Boones in 1816. The first town settled was Ellsworth, on Piney river, in 1837. The county was organized in 1845, and in 1846 Houston, the present county seat, was laid out.

VERNON COUNTY.—

Vernon county dates its history from the location of Harmony Mission in Bates county in 1824. The Big Osage Indians had a large village then, not far from the present town of Nevada. The county was organized in 1851, and named in honor of Hon. Miles Vernon, of Laclède.

WARREN COUNTY.—

Warren county was organized January 5, 1833. The first settlements were made in 1801-2, by emigrants from Kentucky. Col. Daniel Boone and wife were buried at Marthasville, in this county, but their remains were afterward removed to Kentucky.

WASHINGTON COUNTY.—

Crozat, Sieur de Lochon, and others made explorations in the mineral regions of Washington county at a very early period. Its history is similar to that of New Madrid and adjoining counties. The county was organized in 1813 from Ste. Genevieve District.

WAYNE COUNTY.—

The county of Wayne was probably settled while it was Spanish territory. It was organized from Cape Girardeau, December 11, 1818. It has supplied territory for several other counties.

WEBSTER COUNTY.—

The first settlement in Webster county was made in 1830, by William T. Burford, of Tennessee, who located where Marshfield now stands. The county was organized in 1855, from parts of Greene and Wright.

WORTH COUNTY.—

Worth county was organized from parts of Clinton and Gentry, in 1861.

WRIGHT COUNTY.—

Wright county received its name from Silas Wright, of New York, and was organized January 29th, 1841. The first settlements were made in 1832, by sixteen persons. Hartville is the county seat.

HOWELL COUNTY.—

The first settlement made in Howell county was in 1838, in Howell's Valley—the present site of West Plains. The county was organized in 1857, from parts of Oregon and Ozark.

IRON COUNTY.—

Ephraim Stout is entitled to the honor of being the first settler in Iron county. He located in what the Delaware Indians called "The Lost Cove," a place surrounded by hills and mountains. The Browns, Sharps, Russells and Suttons came in shortly after. The name, "Arcadia Valley," which the locality now bears, was given to it by a lady from New England, who came with the first mining company that visited the county.

The county was organized February 17, 1857, from parts of Madison, St. Francois, Washington, Reynolds and Wayne counties. Arcadia was made the county seat. In August 1857, the people voted to remove the seat of justice to Ironton, "a town on paper," and soon afterward an elegant brick Court House was erected. During the civil war a fort was built in the valley at the western slope of Pilot Knob, and commanded the gap between that and Shepherd's Mountain. The battle which occurred here in 1864 was the most memorable event in the history of Iron county.

CHAPTER VIII.

POLITICAL HISTORY.—TERRITORIAL ORGANIZATION.—THE SLAVERY QUESTION.

In accordance with the Treaty of Paris, which was ratified by the Senate of the United States on the 17th of October 1803, the formal transfer of Lower Louisiana was made to Wm. C. C. Claiborne and James Wilkinson, United States Commissioners, on the 20th of December following; M. Laussat, the Colonel-Prefect at New Orleans, acted for the French Republic. Congress passed an act on the 26th of March 1804, dividing the Province into two territories, calling the northern—"The District of Louisiana," and the southern—"The Territory of Orleans." The northern district embraced all the country now included in the States of Arkansas, Missouri and Iowa, a large part of Minnesota, and all that extensive region west to the Pacific Ocean and south of the forty-ninth degree of latitude not claimed by Spain.

The Territory of Louisiana was organized in March 1805, and General James Wilkinson was appointed Governor by President Jefferson; Frederick Bates was appointed Secretary. Return J. Meigs and John B. C. Lucas, of the Superior Court, constituted the Territorial Legislature. Captain Merriwether Lewis succeeded General Wilkinson as Governor, in 1807. While traveling through Tennessee in 1809, on his way to Washington, Governor Lewis in a fit of melancholy committed suicide, at the age of thirty-five.

Missouri was organized into a Territory on the 4th of June 1812, with the privilege of a Governor and General Assembly, the Governor having an absolute veto. The Legislative Council, answering to the present Senate, consisted of nine members, who held their office five years. They were selected by the President of the United States, out of eighteen persons previously nominated by the House of Representatives. The House of Representatives consisted of members chosen by the people every two years, one representative being allowed for every five hundred white males,—the number never to exceed twenty-five members. The Legislature was required to meet every year in St. Louis. The judicial power of the Territory was vested in a Superior Court, Inferior Courts and justices of the peace. The three judges of the Superior Court held their offices four years, and had appellate jurisdiction in civil and criminal cases. One Territorial Delegate was also allowed a seat in Congress.

William Clarke was the first Territorial Governor appointed by the President. He entered upon his duties in 1813, and continued in office until 1820. The first election for Delegate to Congress resulted in the choice of Edward Hempstead over his three competitors—Rufus Easton, Samuel Hammond and Matthew Lyon.

The first Territorial General Assembly met in St. Louis on the 7th of December 1812, in the house of Joseph Robidoux, on Main street between Walnut and Elm.

Wm. C. Carr was elected speaker, and Thomas F. Riddick clerk *pro tem*. The first business of the Assembly was to nominate suitable persons for the Legislative Council, according to act of Congress. From the eighteen nominated, the President appointed James Flaugherty and Benjamin Emmons, of St. Charles; Auguste Chouteau and Samuel Hammond, of St. Louis; John Scott and James Maxwell, of Ste. Genevieve; Wm. Neely and Joseph Cavener, of Cape Girardeau; and Joseph Hunter, of New Madrid. Their appointment and confirmation were announced by Frederick Bates, Acting-Governor, in a proclamation dated July 3, 1813; the first Monday of July following was also fixed in the proclamation for the meeting of the General Assembly. At this session, laws were passed establishing courts of common pleas, incorporating the Bank of St. Louis, and establishing the county of Washington.

The second session of the General Assembly met in St. Louis, December 6, 1813. Its officers were: Geo. Bullett, of Ste. Genevieve, speaker; Andrew Scott, clerk; and William Sullivan, door-keeper. Samuel Hammond, of St. Louis, was president of the Council.

By act of Congress passed April 29, 1816, the Legislative Council was required to be elected by the people, for two years, and the sessions of the Assembly were made biennial instead of annual. Congress also authorized the Legislature to require the judges of the Superior Court to act as Circuit judges, and to hold regular terms in all the counties of the Territory. During the session of the Assembly in 1816-'17, the old Bank of Missouri was incorporated. A digest of the statutes of Missouri, to which was appended a form-book, was prepared in 1817 by Henry S. Geyer, Esq. Several new counties were organized during the session of 1818, and many important statutes passed, the most important of which was the one enacting the statute of limitations in relation to real estate, limiting the right of entry to twenty years.

At this session application was made by the Legislature to Congress for permission to organize as a State government. The population of the Territory at this time was about 65,000; between nine and ten thousand of whom were slaves who had come with their masters from Kentucky, Virginia, Tennessee, North Carolina and other Southern States. When Congress passed the act in 1787 prohibiting slavery in the Northwestern Territory, the slaveholders, to preserve this kind of "property" removed west of the Mississippi, and many settled in Missouri. Here they were unmolested, and the system of slave labor became popular. When, therefore, admission into the Union was asked, the people holding slaves, or the majority of them, thought no restrictions would be required. They doubtless thought slavery a very innocent domestic institution with which the Government had no right to interfere. Even Colonel Benton, who, in the later years of his life, opposed the introduction of slavery into new States and Territories, and gave his great influence to the free labor movement, earnestly advocated the admission of the State into the Union with a slave constitution. When the bill was presented to Congress, Mr. Talmadge, of New York, introduced an anti-slavery restriction, whereupon a fierce discussion arose

and continued during two sessions, convulsing the country and threatening a dissolution of the Union. There was a considerable party, however, who desired a system of free labor, and believed slavery would eventually work as a hindrance and evil in the State government. Their advice was unheeded, and their views becoming unpopular they grew timid and powerless. The agitation of this question extended to all parts of the country, affecting parties, social relations and even church organizations. The question was before Congress two years, during which time the Senate repeatedly voted to admit Missouri under her slave constitution, but the House refused to concur and demanded a prohibition of slavery. As speech after speech was made, and vote after vote taken, the temper of the contestants, whether in Congress or in the country at large, waxed warmer and warmer. Henry Clay was at this time a member of the House, and Speaker. Owing to pecuniary embarrassments he had resigned the position of Speaker and intended to resign his seat also, but was persuaded to remain. He took a prominent part in the debate on the Missouri question, favoring the admission of the State without restriction. When there seemed no hope of settling the question without danger to the Republic, Mr. Clay brought forward his compromise measure. At first he moved a reference of the subject to a select committee of thirteen, which prevailed, and he became chairman. On the 10th of February 1821, Mr. Clay reported from a majority of that committee a compromise, so-called, which provided for the admission of Missouri under her slave constitution, on condition that she should never prohibit the migration to, or settlement within, her borders of any persons "who now are, or may hereafter become citizens of any of the States of this Union." This proposition was rejected by the close vote of 83 to 80; but Mr. Clay now proposed a joint committee of conference of both Houses, which was agreed to, and in due time reported what was substantially his plan, which passed the House by a vote of 87 to 81, and was readily concurred in by the Senate, which had proposed and agreed at the preceding session that, in consideration of the admission of Missouri as a slave State, slavery should in all the remaining Territories of the United States north of latitude $36^{\circ} 30'$ (the southern boundary of Missouri) be forever prohibited. Thus was the Missouri question settled, for a time at least; and by this compromise a system of labor was fastened upon the State which retarded its material growth, repressed free thought and hindered education, manufactures, commerce and general progress.

The convention to form a State constitution had met in the city of St. Louis the previous year, holding its sessions in the "Mansion House." David Barton was president and W. G. Pettis secretary. The following were members representing the different counties:

Stephen Byrd, James Evans, Richard S. Thomas, Alexander Buckner and Joseph McFerron, from Cape Girardeau; Robert P. Clark, Robert Wallace and Wm. Lillard, from Cooper; John G. Heath, from Franklin; Nicholas S. Buckhartt, Duff Green, John Ray, Jonathan S. Findlay and Benjamin H. Reeves from Howard; Daniel Hammond, from Jefferson; Malcolm Henry, from Lincoln;

Jonathan Ramsey and James Talbot, from Montgomery; Nathaniel Cook, from Madison; Robert D. Dawson and Christopher G. Houts, from New Madrid; Stephen Cleaves, Pike; Benjamin Emmons, Nathan Boone and Hiram H. Bober, St. Charles; John D. Cook, Henry Dodge, Jno. Scott, and R. T. Brown, Ste. Genevieve; David Barton, Edward Bates, Alex. McNair, Wm. Rector, John C. Sullivan, Pierre Chouteau, Jr., Bernard Pratte and Thomas F. Riddick, St. Louis; Jno. Rice Jones, Samuel Perry and John Hutchings, Washington; and Elijah Bettis of Wayne.

The first constitution of the State was formed by this convention, and took effect, after the act of Congress, without being submitted to a vote of the people. This constitution remained in force as the organic law, with a few amendments, until 1865.

At the meeting of the General Assembly, September 1820, Thomas H. Benton and David Barton were chosen United States Senators. The Legislature was composed of 14 Senators and 43 Representatives. At the general election held on the fourth Monday in August 1820, Alexander McNair was chosen Governor, William H. Ashley, Lieutenant-Governor, and John Scott, who had been the delegate in Congress from the Territory, was elected representative in Congress for the State at large. By act of the Legislature, passed November 28, 1820, the seat of government was located at St. Charles, where it remained until October 1, 1826, when it was removed to Jefferson City.

The first census of the State was taken in 1821, showing a population of 70,647, of whom 11,254 were slaves. The total vote of the State in August 1822 was 9,914. At the session of the Legislature held in 1824-'25, the revision of the laws was the special matter under consideration, and the revised code, as prepared by Henry S. Geyer and Rufus Pettibone, was adopted with a few amendments, and published by authority of an act passed February 11, 1825.

The attention of the inhabitants was directed to the development of the State, by laying out and cultivating farms, opening new channels for commerce, and building mills for sawing lumber and grinding wheat, for several years, and but little occurred to interrupt this steady progress, until the Black-Hawk war in 1832. Governor Miller, fearing that the State might be invaded by the hostile Indians, ordered Major-General Richard Gentry to raise a thousand mounted volunteers for the defense of the frontier of the State. The required quota was accordingly raised in Boone, Cailaway, Montgomery, St. Charles, Lincoln, Pike, Marion, Ralls and Monroe counties. The troops were mustered into the service of the State, and proceeded to the northern and northeastern boundaries, where they remained in readiness for action for several weeks, but as no invasion was attempted, an order came to disband and go home.

Another small cloud of war arose in 1838-'39, in the Mormon settlements of Caldwell and adjoining counties. The troubles between the people and their Mormon neighbors became so serious in 1839, that Governor Boggs was obliged to issue a proclamation, calling out the militia to quell them. Bloodshed ensued, and the Mormons being thoroughly subdued, surrendered to the State troops,

and, shortly after, removed from the State. They numbered, in Caldwell county, nearly four thousand souls, and most of them were despoiled of all their property.

The Florida war, in 1837, aroused a martial spirit in some parts of the State, and a regiment of volunteers, under Colonel Richard Gentry, participated in that memorable campaign. Colonel Gentry was killed at the battle of O-kee-cho-bee. His body was recovered, and afterwards buried at Jefferson Barracks, below St. Louis.

In August 1845 a constitutional convention was called. The old constitution was thought by many to need remodeling, and the convention, composed of sixty six members, commenced the work of amending it in earnest. Robert W. Wells was president of the body, Claiborne F. Jackson vice-president, and R. Walker secretary. Many of the most distinguished men of the State were members, and the work they accomplished seemed good and essential; but when it was submitted to a vote of the people, in 1846, it was rejected by nearly 9,000 majority, out of a vote of 60,000.

The troubles between Mexico and the United States aroused the people of the whole State in the early part of 1846, and when the news came that war had been declared, meetings were held to give expression to the popular feeling and to raise troops for the service of the Government. In St. Louis, the "Legion," under Colonel A. R. Easton, was raised, and prepared for the field. Many citizens also joined the Santa Fé expedition, commanded by General Stephen W. Kearney, in response to a call from Governor Edwards. The regiment, composed of volunteers from Jackson, Lafayette, Clay, Saline, Franklin, Cole, Howard and Callaway, was commanded by Alexander W. Doniphan, C. F. Ruff being Lieutenant-Colonel and William Gilpin Major. A battalion of light artillery was also organized in St. Louis, commanded by Major M. L. Clark and Captains Weightman and Fischer; and battalions of infantry from Platte and Cole counties, commanded by Captains Murphy and Auguey. Captain Thomas B. Hudson, of St. Louis, raised the "Laclede Rangers." These last-named battalions and companies were under the immediate command of Doniphan, and numbered 1,658 men, with 16 pieces of ordnance. They rendered brave and valuable service to the Government in New Mexico, and will ever be remembered with gratitude.

A few months after Doniphan's expedition started out, Hon. Sterling Price, a member of Congress, resigned, and was appointed, by President Polk, to command another regiment of Missouri volunteers, to reinforce the "Army of the West." Price's force consisted of a full mounted regiment, one mounted extra battalion and one extra battalion of infantry. With this force he marched to Santa Fé, over the same route pursued by Kearney and Doniphan, and arrived September 28th. Another regiment was raised for the war, but it was not needed, terms of peace having been agreed on before it received marching orders.

During the Mexican war, the administration of President Polk was greatly strengthened by the boldness and energy of Colonel Benton in urging vigorous war measures. It was upon his suggestion that the policy of "masterly inactivity," at

first determined upon by the President, was finally abandoned. Benton's counsels were much sought in regard to maturing a plan of campaign and conquest for compelling a peace, and at one time President Polk proposed to confer upon him the title of Lieutenant-General, with full command, in order that he might carry out his plans in person. The bill creating the rank of Lieutenant-General passed the House, but was defeated in the Senate.

CHAPTER IX.

THE STATE AND ITS REPRESENTATIVES.—SLAVERY AND STATES RIGHTS.—BENTON,
ATCHISON AND OTHERS.

DURING all the period from the admission of Missouri as a State, to 1850, her honor and credit had been well sustained in Congress by her Senators and Representatives. Colonel Benton had especially reflected honor upon his State by the ability he had shown in advocating and defending her interests, as well as in discussing the great public questions of the day. He was ably assisted in the early part of his senatorial career by David Barton, Alexander Buckner and Lewis F. Linn, and at a later date, by General David R. Atchison in some measures.

Between the close of the Mexican war and 1850, a change was wrought in politics, which wrested from Colonel Benton the great power and influence he had wielded in Missouri, and eventually deprived him of the seat he had so long occupied in the Senate. The facts relating to this event are fully detailed in the sketch of Colonel Benton's life in another part of this book. The part, however, which General Atchison played is worthy of mention, as affecting, not only the interests of Colonel Benton, but the history of the State.

Mr. Atchison had succeeded to the United States Senate in 1841, having been appointed by Governor Reynolds to fill the vacancy caused by the death of Mr. Linn. He was elected for the remainder of the term, without much opposition, the following winter, and re-elected for two full terms the last of which expired in 1855. In the beginning of his senatorial career, Mr. Atchison acted cordially with Colonel Benton and claimed to be opposed to the extension of slavery. He very soon attached himself to the fortunes of Mr. Calhoun, and became the decided antagonist of Colonel Benton in his own State.

Mr. Atchison was a strong advocate of the repeal of the Missouri compromise, and claimed to have originated the clause in the bill for that purpose introduced by Mr. Douglas. During the discussion of the Calhoun resolutions in 1849, Mr. Atchison was made president *pro tem.* of the Senate, and, it is thought by many, in accordance with a previous agreement made with their author. To further carry out his part of the contract, Mr. Atchison used all his influence in Missouri to defeat the return of Colonel Benton to the Senate and succeeded, to the great delight of Calhoun. The election of Henry S. Geyer, a whig, to the Senate in 1850, was the result of a combination Mr. Atchison made between Whigs and Anti-Benton men. But General Atchison himself was laid on the shelf a few years later by the election of James S. Green; ex-Governor Trusten Polk occupying the other seat from Missouri.

The political campaign of 1860, in the State, was a most exciting one,—the question of a dissolution of the Union being talked of, and secession threatened

by those who opposed Mr. Lincoln. The result showed a total vote of 165,518, Lincoln having 17,028; Douglas, 58,801; Breckenridge, 31,317; Bell, 58,372. Claiborne F. Jackson was elected Governor, and Thomas C. Reynolds Lieutenant-Governor.

Missouri was the only slave-holding Border State west of the Mississippi river. It had been so deeply and closely involved in the troubles in Kansas, that the entire subject of conflict between the North and the South had, in fact, been developed within her limits. The public sentiment of the citizens was expressed accurately, no doubt, by Governor Stewart in his valedictory message to the Legislature, on the 3d of January 1861: "Our people would feel more sympathy with the movement, had it not originated amongst those who, like ourselves, have suffered severe losses and constant annoyances from the interference and depredations of outsiders. Missouri will hold to the Union so long as it is worth the effort to preserve it. She cannot be frightened by the past unfriendly legislation of the North, or dragooned into secession by the restrictive legislation of the extreme South."

The next day, his successor, Governor Jackson, was inaugurated. In his message, he insisted that Missouri must stand by the other slave-holding States, whatever course they may pursue. Missouri, however, he said was in favor of remaining in the Union so long as there was a hope of maintaining the guarantees of the Constitution. He was opposed to coercion in any event, but recommended the calling of a State Convention to ascertain the will of the people.

The question of holding a State Convention was brought before the Legislature, and the bill in favor of holding it was passed by the Senate on the 16th of January, by a vote of yeas 31, nays 2. The clause submitting the acts of the proposed convention to the vote of the people, was in these words:

"No act, ordinance, or resolution shall be valid to change or dissolve the political relations of this State to the Government of the United States, or any other State, until a majority of the qualified voters of the State shall ratify the same."

The Convention was ordered to assemble at the capital on the 28th of February. The proclamation stated that the object of the Convention was "to consider the relations between the Government of the United States, the people and Governments of the different States, and the Government and people of the State of Missouri, and to adopt such measures for vindicating the sovereignty of the State and the protection of its institutions as shall appear to them to be demanded."

When the election for delegates was held, the public sentiment of the State had apparently settled in favor of a continuance of Missouri within the Union, and in hostility to secession, but opposed to coercion. Speeches of a conciliatory character had been made in Congress by leading statesmen, and the general belief was that in less than ninety days all the difficulties would be honorably adjusted. The result of the election of delegates to the State Convention was, therefore, the choice of a large majority of Union men by a decided vote.

The Convention met at Jefferson City on the 28th of February; a rule was adopted requiring all the members to take an oath to support the Constitution of the United States and of the State of Missouri. A motion to go into secret session was defeated by a large vote.

The Convention adjourned to St. Louis, and re-assembled in that city on the 4th of March. On the same day, Mr. Glenn, the commissioner from the State of Georgia, presented himself and asked leave to address the body. By a vote of 63 ayes to 53 noes, he was permitted to speak. Mr. Glenn was then introduced to the Convention and read the articles of secession adopted by Georgia, after which he made a speech stating the cause which induced her to dis sever her connection with the Federal Government, and strongly urging Missouri to join his State in the formation of a Southern Confederacy. His remarks were respectfully listened to by the members, but the lobby hissed and hooted at him, and the chairman could not stop them.

Resolutions were passed the next day declining Mr. Glenn's invitation to share the honors of secession with Georgia. The report of the Committee on Federal Relations was made by Hamilton R. Gamble on the 9th of March. It made an explanation of all the circumstances surrounding the position and affecting the interests of Missouri; declared that there was no cause to compel Missouri to dissolve her connection with the Federal Union; and recommended the holding of a National Convention to amend the Constitution, and promote the peace and quiet of the country. The minority report of the Committee was presented the next day. It opposed the National Convention, and proposed a Convention of the border slave States instead, to be held at Nashville, to decide upon such amendments to the Constitution as might be satisfactory to them; and advised the appointment of commissioners to other slave States. On the 19th of March, the report was taken up and many amendments were offered, some rejected and some adopted. The first resolution, declaring that there was no cause for Missouri to dissolve her connection with the Federal Union passed unanimously; the second, that the people of the State earnestly desired a fair and amicable adjustment of difficulties and the Union perpetuated, it was proposed to amend by adding thereto the following: "That wishing to restore peace to our country, we desire the Federal Government to withdraw the troops from the forts now occupied by them in the seceded States." This amendment was laid on the table, and the resolution was then adopted with but one dissenting vote. The third, that the "Crittenden resolutions" offered a basis for adjustment, was then adopted; and also the fourth, urging a National Convention to amend the Constitution. The fifth, amended to read as follows, passed: "That the Convention cherish an earnest desire to prevent civil war, and that this would be promoted by the withdrawal of the Federal troops from those forts where there is danger of collision, and that the Convention recommend this policy." There were six votes against this last resolution. The last act of the Convention before adjourning, was to elect seven delegates to the proposed Border State Convention.

CHAPTER X.

THE CIVIL WAR.—THE PART MISSOURI PLAYED.—EVENTS SINCE THE WAR.

ON the 27th of March, the Legislature declared by resolution that it was inexpedient to take any steps for a national convention to propose amendments to the Constitution, as had been recommended by the State Convention.

On the 20th of April, the Arsenal at Liberty was seized and garrisoned by a hundred men. Governor Jackson, at this time, declared himself in favor of peace, but urged the organization and arming of State troops. There is no doubt but that Governor Jackson desired the State to secede, and intended to join the Southern States in their attempt to break up the Union, but he thought it best to go into the contest fully prepared; therefore, while pretending to be in favor of peace and the integrity of the Union, he was using all means at his command to place the State in antagonism to the Federal Government. The establishment of a military camp near St. Louis during the month of April was, undoubtedly, a part of Jackson's programme to get possession of all the strong points in the State. At first, Camp Jackson was regarded by many as an innocent affair—simply a camp of instruction and drill, like similar encampments in years past—but when its streets and avenues were named after Beauregard, Davis, and other Confederate leaders, and men of known Union sentiments were not permitted to come within the "lines," the purposes of the establishment of the camp were unfolded.

Union men lost no time in organizing companies and regiments for the defense of the city of St. Louis, and especially to guard the Arsenal, which contained a large amount of ordnance and ammunition. On the 26th of April, 21,000 stand of arms were removed from the St. Louis Arsenal to Springfield, Illinois. Through the energy, sagacity and boldness of Frank P. Blair, Jr., several regiments, composed largely of Germans, were organized and under drill at the Arsenal. These, together with the few regular soldiers of the United States then on duty at the Arsenal, were placed under command of Nathaniel Lyon, Captain of the Second Infantry, who was shortly after made Brigadier General of Volunteers. Comprehending fully the purposes of the State forces at Camp Jackson, General Lyon, acting under the advice of Mr. Blair, determined to attack and capture them. Accordingly, on the 10th of May, General Lyon's troops were put in motion, to the number of four or five thousand, and proceeded through the city to the camp of General Frost, and surrounded it, planting batteries on all the heights overlooking the camp, and stationing guards at all the entrances. An immense crowd of people assembled on foot and in carriages to witness the result. Many of the citizens were armed with clubs, revolvers and shot-guns, and expressed a determination to aid the State troops. Seeing the bristling bayonets of the Federal troops, they were careful to keep out of harm's way. General Lyon having arrived in position, addressed a note to General Frost, to the effect that he regarded the

State troops as in hostility to the United States, and plotting to seize property belonging to the Federal Government; he therefore demanded their immediate surrender, and would grant half an hour's time before enforcing his demand. General Frost had a hasty consultation with his officers, and concluded to comply with Lyon's request. The State troops were, therefore, made prisoners to the number of six hundred and thirty-nine privates and fifty officers. Among the arms taken were three thirty-two pounders, a large quantity of balls and bombs, several pieces of artillery, twelve hundred rifles, six brass field pieces, six brass six-inch mortars, one ten-inch mortar, three six-inch iron cannon, shells, powder, etc. As the prisoners marched out of camp down a street leading to the city, guarded by the German soldiers, the crowd, frenzied with excitement, fired upon the latter with pistols. The German soldiers returned the fire, producing the greatest commotion, and wounding several. Another attack was made on the rear of the line, and the soldiers fired upon the crowd, composed of men, women and children, killing and wounding several. Great excitement prevailed in the streets of St. Louis that night and on several days succeeding. Soldiers marching through the streets were fired upon from private houses, and, in return, fired upon citizens, killing and wounding several.

The news of the surrender of Camp Jackson was received at Jefferson City on the evening of the 10th of May, and produced a great panic in the Legislature, then in session. A military bill was immediately passed, creating a fund for arming and equipping the militia, by special taxation and by appropriation from the State treasury. The Governor was authorized to receive a loan of half a million dollars from the banks at any rate of interest not exceeding ten per cent. The Governor was authorized to do many other extraordinary acts for the purpose of "defending the State and to repel invasion." In fact, almost absolute authority was given Governor Jackson in the premises. The Legislature adjourned on the 15th of May. On the same day, General Harney took command of the Military Department of the Missouri, and issued a proclamation to the people of the State. On the 20th, a plan was agreed upon between Generals Harney and Price, the latter commanding the State troops, for the maintenance of peace. General Price pledged the whole power of the State to maintain order among the people, and General Harney declared that, this being answered, he had no wish to make any further military movement in the State. This plan proved unsuccessful, and on the 11th of June a four hours' interview was held between General Lyon, Colonel Blair and Major H. A. Conant on the part of the Government, and Governor Jackson, General Price and Thomas L. Sneed on the part of the State, which resulted in no pacific measures. The next day Governor Jackson issued a proclamation, calling into active service 50,000 of the State militia "for the purpose of repelling invasion, and for the protection of the lives, liberty and property of the citizens," detailing at length the events which had occurred up to that time, and which he denominated "unparalleled outrages."

General Harney having been removed from the command of the Department, General Lyon was placed in full control, and on the 17th of June issued a proc-

lamation to the people of the State, requiring entire submission to the authority of the United States Government. The movement of troops now commenced, and regiments were dispatched to Jefferson City and Boonville. Colonel Henry Boernstein was placed in command of the State capital, and Lyon, with a force of two thousand volunteers, went to Boonville, where he routed the enemy in a short engagement in which ten of the State forces were killed and several taken prisoners. Two of the Federal troops were killed and none wounded. Governor Jackson was with the State forces at Boonville, but fled on the approach of the Federal troops. He was at Syracuse on the 18th with about twenty-five hundred men, and seized property belonging to Union men, destroyed the rolling stock of the Pacific railroad, and burned the La Mine bridge.

The work of organizing and equipping Union regiments continued vigorously in St. Louis and other parts of the State, and it was not long before Lyon had a large force at his command. The friends of the Southern cause were not idle. They raised companies in all the interior counties for Governor Jackson, and adopted measures to provision and equip his army.

In the latter part of June General Fremont took command of the Department of the West. General Lyon and his forces left Boonville on the third of July for the southwestern counties of the State. He had several engagements with the enemy at different points on the way, and reached Springfield on the 16th. Regiments from Illinois, Iowa, and other States came into the State, and some of them were sent to join Lyon at Springfield. On the first of August General Lyon ordered his entire command, with the exception of a small guard, to rendezvous at Crane's Creek, ten miles south of Springfield. When arrangements had been fully made, the army took up the line of march south in pursuit of the enemy. A portion of the State troops was overtaken at Dug Springs, and a skirmish ensued. The march was continued until the 10th of August, when Lyon found the State troops collected at Wilson's Creek, under command of General Sterling Price. A battle ensued, in which General Lyon lost his life.

Hostilities continued active throughout the State during 1861, several engagements occurring between the State and Federal troops, and much valuable property being destroyed.

On the 22d of July 1861, the State Convention re-assembled. Its first business was to declare vacant the seat of Sterling Price, the president. Then it declared the offices of Governor, Lieutenant-Governor and Secretary of State vacant, and provided that the vacancies should be filled by the Convention, the officers so appointed to hold their position until provision could be made for an election by the people. The following officers were elected on the 31st of July: Hamilton R. Gamble, Provisional Governor; Willard P. Hall, Lieutenant-Governor; Mordecai Oliver, Secretary of State. These officers were at once inaugurated, and entered upon the discharge of their duties. The Convention made ample provision for carrying on the State Government, and to aid the Government of the United States in maintaining its authority.

Governor Jackson fled from the State and sought security in the Confederate

army in Arkansas. Previous to leaving, however, he convened his Legislature at Neosho, where all sorts of imaginary laws were passed. At a later period Lieutenant-Governor Thomas C. Reynolds appeared at New Madrid, and issued a proclamation to the people of Missouri, calling upon them to expel the "invaders."

Governor Gamble issued a temperate and sensible address to the people of the State, and appealed especially to those who had taken up arms against the Federal Government, to return to their allegiance, promising them amnesty.

In the autumn of 1862 a new Legislature was elected, which assembled at Jefferson City December 20th. Nearly all the counties were represented. The Assembly was composed of three political factions: Those that were opposed to the war, and in favor of slavery; the moderate war men, who were also in favor of gradual emancipation; and the radicals, or those who believed in prosecuting the war vigorously and wiping out slavery as soon as possible. The question of the election of two United States Senators was to be decided, and great interest was manifested by all parties. The vacancies in the Senate, created by the removal of Waldo P. Johnson and Truett Polk on the 10th of January 1862, had been temporarily filled by the Governor in the appointment of Robert Wilson and John B. Henderson, the former an old Whig and the latter a Douglas Democrat. On the organization of the Legislature it was ascertained that the Emancipationists had a majority over the Democrats, but there was a wide difference in the degree of radicalism among them. Those who were the most earnest supporters of Mr. Lincoln, and favored a vigorous prosecution of the war, were denominated "Charcoals;" the conservative Union men, who also favored a gradual system of emancipation, were termed "Claybanks;" while the anti-war and pro-slavery men gloried in the name of "Snowflakes." The two kinds of emancipationists succeeded in electing a Speaker, but when the Senatorial contest came on they could not agree. The Radicals presented B. Gratz Brown and Benjamin Loan as candidates; the Conservatives favored James O. Broadhead, S. M. Breckinridge and John B. Henderson; while the Democrats scattered their votes on various candidates. The entire session was spent in an effort to unite the emancipationists upon two men of moderate views, but without effect. The friends of B. Gratz Brown refused to compromise, and, holding the balance of power, prevented an election. The Legislature, after providing for the necessary expenses of the State Government and passing laws for the relief of some of the counties that had suffered by the war, adjourned to the next winter.

During the summer of 1862, the State Convention had convened and passed an ordinance continuing the provisional Governor and State officers in office until the election of 1864. The subject of compensated emancipation was discussed in that body without any decided action. The Legislature of 1862-'3 discussed the question of emancipation fully, but adjourned without submitting any plan of action. The Governor deemed it his duty to call the Convention together again to consider some plan of emancipation. He accordingly called the Convention to assemble on June 15, 1863.

In the meantime, the differences between the Conservative Union men and the Immediate Emancipationists had widened, and party-feeling was quite bitter. General Curtis, who favored the views of the latter, was removed from the command of the Department, and General John M. Schofield was ordered by the President to succeed him. A delegation of Radical Union men was sent to Washington to protest against the change, and to explain the situation to Mr. Lincoln. He seemed inclined to favor the plans of the Gradual Emancipationists, censured the Radicals, and dismissed the delegation without much satisfaction. Subsequent events in Missouri, however, convinced Mr. Lincoln that he was in error. The Immediate Emancipationists were his real friends in the State, and the only source of strength for his administration. They understood the situation in their State better than the President, and saw farther into the future than the leaders of the National cause.

The State Convention assembled on the 15th of June, and Governor Gamble sent in a message expressing his views on the subject of emancipation, asserting also that the enrolled militia were adequate to preserve peace within the State. After some days, an ordinance of emancipation was adopted, which provided for the extinction of slavery in 1870, with a system of apprenticeship which was but little better than slavery. This action of the Convention, although it was better than would have been expected a year previous, did not please the Radicals nor, in fact, a majority of those who were supporting the national administration. The war, as it progressed, was rapidly educating the people, and the members of the State Convention, it was thought, were slow to learn its lessons. Public meetings were held in St. Louis and elsewhere, condemning the action of the Convention and expressing views in favor of immediate emancipation.

When the Legislature re-assembled in the winter of 1863-4, it was found that several of the members who had acted with the Conservatives, having been educated by the events of the war, were ready now to act with the immediate emancipationists. When the Houses met in joint session the supporters of Hon. John B. Henderson, to the number of ten or twelve, expressed a willingness to vote for B. Gratz Brown if the friends of the latter would vote for Mr. Henderson. As Mr. Henderson had previously pledged himself to act with the administration party and support all necessary war measures, even to immediate emancipation, the bargain was not difficult to make, and so Hon. B. Gratz Brown was elected United States Senator for the long term and Hon. John B. Henderson for the short term. Before the close, the Legislature passed a bill providing for the call of a State Convention to revise the organic law of the State, the election to take place at the time of the general election in November.

The result of the general election in November gave a majority of unconditional Union men to the Convention, and showed that Thomas Fletcher, the radical emancipation candidate for Governor, had been elected by a majority of 41,125 over Thomas L. Price. The vote given by the people was as follows: Lincoln 71,676; McClellan 31,626. This was the first election for State officers that had been held since the autumn of 1860. The newly elected State officers

were inaugurated January 6, 1865. On the same day the Constitutional Convention assembled in St. Louis. Hon. Arnold Krekel, of St. Charles, was elected president. On the 11th a committee reported the following ordinance, which was passed, ayes 59, noes 4, absent 2: "That hereafter in this State there shall be neither slavery nor involuntary servitude, except in punishment of crime whereof the party shall have been duly convicted; and all persons held to service or labor as slaves are hereby declared free."

The passage of this ordinance produced the wildest enthusiasm in St. Louis and throughout the State. Measures were introduced into and passed by the Legislature providing for the welfare of the emancipated blacks. The number of slaves emancipated, according to the census of 1860, was 114,931. The same Convention, before its adjournment, thoroughly revised the State Constitution, introducing many new features, some of which were severely criticized after peace had been declared.

With the abolition of slavery came a new life and a new atmosphere to the State. In his inaugural address Governor Fletcher invited immigration from other States and countries, and assured capitalists that they would be amply protected in their investments. The resources of the State were clearly set forth, and flattering inducements held out to all. As a result, immigration rapidly poured in and the State seemed on the high road to prosperity. The State debt was large, but on the recommendation of the Governor, with the concurrence of the Legislature, it was subsequently greatly reduced by the sale of railroads on which the State held mortgages.

Joseph W. McClurg succeeded Governor Fletcher in 1868 as Chief Executive and did much toward harmonizing the people, developing the mining and agricultural interests of the State, and encouraging education and general progress.

Though the party which inaugurated free labor in the State and did so much to place the people on the road to prosperity became divided in 1869 and 1870, and eventually went out of power, the State is by no means retrograding. Governor Brown, who succeeded Governor McClurg, did much to advance the material interests of the State. His successor, Governor Woodson, pursued a wise and conciliatory course, and was known as the friend of immigration and education and progress. The present Executive, Hon. Charles H. Hardin, has given much satisfaction to all parties by his impartial and prudent administration of affairs.

CHAPTER XI.

GEOGRAPHICAL POSITION.—GEOLOGY.

IN the center of a vast continent washed by two oceans, and through which flows the mightiest river in the world, lies a territory larger in extent, fairer in physical proportions, richer in soil and in all gifts of nature, than any other favored place given by the Almighty to the world's people. In the center, also, of a great civilization, it stands receiving and giving, as the tide of humanity moves from the Atlantic to the Pacific. This territory is the great commonwealth of Missouri. In the foregoing pages, we have seen something of her political and social progress. Let us look at the frame-work and physical structure of this young giantess; let us watch her as she gains strength and beauty in form and features, and robes herself in garments befitting her position in the sisterhood of States. Nature has placed her under a kindly sky, in the northern temperate zone, the climate being tempered between the long and severe winters of the north and the protracted and fierce summers of the south. Frequent battles, it is true, occur between the winds from the Gulf and the currents from the frozen zone, but such changes apply a stimulus and discipline to man's physical, intellectual and moral nature not found in a climate of either perpetual sunshine, or frost.

The State of Missouri extends from $36^{\circ} 30'$ to $40^{\circ} 30'$ of north latitude, and from $89^{\circ} 30'$ to $95^{\circ} 52'$ of west longitude, measuring from north to south 277 miles, and from east to west a breadth averaging about 250 miles—though in the extreme southern section it exceeds 300—covering an area of 67,380 square miles. Its eastern boundary of 470 miles rests on the Mississippi river, and meets the important affluents of the Illinois and the Ohio; which streams, with their numerous ramifications, drain the vast basin between the great lakes and the Alleghany and Cumberland mountains, and place it in immediate commercial relations with Missouri. On the northwest, for some two hundred miles it is bounded by the Missouri river, and meets its tributaries, the Kansas and the Nebraska, the latter debouching near its northern border. These embrace with their vast net-work of branches, the great plains as far as the Rocky Mountains, and bind their currents and slopes to the natural commercial system of Missouri. Having received the Kansas river, the Missouri, turning eastward and intersecting the State to which it gives name, hastens to join the less vast and turbid, but more direct, current of the Mississippi.

The State of Missouri may be considered as framed on the river whose name it bears. The Missouri, with its basin and that of its tributaries—the Nodaway, the Little Platte, the Grand and the Chariton on the north, and the Gasconade, the Osage and lesser streams on the south—fills the entire State, with the exception of a narrow rim adjacent to the Mississippi and sloping towards it, and a small section on the south, which, lying beyond the water-shed of the Ozarks, is

drained by the St. Francis and the head-waters of the White and Black and the Current rivers.

In territorial extent, Missouri far surpasses any of the second-class kingdoms of Europe, and ranks with some that have aspired to supremacy on that continent. It is more than one-third larger than the realm of England; two-thirds as large as all the British Isles, or as all the Italian Peninsula. It is twice the size of Portugal; more than three times that of Denmark; nearly four times that of the Kingdom of Greece; more than five times that of the Netherlands; nearly three times as large as all the Swiss Cantons. It is equal to one-third of the entire realm of France, and is larger than all the New England States together, with another Connecticut added on. It is the largest of all the United States lying east of New Mexico and the great Plains, except Texas and Minnesota. In its extent of arable territory, it probably is surpassed by none. Very little land, in proportion to the whole, is waste. That which is not fitted for the plow is rich in minerals or adapted to fruit and grape culture, or pasturage. In general richness of soil and agricultural capacity, in proportion to its area, Missouri is probably equaled by few countries on the globe—surpassed by none, unless perhaps by the States immediately east and north of it. In variety of resources and productions, in diversity of soil, surface, scenery and elevation, as well as in abundance of streams for navigation, irrigation and mill-power, and in richness of mineral treasures, it far surpasses even these. That portion of the State north of the Missouri is a continuation of the vast plains of Iowa and Wisconsin, sloping southward to the bed of the Missouri, and commonly increasing in depth and richness of soil with the progress of the slope. Like those plains, most of this section of the State is a vast expanse of fertile, undulating prairie, tissued and veined by small streams with wooded banks, and studded with occasional groves, like oases in the verdant wastes.

The northwest angle of the State, drained by the Little Platte and the Nodaway, abounds in extensive and heavy forests. All this region north of the Missouri is most attractive to the agriculturist. It has an exuberant and varied soil, of easy tillage, and yielding rich harvests of wheat, maize and all the fruits and vegetables of the latitude.

These plains when broken into bluffs and ridges by the water-courses, furnish well-watered pasturage-grounds most grateful to flocks and herds. The low prairies of the river-borders and bottoms produce even richer harvests than the uplands, and are especially adapted to the growth and culture of hemp and tobacco; while the slopes of the bluffs that border them present a soil and situation most desirable for vineyards. Indeed, these slopes along the Mississippi and Missouri and their affluents in northern and southern Missouri, assure for the State in the future rich and extensive grape culture, unsurpassed on the continent. These bluffs, and the acclivities of the Ozark, which are in soil and exposure admirably adapted to the growth of the vine, furnish Missouri more than a million of acres of the best grape lands in the world. Heavy forests of the best timber also abound along all the streams of this region.

The portion of the State south of the Missouri river presents a wide variety of soil, surface and scenery. It may be regarded as divided into two great sections—the Ozark section, and the Osage section. Its great characteristic feature is the highlands of the Ozark, which starting near the forks of the Arkansas river, enter the State in the southwest, between the valleys of the Neosho and the White rivers, and extend toward the northeast. Dividing north of Pilot Knob, one range spreads out along the Mississippi river, from below Cape Girardeau to the mouth of the Meramec, about one hundred and twenty miles; the other, turning northward, strikes the Missouri east of the Osage, near the mouth of the Gasconade.

The Osage—four hundred miles in length—is navigable some two hundred miles from its mouth for light-draught steamers, and passes through some of the richest lands and most picturesque bluff scenery in the State. In the basin of the Osage, coal is found abundantly. Indeed a carboniferous system seems to underlie all the low lands in this section of the basin of the Missouri. This and other minerals, which in other countries are associated with desolate and barren regions, here often underlie the richest soil, or are covered with valuable forests and nutritious grasses.

The geology of the State ranges from the upper coal measures to the lower Silurian formations, extending in places to the metamorphic and igneous rock; but over all the surface of the State not covered by the Ozark highlands or the river bottoms, extends the formation called *loess*, resting mainly on carboniferous rock, but found posited on all strata, to the lower Silurian. This formation, the supposed deposit of some vast pre-adamite sea, varying from sixty to two hundred feet in thickness, extends—except where broken or abraded by special causes—over three fifths of the State, overspreading all the country north of the Osage and the Missouri, together with the county of St. Louis and all the counties lying on the Mississippi river.

It is composed of a pulverulent marl and clay, mixed with other ingredients, and forms a soil of great richness, easily tillable and, with subsoiling, inexhaustible. Its fertility is surpassed only by that of the alluvial lands and bottom prairies. These bottom lands form a very important feature of the agricultural resources of the State. They are belts of country extending along all its principal streams, varying in breadth, usually in proportion to the size of the river. Those on the Mississippi and Missouri, where these streams touch this State, average, according to Prof. Swallow, five miles. They seem formed partly by the deposit of the river, partly by that of primeval lakes and seas, which as the continent emerged, finally wore out, in their retreat, their pathway between the bluffs as shores.

These alluvial tracts abound in forests of the finest timber, of such varieties as the elm, ash, hickory, pecan, maple and oak.

MINERAL WEALTH.

LEAD MINES.

THERE is no country on the globe perhaps that possesses one-half the extent and variety in lead deposits that Missouri can claim. Though the southeastern and southwestern portions of the State have thus far developed the most extensive deposits and attracted the most attention, ore of the best quality has been found at many points in the interior counties. The great lead regions of the southeast, occupies large portions of Madison, St. Francois, Ste. Genevieve, Washington, Jefferson, and Franklin counties. In the southwest, the richest deposits and the most profitable mines lie in Newton, Jasper, Ozark and Douglas counties; but good indications of ore, in rich deposits, have been found in Wayne, Carter, Reynolds, Crawford, Pulaski, Texas, Wright, Webster and Christian counties. The central lead district of the State embraces Cole, Cooper, Moniteau, Morgan, Miller, Benton, Maries, Camden and Osage.

The region known as Mine la Motte was discovered about 1720, by La Motte and Renault; it was not, however, until this territory was ceded to Spain, that any considerable mining for lead was done in that part of Missouri. Mine à Breton was discovered by Mr. M. C. Breton about the same time, or a little later.

Moses Austin, of Virginia, secured from the Spanish Government a large grant of land near Potosi, and sunk the first regular shaft upon the lode of mineral found going down in an opening in the magnesian limestone. After taking out large quantities of lead, he erected, in 1789, the first reverberatory furnace for the reduction of lead ever built in America.

The most noted of the Franklin county mines are the Virginia, Net Hope, Golconda, Evans, Skewes, Elliott, Darby, Patton, Massey, Berthold, Gravelly, Enloe and Hamilton. Some of these mines have produced large quantities of lead, and have been in operation many years. At present they are worked but little. A New York company purchased the Virginia mines in 1873, and made extensive preparations for work, erecting a large furnace and warehouse before any ore was brought to the surface. The practical work of sinking for lead was not done properly, and the results were not satisfactory. If mining were conducted in Franklin county, in a business-like manner, and by skillful miners, there is no doubt but that large quantities of pure lead could be produced.

In Jefferson and Washington counties, rich veins have been opened. At the Webster mines, the silicate and carbonate of zinc are always found accompanying the lead. At the Vallé mines, silicate of zinc and baryta occur, as well as hematite iron ore.

The Great Mammoth Mine was a succession of caves, in which millions of pounds of lead were found adhering to the sides and roof and on the bottom, mixed with clay and baryta.

The Frumet or Einstein mines are the most productive that have ever been opened in Jefferson county, and are now producing one hundred and seven pigs of lead a day, beside large quantities of zinc ore. There are in the same neighborhood valuable lead tracts that have not been opened.

In Washington county, lead mining has been carried on for a greater length of time without interruption than in any other county in the State.

At the mines of the Memphis Lead Company, southeast of Potosi, are found small cubes of lead disseminated through a hard geodic limestone, in which sulphate of baryta and silicate of zinc are found together.

The mines in the central lead district of the State are attracting great attention. Large quantities of ore have been taken out in Cole, Moniteau and Morgan counties, and only capital and skillful mining are required to make any of these mines profitable.

In the vicinity of Linn creek, Camden county, are found considerable deposits of lead, and a number of mines have been successfully worked.

Miller county is particularly rich in galeniferous ore, and fine specimens are frequently seen on the surface.

Benton county contains a number of lead deposits, the most important being the Cole Cony mines.

Morgan county can boast of having lead in every township. In one portion of the county there is a region, representing more than a thousand acres, where lead is everywhere found by digging a few feet.

The Newton county lead mines are the oldest, and probably the richest, in Southwestern Missouri. The Granby mines, discovered in 1855, yielded, up to the commencement of the civil war, 35,414,014 pounds of lead; and since that time to May 1875, over 30,000,000 pounds, in addition to large amounts of which no account was kept. The yield is now larger than ever, and eleven furnaces, which run night and day, are barely sufficient to smelt the ore. These mines are in and around Granby. Other mines—the Cornwall and the Thurman—have been, and are still, yielding largely. The Mosely, Cedar Creek, Bowman, Seneca, and other mines have produced more or less. The mineral wealth of Newton county is yet waiting development, as lead is everywhere found by hunting a little for it.

In Jasper county, the mineral resources are inexhaustible. Lead ore seems to have been obtained here at a very early day, and was traded by the Indians for supplies. During 1874, lead ore was smelted at Joplin to the amount of about 22,400,000 pounds. New mineral lands in Jasper county are constantly being thrown open to miners, and there is no doubt but that the future production of lead will greatly exceed that of the past.

Figures showing the pig lead production for the past two or three years, will establish Missouri's claim as the great lead-bearing territory of the United States.

The production for 1872 was 20,320,000 pounds, for 1873, 25,000,000 pounds, and for 1874, nearly 32,000,000 pounds. Much of this increase is due to the extended mining operations in Central, and the increased yield of lead in South-western, Missouri.

IRON MINES.

The immense mountains and beds of iron which nature has so lavishly bestowed upon the State of Missouri, excite the wonder and admiration of the world. Iron occurs in all the counties of South Missouri, and in large masses in three-fourths of them. The probability is, that at least one hundred and seventy-five square miles of territory are underlaid by solid iron ore. As Governor Woodson said, a year or two since in a public address, "If all other mines in the United States were abandoned, ours would furnish a supply for our vast national domains for hundreds of years."

The iron ores of Missouri are, according to Professor R. O. Thompson, "red hematite, red oxide, specular, brown hematite or limonite, hydrous oxide, oxidulous or magnetic, and spathic, or carbonate of iron. Besides these, are found almost every other character and condition of iron formation known, but they cannot be made useful in the production of iron. The specular ores are found in the lower Silurian rocks, in the porphyries of the Palæozoic age, in the granites, and in the boulder, drift and clay formations of a very late period."

This same authority says: "Where the ore occurs in veins, or lodes, in the older rocks, it was deposited there by igneous action and force in the manner of an injection. It was forced into the rents and openings in a fluid form and there crystallized. There are other localities where the formation was made by steam carrying the gaseous matter to its present beds, where it slowly solidified."

Undoubtedly, this eminent geologist is correct in his theory; be that as it may, the iron is here, and in unlimited quantities. Iron Mountain and Pilot Knob, in the southeastern part of this State, are the greatest exposures of specular iron yet discovered. Professor Swallow says of these great deposits: "But little can be said of this mountain of iron, as there is no room for speculation or doubt as to the quantity or quality — one is inexhaustible, and the other cannot be improved for many purposes. The quantity above the level of the valley is easily estimated. The height of the mountain is 228 feet, and its base covers an area of 500 acres, which gives 1,655,280,000 cubic feet, or 230,187,375 tons of ore. But this is only a fraction of the ore at this locality. The nature of the ore, the plutonic character of the associated rocks, and the position of the ore beneath the level of the valley, and the sedimentary rocks skirting the base of the mountain, all indicate its igneous origin, and that it extends downward indefinitely, enlarging as it descends. But on the supposition that it continues of the same size, every foot of descent will give over 3,000,000 tons of iron ore. Pilot Knob is 581 feet high (its base 537 feet above St. Louis), and it covers an area of 360 acres.

A large portion of this mountain is pure ore; it is not easy to estimate the quantity, but it is known to be enormous, and may be considered inexhaustible. The amount above the surface cannot be less than 13,972,773 tons. There is ore enough of the very best quality within a few miles of Pilot Knob and Iron Mountain, above the surface of the valleys, to furnish one million tons per annum of manufactured iron for the next two hundred years."

The Scotia Iron Banks, in Crawford county, are most remarkable formations. They are located on the Meramec river, and have been worked a number of years, supplying Scotia Iron Works with ore, and also shipping large quantities to the East. The specular ore is a deep steel-gray color, and with a metallic luster. The supply of ore here is equal to any demand that may ever be made upon it.

Iron Ridge Mine, in Crawford county, yields a fine quality of ore similar to the Scotia, and ships thousands of tons weekly over the Atlantic & Pacific railroad.

The Simmons Mountain, near Salem, in Dent county, is about 100 feet high and covers nearly 40 acres. Shafts have been sunk here determining more than 30 feet of solid ore. The ore is a splendid, compact, brilliant specular, very hard, and free from deleterious substances. It is, next to Iron Mountain, the largest specular iron deposit in the State.

Other extensive iron deposits have been developed in various parts of the State. The following are the more important among them: Lewis Mountain, Iron county, near Arcadia; Buford Mountain, Iron county; Hogan Mountain, in the same county; Shut-in, Russell, Ackhurst, Culbertson and Big Bogy Mountain banks, all in Iron county; Meramec Bank, six miles south of St. James, in Phelps county; Benton Creek Bank, Crawford county; Taylor Bank, Dent county; Pomeroy Bank, Dent county, Beaver Creek Bank, Phelps county; the Thurmond Bank, near Stanton on the Atlantic & Pacific railroad; Cherry Valley Bank, near Steelville, Crawford county; the Orchard Bank, at Salem, Dent county; Santee & Clark's bank, Phelps county; Buckland Bank, Phelps county; Kelley Banks, in same county; the Shaft Hill Bank, Callaway county; the Chenoz Bank, in Wayne county. Besides these, there are more than five hundred places in the State where iron has been dug in greater or less quantities. As Prof. Thompson remarks, "Their lithological character is much the same, and they have ore enough to run one hundred furnaces for one thousand years. More could not be desired, without an appearance of too much solicitude for posterity, who would be too far removed to appreciate our good wishes."

COAL MINES.

The total area of the Missouri coal-field is 21,000 square miles of upper, or barren measure, embracing a vertical thickness of 1,300 feet; the lower and middle measure extends over an area of 12,000 square miles, and also underlying the upper measures. They include an aggregate of twenty feet of workable coal-beds, which occur in thickness from sixteen inches to five feet. Beds of sufficient thickness to be profitably worked, may be found from the surface to 200 feet depth, over

an area of 7,500 square miles. Without doubt 14,000 square miles of the surface of the State are underlaid by twenty feet of coal, which is thick enough to mine, or a total of thirty feet including all thicknesses. Most of the State underlaid by the coal measure, is rich farming land. That underlaid by the upper measures includes the richest, and is equal to any upon the globe. The southeastern boundary of the coal measures has been traced from the mouth of the Des Moines, through Clark, Lewis, Scotland, Adair, Macon, Shelby, Monroe, Audrain, Callaway, Boone, Cooper, Pettis, Benton, Henry, St. Clair, Bates, Vernon, Cedar, Dade, Barton and Jasper counties into the Indian Territory, and every county on the northwest of this line is known to contain more or less coal. Vast quantities of coal exist in Johnson, Pettis, Lafayette, Cass, Chariton, Howard, Putnam and Audrain.

Outside of the coal-fields, as given above, the regular coal rocks also exist in Ralls, Montgomery, Warren, St. Charles, Callaway and St. Louis, and local deposits of cannel and bituminous coal in Moniteau, Cole, Morgan, Crawford, Lincoln and Callaway. Prof. Swallow says: "If the average thickness of workable coal be one foot only, it will give 26,800,000,000 tons for the whole area occupied by coal rocks. But in many places the thickness of the workable beds is over 15 feet, and the least estimate that can be made for the whole area is 5 feet. This will give over 134,000,000,000 tons of good available coal in our State."

MISCELLANEOUS.

Copper has been found in several counties in paying quantities. In Shannon, Madison and Franklin counties this ore has been known to exist for a long time. Deposits of copper have also been discovered in Dent, Crawford, Benton, Maries, Green, Lawrence, Dade, Taney, Dallas, Phelps, Reynolds and Wright counties.

Zinc is very abundant in nearly all the counties where lead exists, especially where there is mountain limestone. The zinc works in South St. Louis are supplied with ore from Southwest and Southeast Missouri.

Cobalt, nickel, manganese, silver, tin and gold have been found in some localities.

Numerous and extensive beds of marble are found in the State, some of them very valuable, and every year becoming more so. Much of the limestone found in some localities is hard and durable, and makes excellent building material.

The granite quarries in Southeast Missouri are extensive and valuable. The most abundant granite is a coarse-grained, red kind, of great beauty as a building material for foundations, and, when polished, for pillars and columns.

The State also abounds in valuable clays for fire-bricks, piping, etc. Hydraulic limes in large quantities exist in Cooper, Marion, Ralls and other counties. Sulphate of baryta is abundant in its pure white form. Paints of all colors exist in extensive beds in Southeast Missouri, and in some of the central counties. Some of these paints have been tested thoroughly, and found to be fire-proof and durable.

Advancing civilization must necessarily stimulate and develop mechanical industry, by subordinating and bringing into practical use the metals and other materials of nature for the benefit of man. Such is a wonderful feature in American civilization. Everywhere upon the broad domain of the continent, art and interest are rapidly creating foundries and factories. But a few years ago, the "Helper Book" called the attention of mankind, to behold the contrast between the despoiling power of slavery and the quickening power of liberty, to be seen in the slave border States and in the free border States. The author, to make his work more effective, made the contrast between States. Missouri and Illinois were put in contrast, and the world asked to behold the misfortune of the one and the glory of the other. But how stands the account to-day? Stripped of slavery, Missouri wanted but an opportunity and she would rise superior to Illinois, as the figures below demonstrate. She was behind in 1860 but, ahead in 1870. She now ranks fifth as a manufacturing State, and will soon be the first.

TABLE SHOWING THE MANUFACTURING INDUSTRY OF THE UNITED STATES IN 1860 AND 1870,
WITH RANK OF STATES AND RATE OF INCREASE

Rank in 1870.	STATES.	Amount in 1870.	Rank in 1860.	Amount in 1860.	Rate per cent. of increase.	REMARKS.
1	New York	\$785,194,651 00	1	\$378,870,039 00	107	nearly 1,627,608,511
2	Pennsylvania.....	712,178,944 00	2	290,121,188 00	146	do 1,647,687,128
3	Massachusetts.....	553,912,568 00	3	255,545,922 00	117	do 1,199,787,999
4	Ohio.....	269,713,610 00	4	121,691,148 00	122	do 597,685,351
5	Missouri.....	206,213,429 00	11	41,782,931 00	394	do 1,017,663,272
6	Illinois.....	205,620,672 00	8	57,580,886 00	257	
7	New Jersey.....	169,237,732 00	6	76,306,104 00	162	
8	Connecticut.....	161,005,474 00	5	81,924,555 00	97	
9	Michigan.....	118,394,976 00	17	32,658,356 00	262	
10	Rhode Island.....	111,418,354 00	13	40,711,296 00	173.6	
11	Indiana.....	108,617,278 00	10	42,803,469 00	153.7	
12	Maine.....	79,497,521 00	14	38,193,254 00	108.1	
13	Wisconsin.....	77,214,326 00	18	27,749,467 00	177.1	
14	Maryland.....	76,593,913 00	12	41,735,157 00	83.6	
15	New Hampshire.....	71,038,259 00	16	37,586,453 00	89	
16	California.....	66,594,556 00	7	68,253,238 00		Decrease 24 $\frac{2}{3}$ cent.
17	Kentucky.....	54,625,809 00	15	37,931,250 00	4	
18	Iowa.....	46,234,322 00	24	13,971,325 00	230.2	
19	Virginia.....	38,364,322 00	9	50,652,124 00	See West Va.	One State in 1860.
20	Tennessee.....	34,362,626 00	19	17,987,225 00	91.4	
21	Minnesota.....	33,110,700 00	32	3,373,172 00	881.6	
22	Vermont.....	32,184,606 00	23	14,637,807 00	119.8	
23	Georgia.....	31,196,115 00	20	16,925,564 00	84.3	
24	Louisiana.....	24,161,905 00	22	15,587,473 00	55	
25	West Virginia.....	24,118,051 00	25	23,3	23.3	
26	Delaware.....	16,791,382 00	26	9,892,902 00	70.7	
27	Nevada.....	15,870,539 00				Not reported in '60.
28	Alabama.....	12,040,644 00	25	10,588,566 00	13.7	
29	Kansas.....	11,775,823 00	31	4,357,408 00	170.2	
30	Texas.....	11,517,302 00	29	6,577,202 00	75.1	
31	District Columbia.....	9,292,173 00	30	5,412,102 00	71.6	
32	Mississippi.....	8,154,758 00	28	6,590,687 00	33.5	
33	Oregon.....	6,877,387 00	33	2,976,761 00	131	
34	Nebraska.....	5,738,512 00	39	607,328 00	844.8	
35	Florida.....	4,685,403 00	35	2,457,969 00	91.4	
36	Arkansas.....	4,629,234 00	34	2,880,578 00	60.7	
37	Colorado.....	2,852,820 00				Not reported in '60.
38	Washington.....	2,851,052 00	36	1,606,921 00	102.6	
39	Montana.....	2,494,510 00				Not reported in '60.
40	Utah.....	2,343,019 00	38	900,153 00	160.2	
41	North Carolina.....	1,931,327 00	21	16,678,698 00		Decrease 88. 4 $\frac{2}{3}$ ct.
42	New Mexico.....	1,489,868 00	37	1,249,123 00	19.2	
43	Idaho.....	1,047,614 00				Not reported in '60.
44	South Carolina.....	985,898 00	27	8,615,195 00		Decrease 88, 5 $\frac{2}{3}$ ct.
45	Wyoming.....	765,424 00				Not reported in '60.
46	Arizona.....	185,410 00				do do
47	Dakota.....	178,570 00				do do

AGRICULTURE.

THIS beautiful domain, so vast in extent, so varied in surface and feature, with pleasing contrasts of hill, meadow, table-land, river basin, grove and prairies, this land, so carefully tempered by Nature between the extremes of heat and cold; with soils capable of producing all the growths that belong to her latitude which may administer to man's necessities, pleasures, convenience or pride, was, until a few years ago, comparatively undeveloped and uncultivated. Of the 43,123,200 acres only 9,732,670 acres were embraced in farms up to 1860, and of these the cultivation was of the most limited quality. The ordinance of admission into the Union with a slave constitution put manacles not only on man but on nature. In the early settlement of the State, and later, those who were able to own slaves purchased large tracts of land—of the best quality—and commenced its cultivation with this unwilling labor. These laborers had no interest in doing their work well, or in so tilling the soil that it would produce better crops from year to year; and their masters were too much interested in realizing immediate returns in money, to lay plans for the future, to introduce improvements in agriculture, or to use means for bringing the land to a higher degree of fertility. The tobacco crop was easily cultivated, though it sapped the soil and rendered it unfit for other growths. Large crops of wheat and corn were raised, but the hay crop was neglected, the corn used for fodder, and the wheat consumed mostly at home. But few farms of any size were cultivated before the civil war without slave labor. Those who were too poor or too conscientious to own slaves generally purchased cheap lands, but; as hired laborers were few, alone they could do but little in improving the land and raising crops. As there was no encouragement to free labor, and no inducements to immigrants unless they were wealthy and believed in slavery, it is not strange that the agricultural interests of Missouri developed slowly.

It may be interesting to compare the development of Illinois with that of our own State during the same period of history. The former, lying immediately east of Missouri, on the same great river, and chiefly in the same latitude, but with inferior conditions of soil and climate, was admitted into the Union as a free State about the same time. The population of Missouri in 1820 was 66,557; of Illinois, 55,162. In ten years Illinois had increased to 157,445, Missouri to 140,455. In 1840, Illinois had a population of 476,183; Missouri had 383,702. In 1850, Illinois had 851,470; Missouri had 682,044. In 1860, Illinois had 1,711,951; Missouri had 1,182,012. The real estate and personal property of Missouri the same year was valued at \$501,214,398, while that of Illinois was \$871,860,282. In 1860, Missouri had 6,246,371 acres of improved lands; Illinois

had 13,251,473 acres. The corn crop of Missouri in 1860 was 72,892,157 bushels; that of Illinois was 113,296,779 bushels. The wheat crop of Missouri that year was 4,227,586 bushels; that of Illinois was 24,159,500 bushels. The hay crop of Missouri was then 401,070 tons; that of Illinois 1,834,265 tons. There is no need of explaining these statistics. They simply show that slavery blighted the growth of Missouri, while freedom nourished and enriched Illinois. Slavery, like a two-edged sword, stood to guard Missouri from the intrusion of all who came with free labor to cultivate her soil and build up her industries; while freedom stood with open arms to welcome all—from whatever clime—who would come to till the soil, with honest, free hands, and start up various industries with their active brains.

Then came the war in 1861, which nearly depopulated whole districts of the State, and beggared other portions by furnishing, without compensation, supplies for the contending forces. Agriculture during this period made but little progress in any of the counties. Many of the farms went to ruin, and no new land was brought into cultivation.

When the ordinance of emancipation was passed in 1865, and Missouri was declared a free State, the manacles were taken from the soil as well as from the bondmen. The message of Governor Fletcher was an invitation to the world to come in and possess the land. A State Board of Immigration was created, and, in its official documents, another invitation was given for men of muscle and men of capital to come to the State. The tide of immigration set in strongly in 1865, and continued with increasing force from year to year up to 1870. Since that time, though not so great as in the few previous years, the flow of immigration has been steady and healthful.

What has been the result? The old farms, tickled with the implements of free labor, are producing more each year than ever before; a large amount of land hitherto uncultivated has been divided into small farms and sold to industrious settlers; many thousands of acres of railroad and public lands have been put upon the market, sold to actual settlers and placed under cultivation; the hill-sides and barren tracts, which in *ante-bellum* times were considered worthless, have been purchased by immigrants from Germany, France and other countries, and converted into flourishing and productive vineyards and orchards. Railroads have been built through every section of the State, over which the products of all kinds can be transported to good markets.

Missouri, as we have shown, has an area of 43,123,200 acres, and in 1870, as given by the United States census, there were planted in corn, 3,025,159 acres; in wheat, 579,230 acres; in rye, 19,166 acres; in oats, 220,000 acres; in barley, 10,795 acres; in buckwheat, 3,559; in potatoes, 21,359 acres; in tobacco, 26,146 acres; and in growing hay, 412,403 acres, making the total amount in cultivation, 4,258,817 acres. The productions from these were: in corn, 94,990,000 bushels; wheat, 6,750,000 bushels; rye, 299,000 bushels; oats, 5,525,000 bushels; barley, 285,000 bushels; buckwheat, 84,000; potatoes, 2,200,000; hay, 412,403 tons; tobacco, 19,600,000 lbs. The aggregate value of

the foregoing productions in 1870 was \$60,357,320. To produce this result, less than one-tenth of the soil was in cultivation, but no one doubts but that at least three-fourths of the entire surface is susceptible of cultivation. Assuming this to be true, instead of having only 4,258,817 acres in cultivation, we ought to have 32,342,200 or seven and one-half times as much as we really have. Upon this basis the staple products of the State ought to be increased to the following figures: Corn upon the same basis, 710,425,000 bushels; wheat, 50,775,000 rye, 2,242,500 bushels; oats, 41,437,500 bushels; barley, 2,157,500 bushels; buckwheat, 630,000 bushels; potatoes, 16,500,000 bushels; tobacco, 147,075,000 pounds; hay, 3,093,222 tons; and of the aggregate value, according to the prices that have governed for the past few years, \$452,679,900.

The Corresponding Secretary of the State Board of Agriculture, in his last report, says:

“There is no State in the Union which so happily unites all the most desirable requisites for successful stock-raising as Missouri. Occupying a middle place between her Northern and Southern sisters, she suffers neither from the long continued and excessive heat of the one, nor from the fierce frosts and interminable winters of the other. Within her boundaries there are something over 67,000 square miles of country, rarely blessed with hill and valley, and plain of unequalled fertility, watered by the innumerable tributaries of the Missouri and Mississippi, and suited to the successful cultivation of the products which supply the daily wants of man and beast. In nearly every section of the State, blue grass, the husbandman’s staunchest friend, grows spontaneously and luxuriantly. Its solid sod affords pasture for horses and cattle for nine months in the year, and even on the bare hills of the mining counties, fine range for sheep in sufficiently quantity to pasture flocks of California size is found. While such is the case, it is none the less true that the farmers of Missouri have overlooked the great natural advantages which their section possesses as a breeding and feeding center over their neighbors.”

However much the farmers may have “overlooked” their advantages, the State will compare favorably with her neighbors in the raising of live stock. The last report shows that of horses Missouri possesses 543,000, valued at \$26,324,640; mules, 89,200, value, \$6,092,360; oxen, 806,300, value, \$14,061,872; milk cows, 421,400, value, \$9,560,430; sheep, 1,408,500, value, \$2,676,150; hogs, 2,603,300, value, \$8,590,890. Total value of live stock, \$67,206,352. If, out of this number, the blooded horses and cattle (of which the State can boast as many as any of the Western States), were deducted and placed at their proper estimate, instead of being placed at an average value as common stock, the amount in money would be very much larger.

With an abundant supply of water in every section; with extensive ranges of prairie and timber land; together with the abundant crops of corn, oats and hay for winter consumption, there is no reason why Missouri should not be the great stock-raising State of the Union. As the Secretary of the State Board of Agriculture suggests in closing his last annual report: “We have 10,000 square

miles more than Illinois upon which to graze our herds; our position is quite as central; our soil as fine and grass as good. Missouri is represented by the Government statistician as occupying the following relative position, as compared with nineteen States enumerated, as to numbers: Horses, number 8; mules, 4; cattle, 4; milch cows, 9; sheep, 8; hogs, 4. The lowest number represents the dairy interest, which has been allowed to languish to the great detriment of those most interested in its support. We have been accustomed to draw our supplies of cheese and butter from the East; annually expending a handsome sum, which, had our people properly considered the question, would have remained at home to add to our accumulated wealth. An immediate and practical reform in the dairy management of farmers is to be commended. Already we discover a step or two in the right direction—butteries and cheese factories are receiving attention as legitimate adjuncts to the improved condition of the farming community, and keeping cows for their daily yield of milk is becoming a source of rapid profit. We have only to consider the question in its true light; only to profit by the example of some of our practical neighbors to reap a harvest of wealth which has heretofore gone to fill the coffers of others.

“If the farmers of Missouri will learn to appreciate the numerous advantages which they enjoy in soil, climate, position and markets, over many of those who now outcrop them in material accumulation, there is no reason to doubt that the State will, in the course of a very few years, occupy the position she so much covets, at the head of her peers, in all that goes to make a commonwealth great and prosperous. The live stock interest demands attention; a systematic move in the right direction would work marvels, and if we do not profit by the lights before us, we will have no one to blame but ourselves.”

SOCIAL PROGRESS.

THE movement of population since 1810 has been as follows, according to the decennial enumerations :

	<i>White.</i>	<i>Free Colored.</i>	<i>Slaves.</i>	<i>Total.</i>
1810	17,227	607	3,011	20,845
1820	55,988	376	10,222	66,586
1830	114,795	569	25,091	140,455
1840	323,888	1,574	58,280	383,702
1850	592,004	2,618	87,422	682,044
1860	1,064,369	2,983	114,965	1,182,217
1870 .....	.....	.....	.....	1,721,285

At the present time, without giving definite figures, we place the population of the State at 2,200,000 ; of which 705,817 are school children between the ages of five and twenty-one years.

This population is made up of people from almost every nation under the sun. It may be of interest to some readers to study its composition. Take for instance, the returns of the United States census of 1870 ; the 1,721,295 inhabitants of Missouri were born in the following States, territories and countries :

BORN IN THE UNITED STATES.

<i>States.</i>	<i>White.</i>	<i>Colored.</i>	<i>States.</i>	<i>White.</i>	<i>Colored.</i>
Alabama	4,421	821	Pennsylvania	35,113	269
Arkansas	9,846	1,117	Rhode Island.....	635	7
California	700	6	South Carolina.....	2,444	407
Connecticut.....	2,961	9	Tennessee.....	66,352	3,858
Delaware.....	1,106	26	Texas.....	2,889	497
Florida	129	47	Vermont.....	2,956	5
Georgia.....	3,379	464	Virginia.....	51,067	9,071
Illinois	72,324	292	West Virginia... ..	1,140	27
Indiana.....	51,219	84	Wisconsin.....	6,261	21
Iowa	22,383	73	District of Columbia.....	546	53
Kansas	4,783	150	Alaska.....	1	.....
Kentucky.....	92,606	10,254	Arizona.....	2	.....
Louisiana.....	3,112	933	Colorado.....	160	2
Maine	2,312	4	Dakota.....	30	1
Maryland.....	6,945	674	Idaho.....	44	3
Massachusetts.....	5,694	37	Indian Territory.....	74	19
Michigan	4,495	75	Montana.....	50	.....
Minnesota.....	1,114	11	New Mexico.....	58	12
Mississippi.....	2,106	1,375	Utah.....	151	.....
Missouri	788,489	85,501	Washington.....	4	.....
Nebraska	1,221	3	Wyoming	10	.....
Nevada	32	1	At sea under U. S. flag....	5	.....
New Hampshire.....	1,381	3	Not stated.....	896	8
New Jersey.....	3,188	12			
New York	31,736	69	Total United States.....	1,380,969	117,995
North Carolina.....	17,644	1,111	Aggregate native.....	1,499,028	
Ohio.....	75,560	502			
Oregon.....	95	1	May 23, 1871.		

BORN IN FOREIGN COUNTRIES.

Africa.....	37	France.....	6,293	Hungary.....	599
Asia.....	40	<i>Germany</i> —		Ireland.....	54,983
Atlantic Islands.....	15	Baden.....	11,206	Italy.....	934
Australia.....	82	Bavaria.....	11,197	Mexico.....	90
Austria.....	1,493	Brunswick.....	928	Norway.....	297
Belgium.....	536	Hamburg.....	478	Pacific Islands.....	1
Bermuda.....	1	Hanover.....	17,269	Poland.....	619
Bohemia.....	3,517	Hessen.....	8,074	Portugal.....	27
<i>British America</i> —		Lubec.....	16	Russia.....	140
Canada.....	7,351	Mecklenburg.....	619	Sandwich Islands.....	5
New Brunswick.....	201	Nassau.....	901	Sardinia.....	2
Newfoundland.....	22	Oldenburg.....	442	Scotland.....	3,283
Nova Scotia.....	850	Prussia.....	46,400	South America.....	37
British America, N.S.....	24	Saxony.....	3,189	Spain.....	55
		Weimar.....	29	Sweden.....	2,302
Total Brit. Am.....	8,448	Wurtemberg.....	4,917	Switzerland.....	6,597
Central America.....	7	Germany, N. S.....	7,953	Turkey.....	4
China.....	3			Wales.....	1,524
Cuba.....	37	Total Germany.....	113,618	At sea.....	131
Denmark.....	665	Great Britain.....	37	Not stated.....	18
England.....	14,314	Greece.....	2		
Europe, N. S.....	215	Holland.....	1,167	Total foreign.....	222,267

It may also be interesting to know that of the above inhabitants, 1,205,568 were over ten years of age; 632,179 being males and 373,389 females; 505,556 were engaged in some occupation: of these, 263,918 were engaged in agriculture, 106,903 in professional and personal services, 54,885 in trade and transportation, and 79,850 in manufactures and mechanical and mining industries. Of the number mentioned as engaged in agriculture, 86,807 were agricultural laborers, 17 were apiarists, 385 dairymen and dairywomen, 53 farm overseers, 174,961 farmers and farm owners, 14 florists, 1,271 gardeners and nurserymen, 187 stock drovers, 47 stock herders, 18 stock raisers, and 164 vine growers. These inhabitants, of all classes and professions, had succeeded in acquiring property to the amount of \$1,284,922,897.

As population has increased in the State, the material wealth has correspondingly increased. Much of the wealth has been brought into the State; but vastly more of it was here before the population came. Nature gave Missouri a splendid inheritance. It only remained for those who became heirs to this domain, to turn over the soil, open the mines, and utilize natural forces to find the riches that were here. This they have done to a commendable degree, and are still doing. To develop the State properly, required all the aids which intelligence, good morals, religion and science could bring, as well as muscle, bravery, hard labor and money. Therefore, in our true progress as a State, we place social and material progress side by side.

CENSUS RETURN OF THE STATE OF MISSOURI BY COUNTIES.

<i>Counties.</i>	<i>Population.</i>	<i>Counties.</i>	<i>Population.</i>
Adair.....	11,449	Livingston.....	16,730
Andrew.....	15,137	Macon.....	23,230
Atchison.....	8,440	Madison.....	5,849
Audrain.....	12,307	Maries.....	5,915
Barry.....	10,373	Marion.....	22,504
Barton.....	5,087	McDonald.....	5,226
Bates.....	15,960	Mercer.....	11,557
Benton.....	11,322	Miller.....	6,616
Bollinger.....	8,162	Mississippi.....	4,982
Boone.....	20,765	Moniteau.....	11,335
Buchanan.....	35,109	Monroe.....	17,149
Butler.....	4,298	Montgomery.....	10,405
Caldwell.....	11,390	Morgan.....	8,434
Callaway.....	19,202	New Madrid.....	6,357
Camden.....	6,108	Newton.....	12,821
Cape Girardeau.....	17,558	Nodaway.....	14,751
Carrroll.....	17,445	Oregon.....	3,287
Cass.....	19,296	Ozark.....	3,363
Carter.....	1,455	Osage.....	10,793
Cedar.....	9,474	Pemiscot.....	2,059
Chariton.....	19,135	Perry.....	9,877
Clark.....	13,667	Pettis.....	18,706
Clay.....	15,564	Phelps.....	10,506
Clinton.....	14,663	Pike.....	23,076
Cole.....	10,292	Platte.....	17,352
Cooper.....	20,692	Polk.....	12,445
Christian.....	6,707	Pulaski.....	4,714
Crawford.....	7,982	Putnam.....	11,217
Dade.....	8,683	Ralls.....	10,510
Dallas.....	8,383	Randolph.....	15,968
Daviess.....	14,410	Ray.....	18,700
DeKalb.....	9,858	Reynolds.....	3,756
Dent.....	6,357	Ripley.....	3,175
Douglas.....	3,915	St. Charles.....	21,304
Dunklin.....	5,982	St. Clair.....	6,742
Franklin.....	30,098	St. Francois.....	9,741
Gasconade.....	10,093	Ste. Genevieve.....	8,384
Gentry.....	11,607	St. Louis.....	351,189
Greene.....	21,549	Saline.....	21,672
Grundy.....	10,567	Schuyler.....	7,987
Harrison.....	14,635	Scotland.....	10,670
Henry.....	17,401	Scott.....	7,317
Hickory.....	6,452	Shannon.....	2,339
Holt.....	11,652	Shelby.....	10,119
Howard.....	17,233	Stoddard.....	8,535
Howell.....	4,218	Stone.....	3,253
Iron.....	6,278	Sullivan.....	11,908
Jackson.....	55,041	Taney.....	4,407
Jasper.....	14,929	Texas.....	9,618
Jefferson.....	15,380	Vernon.....	11,246
Johnson.....	24,649	Warren.....	9,673
Knox.....	10,974	Washington.....	11,719
Laclede.....	9,380	Wayne.....	6,068
Lafayette.....	23,623	Webster.....	10,434
Lawrence.....	13,067	Worth.....	5,004
Lewis.....	15,114	Wright.....	5,684
Lincoln.....	14,073		
Linn.....	15,900		
		Total.....	1,717,258

RAILROADS.

THE railroads of Missouri have contributed vast wealth to the State by developing its resources, bringing in capitalists, laborers and settlers, building up towns and villages, and providing good markets for the various products. It may be that railroad corporations, controlled by avaricious and unprincipled men, become oppressive monopolies, and give just cause for complaint, but when we consider what they have made Missouri, and what the State would have been without them, the benefits received largely outweigh the damages inflicted, and we can well afford to be tolerant.

The first railroad convention in the State convened in St. Louis April 20, 1835, and was attended by sixty-four delegates. It resolved to build a railroad from St. Louis to Fayette, in Howard county, and another through the southeastern part of the State, *via* Iron Mountain. These plans were not carried out then, but a few years later the Missouri Pacific was projected from St. Louis to the western boundary of the State, and the Iron Mountain to the southeastern boundary. Work on the Pacific road was commenced in 1850, and it was completed as far as Sedalia before the breaking out of the war in 1861. The Iron Mountain road was built to Pilot Knob, and the North Missouri to Macon City, when the disturbed state of the country delayed the work until the close of the war. The Hannibal & St. Joseph road was completed and in running order before the war.

The State has granted generous aid to several of these roads, in the way of issuing bonds for the construction of some, and indorsing the bonds of others.

The railroads thus far constructed are the following:

The Atlantic & Pacific, from St. Louis to Vinita, in the Indian Territory, 364 miles; Beaver Branch of the same, 5 miles. The main line of the Missouri Pacific, which is leased by the Atlantic & Pacific for 999 years, extends from St. Louis to Kansas City, with a leased extension to Atchison, Kansas; being 330 miles to the latter place. The branch from Tipton to Boonville is 25 miles; that from Sedalia to Lexington, 55 miles; that from Carondelet to Kirkwood, 11 miles—making a total of nearly 800 miles under one management.

The St. Louis, Iron Mountain & Southern operates 686 miles of road. It is a consolidation of the St. Louis & Iron Mountain, Cairo, Arkansas & Texas, and the Cairo & Fulton.

The St. Louis, Kansas City & Northern, formerly the North Missouri, extends from St. Louis to Kansas City, 275 miles; the Northern Division from Moberly to Ottumwa, Iowa; another branch from Centralia to Columbia, 22 miles; and a branch from Brunswick to Pattonsburg, 80 miles.

The Missouri, Kansas & Texas, from Hannibal via Sedalia to Denison, Texas, having by the main line 289 miles in Missouri, besides an extension from Sedalia to St. Louis. The Neosho Division runs from Junction City to Parsons, Kansas, 156 miles, and the Osage Division from Holden to Paola, 53 miles.

The Burlington & Southwestern railroad is now in progress from Burlington, Iowa, to St. Joseph, Missouri.

The Chicago & Alton railroad has control of a line from Louisiana, Missouri, to Jefferson City, 100 miles.

The Chicago, Rock Island & Pacific has 168 miles of its length in Missouri.

The Illinois, Missouri & Texas railroad is projected from Cape Girardeau through Poplar Bluff to State Line, 86 miles. A large portion of it is graded.

The Kansas City, St. Joseph & Council Bluffs railroad (consolidated with the Missouri Valley) runs up the Missouri river from Kansas City to the State Line, 260 miles.

The Laclède & Fort Scott railroad from Lebanon to Fort Scott is projected.

The Keokuk & Kansas City railway is finished a short distance.

The Memphis, Carthage & Northwestern railroad runs from Peirce City to Columbus, 45 miles, and will eventually terminate at Independence, Kansas.

The Mississippi Valley & Western railroad runs from Keokuk to Hannibal, and is projected to St. Louis.

The Missouri, Iowa & Nebraska railroad, from Alexandria to Nebraska City, has 70 miles in Missouri.

The Quincy, Missouri & Pacific railroad runs from West Quincy to Kirksville, 70 miles, and will be continued west.

The St. Louis, Salem & Little Rock railroad runs from Cuba on the A. & P. R. R. to Salem, in Dent county, a distance of 41½ miles, with four miles of branches. It is owned and operated by the proprietors of the Simmons Iron Mountain.

Narrow gauge railroads are being built in various sections of the State. The Kansas City & St. Louis, from Kansas City to Boonville, via Arrow Rock, is in progress of construction. The St. Louis Narrow Gauge, the St. Louis & Manchester, and the Olive Street Narrow Gauge, are all in course of construction. The St. Louis & Western Narrow Gauge, from St. Louis to Brunswick, has been surveyed, and will doubtless be built speedily.

The great lines from East to West, and from North to South, connect with all the important lines of the country. The lines running South and Southwest are especially important to the interests of St. Louis.

EDUCATION.

THE progress which Missouri has made in educational matters is in keeping with her advancement in other directions. At a very early day ample provision was made for the establishment of a system of common schools by donations of land by Congress and by a State tax. The inhabitants at first did not fully appreciate these privileges, and allowed the lands to lie unimproved and unsold. By the terms of the old constitution of 1820, it was provided that in each township one or more schools should be established as soon as practicable and necessary, "where the poor shall be taught gratis." By the recommendation of Governor Boggs, in 1839, the General Assembly placed the school system on a better footing. A superintendent was provided for all the schools in the State, as also a board of commissioners for each county and a board of trustees for each school district. At present, under the law, the State is divided, for convenience, by counties (114); each county is divided into Congressional townships or fractional townships, and these subdivided into districts. These districts can, if desirable, unite for the establishment of central graded schools, and cities and towns are allowed special privileges, such as graded schools, high schools, etc. In St. Louis, and some other large towns, the schools are organized under special charters.

By the terms of the present constitution "The General Assembly shall have power to require by law that every child of sufficient mental and physical ability shall attend the public schools during the period between the ages of five and eighteen years, for a time equivalent to sixteen months, unless educated by other means." It is also provided that "every person who was not a qualified voter prior to the first of January 1876, shall, in addition to other qualifications required, be able to read and write in order to become a qualified voter."

The colored children are entitled also, to the same privileges of education as the whites, but schools for their instruction must be separate. Upon the failure of local boards to discharge their duty towards colored children, the State Superintendent can exercise their prerogatives. Without doubt the present school system in Missouri, is the best the State has ever had, and will compare favorably with that of any other State.

The public school fund has gradually accumulated, until now it amounts to \$2,589,317. The interest on this fund, with 25 per cent. of the State revenue, constitutes the school fund for each year apportioned to all the children in the State between the ages of five and twenty-one years. The State school revenue in 1874, amounted to \$410,269.31, which gave about fifty-eight cents to each scholar enumerated. Besides this, there is, in nearly all of the counties, a school

fund which came from a sale of "swamp and overflowed lands," given by the General Government for school purposes; and a township fund resulting from a land grant made by the General Government consisting of section sixteen in each congressional township, and amounting in the aggregate to 1,200,000 acres.

The number of public schools in the State in 1874, was 7,829, of which 7,547 were for white and 282 for colored children. The number of private schools was 661; number of Normal schools, 3; and a State University.

The number of pupils enrolled in the public schools in 1873, was 371,440; in the private schools, about 35,000; in the University and Normal schools, 1,252. The number of teachers in the State that year was 9,676, and their average monthly wages were—for males \$39.87; for females, \$30 36. The whole number of school-houses in the State is 7,224, of which 424 are brick, 4,636 frame, and 2,164 log.

Of the educational establishments in the State, not under the government of the school law, there are five, besides the various academies and colleges. The the most important of these is:

UNIVERSITY OF THE STATE OF MISSOURI.

The Congress of the United States, in accordance with its established policy, made to the State of Missouri, upon its admission into the Union in 1820, a grant of two townships of land for the support of a seminary of learning.

The establishment of the University is due to this grant of Congress, as is also that of other State universities in the new States, to similar grants. The State Legislature thus became the trustee for the management of the land, and the application of the funds arising therefrom, in accordance with the beneficial design of Congress to aid the new State in the support of an institution of higher learning.

The lands selected, known as the "Seminary Lands," were among the best and most valuable in the State. By an act passed in 1832, the Legislature made provision to offer them for sale at a minimum price of two dollars per acre. The result of this extremely improvident legislation was that barely \$70,000, after expenses paid, was realized from these magnificent lands, worth at least a half million of dollars. The sum thus originating was invested in the stock of the old Bank of the State of Missouri. When it had grown by accumulation to the sum of \$100,000, the question of instituting and locating the University began to be agitated.

In the year 1839 an act was passed "to provide for the institution and support of the State University and for the government of colleges." This act, drafted by the Hon. Henry S. Geyer, a distinguished lawyer, and afterward United States Senator, was very elaborate, consisting of five articles, and provided for colleges and academies in different parts of the State, to be connected with the State University, and to be under the visatorial power of its curators.

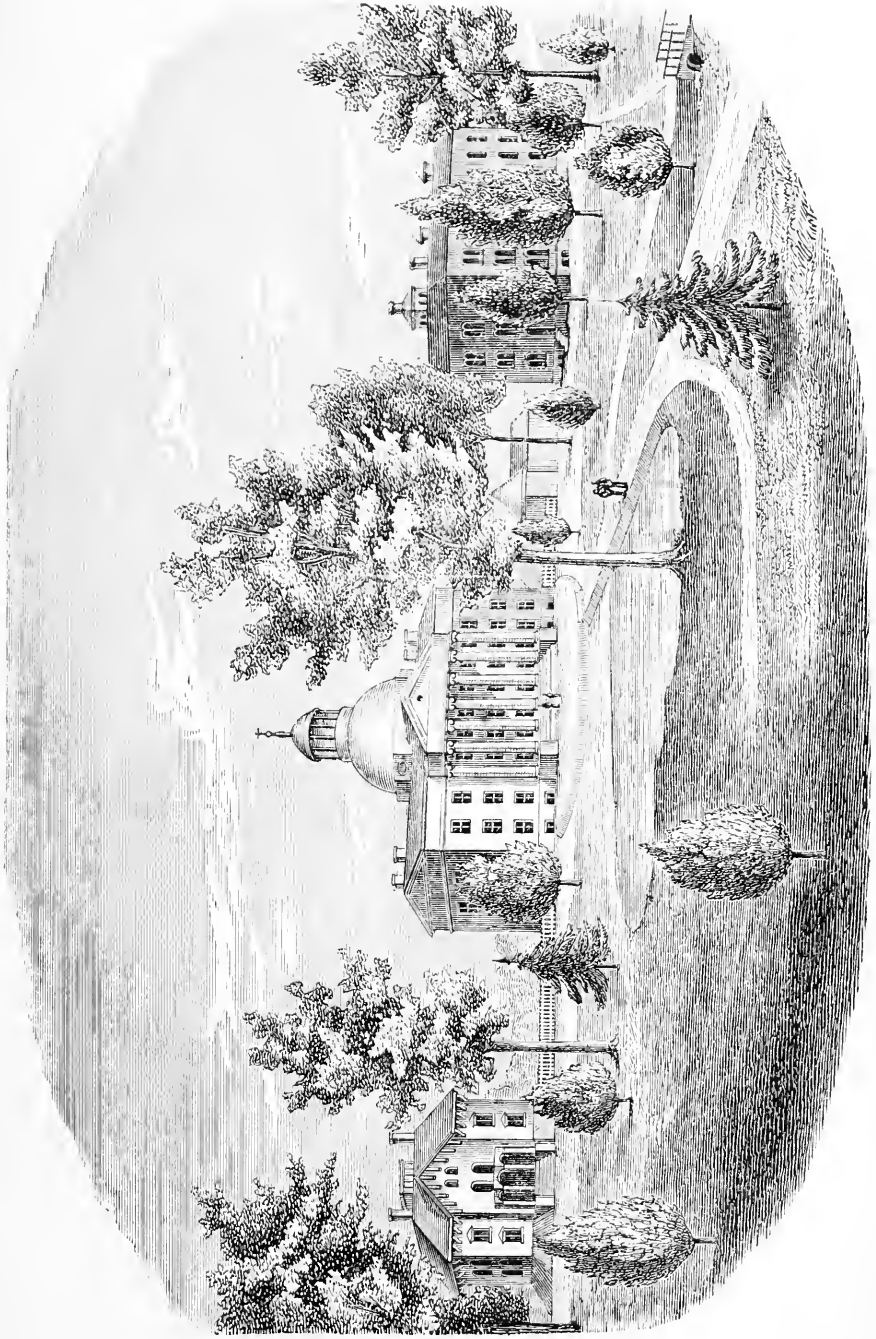
This idea of a State University, with branches and subordinate institutions

scattered throughout the State, was a favorite one with many distinguished men in the earlier history of the country, and was placed upon the statute book of several of the States; but the plan was found cumbrous, and too unwieldy to be carried out into practice, and was abandoned wherever projected. But another capital defect was, no adequate endowment was provided for so extensive a scheme.

In the same year, an act was passed making provision for selecting a site for the University. This act was drafted by the Hon. James S. Rollins, at that time the representative of Boone county in the Legislature, and who has since so honorably distinguished himself by his efforts in behalf of the institution. The act provided that the site should contain at least fifty acres of land, in a compact form, within two miles of the county seat of the county of Cole, Cooper, Howard, Boone, Callaway or Saline. Five commissioners were appointed to select the site, viz.: Peter H. Burnett, of Clay; Chancey Durkee, of Lewis; Archibald Gamble, of St. Louis; John G. Bryan, of Washington, and John S. Phelps, of Greene.

The commissioners by the terms of the law were to meet in the City of Jefferson on the first Monday of June 1839, and thereafter at the county seat of each county mentioned, to receive conveyances of land and subscriptions of money as bids. After visiting all the county seats and receiving bids as required, the commissioners were to return to the seat of government and open the bids; "and the place presenting most advantages, keeping in view the amount subscribed, the locality and other advantages," was to be entitled to the location.

A bonus was offered by citizens of Boone county for its location at Columbia, the county seat, amounting to \$117,500; the offer was accepted by the commissioners, and the University accordingly located there on the 24th of June. This was certainly a most remarkable subscription for that period. Perhaps no county or town in the United States, up to that time, had made so large a subscription for such an object. This was long before those wonders of munificence in behalf of institutions of learning, which distinguish the past few years, had occurred, and at a time when there was comparatively little money in the country, and before the effect of the great financial crisis of 1837 had passed away. The subscription of a peck of parched corn to Harvard college, in the beginnings and poverty of New England, has become historic. The fact that one man who could neither read nor write subscribed and paid \$3,000 to the State University of Missouri is as great a marvel, and as much deserves commemoration. Another remarkable fact was, that there were men who actually subscribed, and afterward paid, more than they were worth at the time the subscription was made. Five young men belonging to a class in the Academy of Bonne Femme, a school a few miles from Columbia, subscribed each \$100, and afterward, by their own exertions, earned the money and paid the subscriptions. The subscription of Boone county was largely due to the energy and zeal of James S. Rollins, then a young man just entering public life, an ardent friend of education, and



STATE UNIVERSITY, COLUMBIA.

who, as already said, was the author of the bill for selecting the site.

On the 14th day of July 1840, about one year from the location, the cornerstone of the present principal University edifice was laid, in the midst of great pomp and ceremony. The address of the occasion, said to have been most impressive and eloquent, was delivered by the Hon. James L. Minor, of Jefferson City.

It is pertinent here to state that, prior to the location of the University at Columbia, there had been established, for a few years, the Columbia College. This institution had a substantial brick building two stories in height, and in dimension 26 x 60 feet. This school with its property became merged into the University, and its building afforded accommodation to the University until its main edifice was completed.

In the year 1840, the late John H. Lathrop, LL.D., then a Professor of Hamilton College, New York, was elected the first president of the University, but did not enter upon duty until the beginning of 1841.

The first class, consisting of two members, graduated in 1843. Although the institution was reasonably flourishing, few students reached the attainments required for graduation. This is, in fact, a usual condition in our Western institutions of higher education; nor is the amount of good which they accomplish to be measured by the number of those who complete the full course and attain graduation.

In the year 1850, Dr. Lathrop resigned his position as president of the University, and the Rev. James Shannon, LL.D., became his successor, and continued president six years.

Professor W. W. Hudson succeeded Dr. Shannon, and upon his death, B. B. Minor, Esq., then of Richmond, Virginia, was elected president, and continued in office about two years, when, in the troubles of the civil war, the institution was suspended, and its buildings occupied by United States troops. A portion of the Professors remained on the ground, and soon resumed their instructions, so far as they had students and circumstances permitted. In 1863, there was one graduate, and the next year two, and in 1865, five. In this year, Dr. Lathrop was again elected president, having, in 1866, returned to the University, being elected professor of English Literature. Soon after the death of Dr. Lathrop, which occurred in the summer of 1866, the present incumbent, Daniel Read, LL.D., was unanimously elected the president.

With Dr. Lathrop's last official term ends the history of the University under its organization as required by the Constitution of 1820, and the legislation growing out of that requirement. The University had existed for a period of twenty-five years—had encountered various vicissitudes—the bank stock constituting its endowment sometimes yielding very small dividends, and even at times, none at all. Yet, during this period, there was substantial progress—an educational atmosphere was created—valuable *materiel* for scientific and literary studies was collected—many useful lessons as to the administration of such an institution had been learned. While there is much to regret connected with the

history of portions of this period, involving personal and political feuds, uncongenial with literary pursuits or studious life; these are too often incident to new institutions starting in a new country, and which, when they pass away, like certain diseases of the human body, do not make a second attack. The number of students who had graduated reached nearly two hundred, while a much larger number acquired that education which fitted them for important positions in society.

During all the period of which we speak, the State did nothing whatever for the institution, beyond appointing its curators, yet paying them from the University fund. However needy the institution, the State did not make good even the deficit which occurred through State management. Far less did the State make up for the waste of a great and beneficent grant, designed for the good of her own people, which, with the ordinary care and forecast of a reasonably prudent trustee, would have afforded an ample endowment for the University.

Dr. Read soon after his election came on the ground to look into the condition of the institution, and after examination, found the funds utterly inadequate to its support as a State University, amounting as they then did to the permanent sum of but about \$7,000 a year, and encumbered also with a debt of \$25,000, the buildings and fixtures being in likewise a most dilapidated condition. After stating his views fully to the Legislature in an elaborate address, he made his acceptance dependent upon the action that body should take, as to the endowment and support of the institution.

The Legislature took favorable action, and now for the first time, recognized its obligations to support the University, by a bill, introduced by the Hon. James S. Rollins, which became a law on the 11th day of March 1867, granting to the curators \$10,000 to rebuild the president's house, which had been destroyed by fire, and also one and three-fourths per cent. of the State revenue, after deducting therefrom twenty-five per cent. for the public school fund. This grant has yielded from twelve to sixteen thousand dollars, and will be likely soon to reach twenty thousand dollars (\$20,000). It constitutes an important era in the history of the University, and is in fact, the beginning of its subsequent prosperity and advancement.

Dr. Read in pursuance of his agreement, the conditions of his acceptance having been complied with, entered upon permanent official duty in April thereafter; and at the meeting of the Board of Curators then held, presented a carefully-considered plan which was agreed to, and which has since been adhered to, and carried out so far as the means of the University would permit.

THE UNIVERSITY ORGANIZATION.—In pursuance of this plan, the University is at present organized with the following departments or colleges, established from year to year as the means of the institution prove adequate:

1. The College Proper.

This department has been retained, and is now organized with as full and complete a course in the classical and modern languages, in mathematics, in literature,

and in the natural sciences, as is known in any of our American colleges; and the ablest instructors have been secured to carry out this course of instruction. The studies are adjusted in four courses—viz: those of Arts, Science, Letters, and Philosophy—so as to allow as large a liberty of choice, as to studies, as may be consistent with the college idea, and at the same time award an appropriate degree, according to the course pursued.

The professional schools, now forming a part of the University, are the following, viz:

2. The Normal, or College of Instruction in Teaching. Opened September 1868.
3. The Agricultural and Mechanical College. September 1870.
4. The School of Mines and Metallurgy, at Rolla. November 1871.
5. The College of Law. October 1872.
6. The Medical College. February 1873.
7. The Department of Analytical and Applied Chemistry. May 1873.

DEPARTMENTS STILL CONTEMPLATED.—In the progressive development of the Institution, there are still other departments needed, in order to make a complete and well-rounded University of liberal and practical education. Among these are:

1st. The College of Mechanical Arts.—It is due the mechanics of the State that they should be recognized in the University system of the State, and that instruction should be furnished them pertaining to the mechanic arts. Besides, the Congressional land grant was equally for the benefit of a college of mechanics and agriculture. Nothing has been done in this direction for the want of means, and in this we are behind.

2d. A College of Fine Arts, embracing Drawing, Landscape Gardening, etc., auxiliary to other departments, and also for independent students in the arts of design. All art collections would properly belong to this department.

3d. The Department of Engineering, for special and professional instruction.

4th. Provision for Architecture and Construction must also be made as a part of an industrial system, without which an important branch of practical and aesthetic culture is wanting.

THE INTRODUCTION OF WOMEN STUDENTS.—Here is a very interesting and instructive part of our University history. This measure seemed at first a very bold and hazardous one. It was not so done in the days of the monks, nor in the great Universities of Europe, whether British or Continental, nor in Harvard or Yale, nor then even in Michigan, aggressive as she had been upon time-honored uses and abuses.

Young ladies were first allowed to come into the Normal Department to qualify themselves as teachers; but prejudice did not permit them even to join in the worship of the chapel, nor to come to the University for attending recitations or lectures. They were kept at the back door a full year on the score of some danger.

Finding, however, that the young women at "the Normal" did no manner of harm, they were cautiously admitted to some of the recitations and lectures in the University building itself, as supplementary to their regular exercises; providing always, they were to be marched in good order, with at least two teachers, one in the front and the other in the rear of the column, as guards.

Finally, there was another advance; the young women were permitted and invited to come into the chapel, and, after the novelty of their presence was worn off, even to join their voices in prayer and praise in the morning worship. By degrees, and carefully feeling the way, as though explosive material was all around, it was decided in 1870 to admit them to all the classes in all the departments, just as young men are admitted.

The dissent as to the disposition of the Congressional land grant of 1862, for the Agricultural and Mechanical College, was long and bitter—continued in fact from the acceptance of the grant by the State, March 17, 1853, to the final disposition, February 1870. The agitating question was as to the disposition of the fund among different institutions or its concentration upon one institution. The friends of concentration finally prevailed, and the proceeds were given over to the University for the benefit of the proposed institution, by the passage of a bill, approved February 24, 1870, and which was also introduced by Hon. James S. Rollins.

A large bonus, however, was required of Boone county in which the University is established, for the location of the Agricultural and Mechanical College, viz.: \$30,000 in cash and six hundred and forty acres of adjacent land, which with the improvements and houses thereon cost the county \$60,000. Under the authority and management of the University, there was to be established also a School of Mines in the southeast part of the State to which twenty-five per cent. of the fund was to be given for its support. The location was to be in that county which shall make the largest and best bid in lands and money, and was awarded to Phelps county, upon an offer of lands, and money in county bonds bearing ten per cent. interest per annum of \$75,000, and seven thousand seven hundred and nine acres of land valued at \$38,545—total \$138,545. It must be stated as a matter of extreme regret that the county has refused to pay the interest on these bonds, the Supreme Court of the State having decided that they were issued without the authority of law. What the result will be in consequence of this failure of a large part of the consideration for the location of the school, remains yet to be seen.

UNIVERSITY GROWTH.—The University has grown steadily in strength and influence since it first received aid and recognition by the Legislature. There is perhaps not an institution of higher education in the country which has within the past ten years made more rapid and substantial progress. The funds, buildings, number of professors and students, departments of study, library, apparatus, aid to students, both direct and by the reduction of expenses, in short all the existing means and appliances of a University, have within this period equaled

in growth and development a half century, and even more, in the history of many such institutions.

The leading idea of our State University has now become that of yearly development and progress. It must be confessed that the hindrance has been the same which has so often injured and almost destroyed other State institutions of education—the intermeddling of local partisans and politicians, who cannot, it would seem, even in the administration of a great State University, be made to understand anything beyond sectional, political or even personal considerations.

The new constitution, it is thought, will do much to remove the University from this malign influence. It reduces the governing board to nine, which had recently been increased to twenty-four, for special and malign objects. The constitution also requires the University to be supported with its present existing departments, thus making it part and parcel of the system of public education.

INCOME OF THE UNIVERSITY.—This is derived from the following sources (the annual amount being as below stated) :

Seminary fund (from grant of two townships of land by Congress upon admission of State in 1820.....	\$ 7,234
Congressional land grant, 1862, for Agricultural and Mechanical College....	8,000
Bank stock, income from.....	1,610
Students' fees.....	7,055
State paid Curators' expenses.....	1,746
Printing report, paid by State.....	2,000
Income from rent.....	973
Income from Missouri bonds.....	6,000
State revenue (1¾ per cent. after deducting 25 per cent. for public schools)..	16,000
Sale of agricultural products (college farm).....	698
Sale of horticultural products (“ “).....	257
Estimated increase of State revenue from delinquent taxes, by decision of Supreme Court, belonging to the University.....	3,000
Funds of School of Mines.....	10,000
	\$64,890

The annual income of the University will not essentially vary from the figures here given, except as it shall be increased by sale or rent of land (over 200,000 acres yet remaining) belonging to the Congressional grant of 1862, given over to the University for the support of the Agricultural and Mechanical College.

Gifts of individuals in Boone county, in order to secure the location of the University, made in the year 1839.....	\$117,500 00
Rollins Aid Fund—	
A bequest by Dr. Anthony W. Rollins, to aid young men and women in their education. The proceeds placed at the disposal of the President of the University—now amounting in gross to	30,000 00
Gift of Boone county, to secure location of Agricultural College.....	80,000 00
Town of Columbia for the same.....	10,000 00
Gift of Phelps county, to secure Mining School at Rolla.....	130,545 00
	\$368,045 00

To the above is to be added \$500.00 guaranteed by J. L. Stephens, Esq., as a prize to the best orator of the graduating class; also \$50.00 per annum awarded by Hon. John W. Harris, as a prize in the Agricultural department. Various other prizes have also been given for particular years, for excellence in special subjects, as designated by the donor.

ENDOWMENT AND AID FROM THE STATE.

Funds from sale of Seminary lands.....	\$108,700 00
Funds accruing from interest on money invested in Bank Stock.....	23,000 00
One and three-fourths per cent. of State revenue after deducting 25 per cent. for school fund.....	
Appropriation by Legislature, 1872.....	166,000 00
Amount to School of Mines under an Act introduced into the Senate Hon. James S. Rollins, approved March 29th, 1872.....	35,000 00
Congressional grant of 1862 of 330,000 acres of land, and given by the State Legislature for the support of a School of Agriculture and Mechanic Arts, and a School of Mines and Metallurgy, to be under the direction of the University which was located at Rolla. To this latter school twenty-five per cent. of the proceeds of the land were appropriated by the Legislative Act disposing of the land grant.....	

UNIVERSITY FACULTY AND INSTRUCTORS, 1875-1876.

- Daniel Read, LL.D., President, *Professor of Mental, Moral and Political Philosophy.*
 Joseph G. Norwood, M. D., LL.D., *Professor of Physics and General Chemistry, and Dean of the Medical Faculty.*
 Joseph Ficklin, Ph. D., *Professor of Mathematics, Mechanical Philosophy and Astronomy.*
 Erastus L. Ripley, A. M., *Principal of College of Normal Instruction.*
 George C. Swallow, M. D. LL.D., *Professor of Agriculture, Geology and Botany, and Dean of the Agricultural Faculty.*
 Charles P. Williams, Ph. D., *Director and Professor of General and Analytical Chemistry and Metallurgy. (Mining School.)*
 Col. James W. Abert, A. M., *Professor of Applied Mathematics and Drawing. (M. S.)*
 Paul Schweitzer, Ph. D., *Professor of Analytical and Applied Chemistry.*
 Edward Henry Twining, A. M., *Professor of Latin Language and Literature.*
 John Moore Leonard, Ph. D., *Professor of Greek Language and Comparative Philology.*
 Hon. Philemon Bliss, *Professor of Law and Dean of Law Faculty.*
 Hon. Boyle Gordon, *Professor of Law.*
 Thomas Allen Arnold, M. D., *Professor of Anatomy and Practice.*
 Andrew W. McAlester, M. D., *Professor of Surgery, Materia Medica and Diseases of Women and Children.*
 George D. Emerson, M. E., *Professor of Civil and Mining Engineering. (M. S.)*
 Samuel S. Hamll, A. M., *Professor of English, History and Elocution.*
 Miss Mary Brice Read, *Teacher of the German and French.*
 Scott Hayes, B. S., B. Ag., *Assistant Professor of Agriculture.*
 Wm. A. Cauthorn, A. M., *Assistant Professor of Mathematics.*
 R. W. Douthat, A. M., *Professor of English Branches.*
 James S. Yantis, *Assistant Professor of Mathematics. (M. S.)*
 Charles V. Riley, A. M., State Entomologist, *Lecturer on Entomology.*

Hon. Arnold Krekel, U. S. District Court, *Lecturer on the Jurisdiction of the Federal Courts.*

Hon. Henry S. Kelley, *Lecturer on Criminal Jurisprudence.*

William E. Glenn, M. D., *Lecturer on Anatomy, Physiology and Hygiene.* (M. S.)

John H. Duncan, M. D., *Instructor in Physiology and Chemistry, and Demonstrator of Anatomy.*

Woodson Moss, M. D., *Instructor of Anatomy and Practice of Medicine, and Demonstrator of Anatomy.*

Robert Fagan, B. S., *Assistant Instructor in the Law of Real Estate and Contracts.*

Miss Lulie Gillette, B. S., William S. Pratt, A. M., Caleb L. Buckmaster, *Instructors in Normal and Preparatory Studies.*

A. W. Hare, *Assistant in Preparatory Department.* (M. S.)

Dr. J. G. Norwood, *Librarian.*

Prof. Scott Hayes, *Assistant Librarian.*

Prof. E. H. Twining *Secretary of the Faculty.*

On the 15th day of December, Dr. Read in a written communication notified the Board of Curators, that from and after July 4th, 1876, he declined service as president of the University, stating that he gave this early notice of his positive declination from that date, that there might be ample time to secure a successor. Thus with this notable year will close an administration of nearly ten years, embracing a period of almost unparalleled difficulty in the history of the State growing out of the passions of the civil war, and the violence of changing political parties: yet as an administration marked with a success which laid broad and deep foundations for a great University, and in fact contributed to the honor of the State itself, in the upbuilding of a most important State institution. At the meeting of the Board, held in December last, the Rev. Samuel S. Laws, D. D., of the City of New York, was unanimously elected to succeed to the administration of the University, on the first day of the new national century, and it is to be hoped that the day itself will prove an augury of success to the administration then commencing under circumstances eminently favorable, by reason of accumulated funds, established departments, improved scientific and educational appointments, and the help of legislative bounty and aid, now required by the State Constitution itself.

Under such condition of assured prosperity, will the University of the State of Missouri commence its career at the beginning of the Second National Century.

BOARD OF CURATORS.—John S. Clarkson, Esq., Columbia; Luther T. Collier, Esq., Chillicothe; Hon. Norman J. Colman, St. Louis; Hon. Jerre C. Cravens, Springfield; Hon. H. Clay Ewing, Jefferson City; John A. Flood, Esq., Fulton; Dr. Wm. E. Glenn, Rolla; Dr. S. H. Headlee, St. James; Judge John Hinton, Columbia; Col. John E. Hutton, Mexico; Hon. Joshua Ladue, Clinton; Col. Robert F. Lakenan, Hannibal; Hon. James S. Rollins, Columbia.

OFFICERS OF THE BOARD.—Hon. James S. Rollins, L. L. D., President; Dr. Wm. E. Glenn, Vice-President; R. L. Todd, Secretary; R. B. Price, Treasurer; Dr. Paul Hubbard, Business Agent.

VISITORS (Under appointment of the Governor).—J. V. C. Karnes, Esq. of Kansas City Hon. Cyrus S. Brown, of Shelby county; Col. Alex. F. Denny, of Randolph county; Charles E. Leonard, Esq., of Cooper county; Hon. E. W. Fox, of St. Louis.

NORMAL AND DENOMINATIONAL SCHOOLS.

There are four Normal schools for the training of teachers for the common schools, located at Kirksville, Adair county; Warrensburg, Johnson county; Cape Girardeau and Jefferson City. The latter is for the training of colored teachers, and was established under the name of the "Lincoln Institute."

Throughout the State, there are many colleges and classical schools of good standing, which have been established by and are under the control of religious denominations chiefly.

Washington University in St. Louis is probably the largest and most influential. St. Louis University, established by the Catholics, is the oldest. There are also: Jewell College, at Liberty, Clay county, under the control of the Baptists; Lagrange College, Stephens Female College, Columbia; Mount Pleasant College, Huntsville; Baptist Female College, Lexington; Baptist College, Louisiana; and the Liberty Female College, St. Louis; Seminary for young ladies, at Jennings Station; Fairview Female Seminary; Boonville Ladies' Seminary; North Grand River College, Edinburg, Grundy County; and Ingleside Academy, Palmyra; all under the same denominational control.

The literary institutions of the "Christian" denomination are: Christian College, Columbia; Christian University, at Canton, Lewis county; Woodland College, Independence; Christian Orphan Asylum, Camden Point, Platte county.

The Congregationalists control Thayer College at Kidder, and Drury College, Springfield. Concordia College in St. Louis is under the charge of the Evangelical Lutherans; and the German Evangelical Lutherans have a College and Theological School in Warren county.

Lewis College, Glasgow; Johnson College, Macon City; and Carleton Institute, are under the patronage of the Methodists.

Lindenwood Female College at St. Charles is a Presbyterian school, and Westminster College, at Fulton, is under the control of the Old School Presbyterians.

The Roman Catholics have parochial schools in all parts of the State, and control the following literary institutions: Theological Seminary, Cape Girardeau; St. Louis University, Christian Brothers' College, St. Louis; St. Patrick's Academy, St. Louis; Convent Academy of Visitation, St. Louis; Convent and Academy, at Hannibal; Sacred Heart and Academy and Convent, St. Louis; St. Joseph Convent and Academy, South St. Louis; Convent and Academy, Florissant,—same at Cape Girardeau; Ursuline Convent and Academy, St. Louis; Academy and Convent, St. Charles; same at Ste. Genevieve; also at Kansas City.

The Methodist Episcopal Church, South, controls St. Charles College, Central College, at Fayette; Arcadia College, Pritchett Institute, Glasgow; Bellevue Collegiate Institute, Caledonia; Shelby High School; Macon High School;

Monticello High School, Charleston High School; Central Female College, Lexington; and Howard Female College, at Fayette.

With all these educational facilities and others not enumerated, there is but slight excuse for ignorance in this State.

The means for religious culture are equally well supplied. Every denomination in religion is represented in the State, and a few have attained to great power and prominence. The Baptists gained a foothold in 1806, founding the first Baptist church at Cape Girardeau. The Denomination has grown very rapidly, and numbers at the present time 85,000 members, with about 1,400 churches, 1,100 ordained ministers, and church property valued at \$1,200,000. There are also nearly 1,200 Sunday schools, with 7,000 teachers and 60,000 scholars. There is a denominational paper called *The Central Baptist*, and a monthly periodical called *Ford's Repository*, published in St. Louis.

The Christian Denomination has nearly 400 church organizations, 300 edifices, about 70,000 sittings, and property valued at \$600,000. It issues several Sunday-school papers.

The Congregationalists have about 80 churches, 60 ministers, and 5,000 church members.

The Episcopalians founded the first church in 1819, in St. Louis. In 1874, the Denomination stood as follows: Communicants, 4,548; ministers, 49; church buildings, 48; Sunday schools, 55; scholars, 3,470; teachers, 444. The Denomination controls 4 schools with 200 scholars and 13 teachers. There are church buildings in 29 counties; ministers resident in 22; and churches organized in 56.

The Friends, or Quakers, had in 1870 two churches, and property worth \$2000.

The Israelites are to be found in nearly every county, but have congregations only in the largest cities. They have in the State, 7 congregations; 495 members; 7 ministers; 6 houses of worship; 6 Sabbath schools; 9 teachers, and 390 scholars.

The Lutherans, divided into two bodies, Evangelical and German Evangelical, are represented as follows: The former, 70 ordained ministers; 85 churches; 85 congregations; 125 parochial schools. The latter, 40 churches; 7,000 members; 40 clergymen, 40 Sunday schools, with 400 teachers, and 4,200 scholars; 32 parochial schools, with 3,300 scholars; church property valued at \$440,000; school property, \$160,000. Some five or six papers are published.

The Methodist Episcopal Church has been established in the State since 1844; but most of its work has been effected since 1848. The total membership in the two conferences of the State is about 30,000; probations, 6,672; local preachers, 379; value of church property, \$801,210, including 245 churches, valued at \$738,785, and 73 parsonages, valued at \$62,425; number of Sunday schools, 335; officers and teachers, 2,898; scholars, 20,291. The *Central Christian Advocate* is the weekly journal of the denomination.

The New Jerusalem (Swedenborgian) Church in this State, has 4 organizations, 3 edifices; 1,000 sittings; property valued at \$22,500.

The Presbyterians of all kinds are numerous. The New School shows 10,000 members; 220 churches; 140 ministers.

Cumberland Presbyterians—3 synods; 13 presbyteries; 155 ordained ministers; 50 licensed preachers; 48 candidates; 340 congregations; 18,000 members; 10,000 persons in Sunday school.

Old School—6 presbyteries; 90 ministers; 130 churches; 8,000 communicants; 600 Sunday school teachers, and 6,000 scholars.

United Presbyterians—1 presbytery; 11 congregations; 7 ministers. *The Old School Presbyterian* and *The Cumberland Presbyterian*, are the most influential publications.

The Reformed Church has—11 organizations; 9 edifices, and 1,900 sittings.

The Roman Catholics are quite strong and increasing rapidly. The statistics show 211 churches; 63 chapels and stations; 230 priests; 48 clerical students; several asylums and 266,000 communicants. The value of church property is about \$4,000,000.

The Unitarians have about 20 churches in the State, the most important of which are in St. Louis.

The Methodist Episcopal Church, South, is strong, showing 604 preachers; 46,786 members; 401 churches; value of church property, \$936,585. The St. Louis *Christian Advocate* is published by this Denomination, and the *Southern Review*.

The German Independent Evangelical Protestant Union has an organization in St. Louis.

The United Brethren have 38 organizations, and the Universalists have 5.

LEADING CITIES.

JEFFERSON CITY.

HISTORY.—When in 1820, the State of Missouri was admitted into the Union, the General Government, among other donations, gave to it four adjacent vacant sections of land (2,560 acres), for the purposes of its Capital. The gift was accompanied by a restriction that the selection should be made within forty miles of the mouth of the Osage river, then considered the center of the State. The three Commissioners appointed by the Legislature deliberated between *Côte Sans Dessein* on the north side of the Missouri river, and the present site of Jefferson City, then an unoccupied wilderness of heavy timber. The General Assembly which then met in St. Charles, by a close vote adopted the report of the Commissioners, fixing the Capital at its present site, and in 1854 the “City of Jefferson” was laid out into streets and lots, and reservations for the public buildings determined. The Capitol, a rectangular brick structure, three stories high, and a modest dwelling, a story and a half high, for the use of the Governor, were immediately erected; and the Legislature of the State, in the fall of 1826, held its first session in its own Capitol. These two buildings, then ample for the wants of the young State, now belong to the past. The Capitol was accidentally burnt in October, 1837, and the “Governor’s House,” memorable by the grand associations of its eminent occupants and its open hospitality, and by the dismal suicide of one of our Governors was, a few years ago torn down to make room for the architectural beauties and splendor of the present “Executive Mansion.” It may be proper here to state, that in the interval between the report of the Commissioners to locate the Capitol and its approval by the State and Federal authorities, a New Madrid certificate was located by Baptiste De Lisle on the selected site, and in about the year 1848, suit was brought to recover under this claim. The Supreme Court of the United States decided in favor of the State, so that the original titles from the State are perfect.*

LOCATION, ETC.—Jefferson City, in the county of Cole, is delightfully situated on the south bank of the Missouri river, about 150 miles from its mouth, and on a series of gently undulating hills, which give beauty to its surroundings, and

* In 1811 a large portion of the county of New Madrid was submerged by an earthquake, and in relief of the sufferers, Congress authorized them to select from the vacant public lands in the State an amount equal to that lost. These New Madrid certificates (as they are called), were located on the best known lands, and have given rise to a vexatious litigation scarcely yet extinguished.

health by its perfect drainage. Until within a few years past, its growth was slow, owing to the liability of the removal at any time of the Capital, but since its permanency as the seat of government has been constitutionally determined, and a general acquiescence in the propriety of such a measure has been manifested, the progress of the city has been rapid. It is now the seat of State Legislation; the Governor and other State officers are required to reside here; the Supreme Court of the State holds all its sessions here; the District Court of the United States for the Western District of Missouri, and the various Courts of the county of Cole are held here. It is also the only site of the State Penitentiary, which now (June, 1876), contains about 1,400 male and female convicts. The Lincoln Institute, a colored Normal school, erected by the contributions of the colored volunteers of Missouri during the late war, and now under State patronage, has been located here, and is now in a condition of successful management. The public schools are well conducted, and the Catholics have established, and prosperously maintain, an institute for male and female scholars. The present population is about seven thousand. The city is lighted with gas, and is in the heart of a fine coal and timbered region. The lands around it are well adapted to the culture of the cereals of the West, and particularly of fruits. Vineyards are rapidly multiplying, and wine will, in a few years, form one of its staple exports. The number of its churches is ten. Its commercial facilities are abundant; the Missouri river, and direct communication by rail with the West, and also with the cities of St. Louis and Chicago, afford every advantage that could be desired in those directions.

KANSAS CITY.

A little more than three hundred miles west of St. Louis, and near the political line that divides Missouri from Kansas, is situated upon the great bend of the Missouri river, Kansas City, the second metropolis in the State. Its geographical location, as well as its central position in a vast area of country rich in productive power, at once fixes it as one of the cities, destined to be only second in growth in the Valley of the Mississippi. Thus far in the history of cities, no town has grown so rapidly as this young emporium of the Missouri Valley. Situated at the great bend in the Missouri river, just below the mouth of the Kansas, it is an admirable position for commercial advantages. It is the centre of a vast fertile territory, whose rich productions will yearly increase its growth, its wealth and its importance as an inland market. With no rival nearer than three hundred miles, this place will grow with the improving country, developing as it develops, until this town becomes a great and prosperous business mart. The site is hilly and picturesque, commanding a fine view of the surroundings, and blessed with a healthy and invigorating atmosphere.

Outside of St. Louis and Ste. Genevieve, Kansas City is richer in history than any other locality in the State, and the annals of Kansas City are identical with those of the "great bend of the Missouri river," which gave to this city its birth and latterly its importance. When Marquette discovered and De Soto explored the Missouri, Kansas City was already a flourishing Osage Indian village and the mouth of the Kansas river was called home, by the families of the warlike Kanza or Kaw Indians. While the Spaniards under Francisco Vasquez de Coronado were exploring Western Kansas and Colorado in the sixteenth century, penetrating from Mexico northwest to within one hundred miles of the mouth of the Kansas river, the hardy French traders and Jesuit missionaries were advancing from the east. Here it was that Lewis and Clarke halted for a week's rest in their famous exploring expedition in 1804. Zebulon M. Pike, the discoverer of Pike's Peak, made this his point of departure on his overland trip, in 1806, when he discovered and named Pike's Peak. Father De Smet, Colonel Bonneville, John C. Fremont, ex-Governor Gilpin, Thomas H. Benton, and others equally notable in Western history, are interwoven with the annals of this city of the great bend. It bore a conspicuous part in the exciting days of the Kansas war of 1855-6, and figured prominently in the border war of 1861-2. The first railroad across the great plains was built from this point, and the first bridge built over the Missouri river was completed here. The battles of the Big Blue and Westport, which decided the Trans-Mississippi campaign in 1864, were fought in plain view of the Court House.

Here the first wind wagon was launched forth, and spread its canvas sails in a vain and futile effort to cross the "plains" to Mexico. Here F. X. Aubrey, the originator of the famous "pony express line," over the plains came riding in, after his ever-memorable four days' ride from New Mexico to Missouri, eight hundred miles in four days.

The earliest historical mention made of the present site of Kansas City is found in the memoirs of Daniel Boone, Jr., who reached the "great bend" of the Missouri as early as the close of the last century. The records state, and these are fully corroborated by ex-Mayor Johnston Lykins, now living in this city, that: Somewhere about the year 1787, in the month of June, "a stranger—a strange being was discovered on the east bank of the Mississippi river opposite St. Louis, making signals," and that, "after many hours of fruitless effort, a canoe was dispatched across the Mississippi for him." That stranger was Daniel Boone, Jr., son of the celebrated pioneer of Kentucky, and the first pioneer of Western Missouri. His bones are now mouldering in the Westport churchyard, without so much as a tombstone to mark his resting place. The tradition says that: Young Daniel Boone, the pioneer of Western Missouri, was born on the banks of the Yadkin, in North Carolina. His earliest boyhood days were spent in and about the frontier stockade, in the "dark and bloody ground," and that in listening to the stories told by the brave frontiersmen, over their camp-fires and in the chimney corners of their stockade forts, young Daniel became imbued with a spirit of adventure. He longed to explore and view the far-off West, the land of

the adventurous Canadian Frenchman and the gold-seeking Spaniard. He determined to imitate his illustrious father and "go west," to seek for new lands and broader fields of adventure. Being but eighteen years of age, well armed, and mounted upon a tough "broncho," or Indian pony, he started from Fort Hamilton, on the Big Miami river, just west of Cincinnati. After thirty days' solitary travel through the then wild wilderness intervening between the Ohio and Mississippi, the young pioneer reached the Mississippi river. With the tact and skill of a pioneer of Kentucky, he trailed the tracks of the Indian ponies up the banks of the great stream until he reached the trading post of St. Louis.

After a sojourn of several months, this adventurous young man left St. Louis, and started westward on a trapping expedition, and late in the fall of the succeeding year he returned to St. Louis, having reached the "great American desert near the point where the Missouri river turned northward." Young Daniel Boone could not have reached the point at which the Missouri river changed its course, and have seen the vast expanse of prairie now known as the "Great Plains," but then vaguely known as the "desert," without reaching the mouth of the Kansas river. But to make the matter more positive, and to show that there can be no mistake upon this point, Daniel Boone himself, before laying his head down upon his death-bed, detailed to residents of Kansas City now living, the story of his explorations. Returning to St. Louis, he sent word to his father, old Daniel Boone, of Kentucky, then a sojourner in the mountains of Western Virginia, concerning the good land he had found between St. Louis and the "great desert," and by his favorable reports induced a heavy emigration from Kentucky, North Carolina and Virginia in 1795, when he led the colonists from St. Louis to the first white settlements in Boone county.

Daniel Boone, Jr., lived long in the vicinity, and is remembered kindly by all the old settlers, who can remember his frank and honest demeanor toward his fellow-men. He died a few miles south of Kansas City, where his remains now repose, having lived more than three score years upon the frontiers.

While Daniel Boone and his family were building their cabins and establishing their homes in Boone county, another family of pioneers, equally as brave and adventurous, but less celebrated in American frontier history, left the little French village of St. Charles, twenty miles west of St. Louis, and made their way to within sight of the present site of Kansas City. This was in the beginning of the present century. The family alluded to is well remembered by some of the oldest settlers of this region as that of Louis Grandlouis, who made this his home for nearly half a century. Madame Grandlouis was the first white woman to reach the western boundaries of Missouri, and as such is entitled to special personal mention in the history of Kansas City. The story of her life was briefly recited to the Rev. Father Donnelly, when he assumed charge of St. Mary's parish, in 1845. At that time Madame Grandlouis occupied a small log cabin in the bottoms, north of the new Union elevator. The channel of the Missouri river now sweeps over the site of the cabin, which then stood in a small clearing some distance from the river.

Attracted and fascinated by the glowing reports brought down to St. Charles by the earliest explorers of this region, Louis Grandlouis and his young wife determined to "go west" and grow up with the country. They became one of a party of hunters and traders sent out by the Fur Company, and loading their few effects into a keel boat—then the only mode of communication between St. Louis and the upper Missouri—started west. The party made but slow progress up the Missouri and did not reach the Randolph Bluffs, in the bend below Kansas City, until the end of the third month after their departure. They *cordelled* their boat by means of ropes and sweeps propelled by the muscular arms of the *voyageurs*, and seldom made more than four miles each day.

Arriving at Randolph Bluffs, these pioneers landed their stores and erected their cabins and prepared for winter, which was fast approaching. The Osage and Kaw Indians then held undisputed sway over all the country now incorporated in Lafayette, Cass, Johnson and Jackson counties. Their villages were located on the Little Blue which, on account of the high, rank grass found in its bottom lands, and which they used to cover their *tepees* or *wigwams*, — they called Cabin Grass creek. The country then abounded in elk, deer, bear, catamount, wolves, geese, grouse, turkeys and other small game. The bottoms, known now as Gooseneck, were a famous resort for elk and deer. As no white persons were permitted to enter the Indian reservation without permission, and that coveted privilege being unobtainable at that time, Grandlouis and his wife landed upon the rock at Randolph Bluff, where they built a cabin in a snug sheltered cleft in the bluffs, where they spent the winter.

Soon after the arrival of the first white family at the Randolph Bluffs the winter set in, and the Missouri river closed over with ice. The colonists at Randolph were then enabled to cross over the river upon ice, and make hunting forays into the Indian reserve in the vicinity of Gooseneck, and the mouth of Blue creek, where they killed as much game as they chose. One day, during the absence of her husband and his companions, Madame Grandlouis observed a large black bear approaching the cabin. It was walking directly towards her, across the ice from Gooseneck, and had reached near the center of the river, when it paused and sat down upon the ice and proceeded to lick its paws, and conduct itself as quietly and decently as bears are wont to do when perfectly at home and happy. Madame Grandlouis, young and athletic as a fawn, rifle in hand, started forth from the cabin to meet the dangerous enemy, and succeeded in reaching the scattered mass of huge rocks now seen upon the verge of the river bank where the North Missouri railroad skirts the river. Here, concealed from the unsuspecting bruin, she took aim and fired, and killed the monster instantly. This, said Madame Grandlouis, was no unusual occurrence in those days, as both men and women were equally proficient with the rifle.

Although Madame Grandlouis was the first white woman to reach within view of the Kaw's mouth, she was not the first woman to settle there. The Grandlouis family remained at Randolph Bluffs until the following August, during which time Marie Berenice Chouteau arrived from St. Louis, and took up her

abode at the trading post below the present Gas Works. In August, when Madame Grandlouis arrived with permission to locate upon the Indian reservation, she was rejoiced to find another white woman already there. What joy must those two French pioneer women have felt to meet each other there, in the wild solitudes of the upper Missouri country? Their love for each other lasted through life, for, when discovered by Father Donnelly in her seventieth year, a lonely widow, she was the *protégée* of her more wealthy friend. Madame Chouteau never forgot her early friend and fellow pioneer. Madame Grandlouis lived in the vicinity until about seven years ago, when she died, after attaining the ripe old age of nearly one hundred years. She is buried in the old Catholic graveyard on Pennsylvania avenue.

There is a stange but well corroborated story handed down by the oldest settlers of Kansas City, which, on account of its historical interest, is incorporated in these annals. It confers upon an old citizen and resident of Kansas City the honor of the first gold discovery in Colorado, and illustrates not a few of the primitive peculiarities of the earliest settlers. When Father De Smet and Father Depointe left this city to go out upon their long and perilous mission to the Northwestern aborigines, they were accompanied by a hearty and frolicsome young *voyageur* named Jean Carrière, then as gay and merry as any claiming membership in "*Les Chasseurs des Montagnes Roches*." The story states that some time in September 1842, Carrière started from Fort Hall, a post belonging to the American Fur Company, then located in what is now Idaho Territory. He was one of a party of hunters and trappers homeward bound, after several years' service with the Fur Company.

As the season was far advanced toward winter, all were anxious to get over the main range of the Rocky Mountains before they became impassable with snow. They were somewhat late in getting started, and made slow progress over the mountains. Soon after passing South Pass, and while in the Elk Range, a heavy fall of snow overtook them. This so alarmed them that they determined to abandon the Platte river trail to the States and strike due southward to Taos, New Mexico.

The party crossed the North Park of Colorado, and then struck out of the mountains to reach the plains, where game was plenty and less danger of their encountering snow storms. They had reached the "foothills" north of the south fork of Platte river—which must have been in the vicinity of Clear creek, when Carrière announced the intention to remain behind in camp for a few hours after the departure of the balance of the party. He promised to overtake the party before it left the next camp, and so obtained leave to linger. After repairing his moccasins and performing such work as he remained behind to do, he started forward to overtake his comrades. He soon lost the trail, and became bewildered and lost among the rocks and cascades of the "foot-hills." After walking about all day, Carrière laid himself down upon the bank of a dry water-course and slept until morning. Before starting out again he endeavored to find water with which to fill his canteen, and for this purpose scraped out a hole in

the moist sand in the bed of the creek, and found water. But in doing this, his eyes rested upon several particles of metal which he thought resembled gold. He remained several hours longer, and to satisfy his companions that he was not mistaken in his discovery, washed out and gathered together an ounce or two of the precious metal. It was several days before he was found by his comrades, who returned from the Arkansas river in search of him. When found, he was almost famished for want of food. As a partial excuse for the trouble and delay he had caused the expedition, he produced the gold he had collected. His companions were skeptical and refused to believe him, and charged him with falsehood and an attempt to deceive them. To vindicate himself he offered to take the party back to the place where he had discovered the gold. His offer was accepted, and the party started back to seek the new Eldorado. Unfortunately for Carrière he was unable to find the valley in which he had gathered his golden nuggets. His companions now fully satisfied that the poor fellow had deceived them, and had obtained the gold from the Ute Indians, who had offered to sell gold for ammunition while they were in the North Park, now determined to punish him. He was tied up to a tree and severely flogged, after which he was expelled from the expedition, which proceeded on its way to Taos. Carrière reached Kansas City after great suffering and hardships, during which he lost his hearing. His story when told to the settlers was not believed, and as he constantly reiterated his assertion that he had found gold on his way home from the mountains, he soon obtained the reputation of being a great liar, and was much taunted and scoffed at by his French neighbors. This treatment so affected the mind of Carrière that he became a misanthrope and avoided company. He occupied a cabin for many years on the bluffs near where William Murkey's residence now stands, his only companion being Jacques Fournais, or Pino, an old Trapper, who died in this city about three years ago at the remarkable age of one hundred and twenty-four years. Old Jean Carrière was taken care of in his old age by Madame Chouteau, the mother of P. M. Chouteau, the present City Collector. He accompanied that kind lady to Ste. Genevieve, Missouri, where he died in 1858, at the age of ninety-seven years. The old man, owing to his inability to understand the English language, and his loss of the sense of hearing, could never be made to understand that gold had since been discovered in Colorado, and that upon the sandy bed of the creek where he had picked up his golden grains a large city had been built. The old man died without the satisfaction of knowing that his gold field had been discovered and his veracity fully vindicated.

About the year 1815, a party of thirty Canadian *voyageurs* started up the Missouri river with a *bateau* laden with Indian goods, ammunition and stores. They were employed by the North American Fur Company, and their destination was the mouth of the then unexplored river—the Kaw or Kansas. With that expedition came Monsieur Jacques Fournais, better known to the people of Kansas city as "Pino." This old man died in Mulkey's Addition, on Sunday, July 16, 1871, at the remarkable age of hundred and twenty-four years.

When Jacques Fournais arrived here at the mouth of the Kaw, no white man—

no, not even the missionary—had made the home of the warlike Osages and Kaws his abiding place. The steep and rugged bluffs now crowned by our busy City were the home of the deer, the catamount, the bear and the wolf, while the prairies just south of this city were swarming with buffalo, antelope and Osages.

“Old Pino” passed on northward, after a few days’ sojourn, but afterward returned and made this point his home. In this old centenarian we have a connecting link between the days of Washington and our own. Born at Three Rivers, near Montreal, Canada, in the middle of the last century, he was a young man when General Montgomery fell crowned with glory, and remembers when the British were arming and organizing the Indians for their forays upon the patriots of 1778. In 1812 he left Canada and went to Pittsburg, walking the entire distance. There he engaged as a flatboatman, and made his way to New Orleans. He was soldier under General Jackson at New Orleans, and at the close of the war made his way northward to St. Louis, and engaged as a *voyageur* and trapper for the American Fur Company. In “Pino” we have the oldest as well as the earliest settler upon the present site of Kansas City. Before he died he told the story of his life, and above all his earliest recollections of “Kawsmouth.” He landed here in the year 1815 or ’16, after a long and tiresome trip from St. Louis. In those days it was a labor of eight or ten weeks to *cordelle a bateau* or flatboat up the Missouri from St. Louis to this point. The boat was hauled up stream by means of ropes attached to trees upon the banks and was both slow and laborious; but the hardy *voyageurs* cared as little for fatigue as they did for the comforts of civilization. Soon after this first trip up the Missouri, we find Jacques Fournais engaged in piloting Stephen H. Long, the famous explorer, up the Missouri. Returning with those men he stopped off at the “great bend,” and became one of a half-dozen brave and adventurous Frenchmen just locating a colony near the mouth of the Kaw river. In this settlement, “Pino” lived long and happily, making his home ultimately with old Colonel Chouteau, and upon the plains where he trapped and hunted while game and the warm weather lasted. In 1844, when the high waters destroyed all the lowland settlements upon the banks of the western rivers, “Pino,” with his friends, was driven to the high bluffs, now known as the Mulkey’s Addition, where, with Colonel Dripps and Mrs. Mulkey, he ever afterward made his home. He resided there for nearly thirty years. The life of this adventurous French *voyageur* is merely referred to, to show how and why a settlement was first made at this point. It gives a direct connecting link between the first French settlements of the Mississippi Valley and those of Kentucky and Ohio; between the days and times of Daniel Boone and those of Jacques Fournais and the Chouteaus.

There is nothing the old settlers of Kansas love so well to refer to as they do the prophecies of John C. Fremont, Father De Smet, Governor Gilpin and Senator Thomas H. Benton. Each of these famous Western pioneers prophesied the future greatness of Kansas City, and the people now claiming Kansas City as a home never tire of referring to them as the patrons and prophets of the growing metropolis.

There are several residents of Kansas City who will remember the arrival and departure of General John C. Fremont, who made this place his starting point on his great exploring expedition in 1842-'3. Mr. John Campbell (the present Alderman from the First Ward) accompanied General Fremont from this point to the eastern slope of the Rocky Mountains. Fremont's party came from St. Louis by water, and encamped upon the river bank near the present site of the old "Gillis House," where a large spring empties itself into the river. It was from the high bluff immediately in the rear of the hotel that General Fremont viewed the country surrounding the "Great Bend" of the Missouri. After taking a comprehensive survey through a large telescope, he turned to his guide, Major Thomas Fitzpatrick (who died in Washington in 1653), and pointing down to the small cluster of log houses just below him, then dimly discernible through the trees, said: "This point must inevitably become one of the most important trading posts on the Missouri. It is, in fact, the key to the immense territories west of us." A few days afterward, according to the statement of Mr. John Campbell, the expedition started from the river and proceeded southward through the dense timber, and encamped near Westport. They then struck out into the Kansas prairies, and followed the course of the Kansas river to the present site of Fort Riley. Then they proceeded up the west bank of the Republican river, and struck the Platte river about one hundred miles east of the mouth of the North Platte. Proceeding up the latter stream to its junction with the Sweetwater river, they followed its course to the summit of the Rocky Mountains, passed through the South Pass, and then proceeded northward to the Wind River Mountains, where, upon one of the highest peaks, now bearing Fremont's name, he planted the United States flag. It was while Fremont's party was encamped in the beautiful Sweetwater valley that five men from Kansas City, named John Sarbie, E. Laschinois, Basil Laschinois, John Baptiste and John Campbell, abandoned the expedition and started back to Kansas City. They followed the Platte river on foot about six hundred and fifty miles, when they found a huge hollow cottonwood tree, which they converted into a *pereau*, or boat. Embarking in this dangerous craft they started down the Missouri river, reaching the first white settlements upon the "Platte purchase" (near Weston) in December 1843. At that time, Mr. Joseph C. Ranson (now a justice of the peace in Kansas City) was trading in furs and peltries upon the Missouri river, opposite the Kickapoo Nation, who made the present site of Atchison their river headquarters.

When he discovered the *pereau* containing Campbell and his party coming down the Missouri river, he hurried to the shore, supposing it to be an Indian expedition coming to trade. As soon as the boat struck land, Campbell jumped ashore, and grasping Ranson, who had accompanied him in his first trip from St. Louis, gave him a hearty greeting. The *voyageurs* were bronzed to the color of full-blooded Indians. Their hair hung down their backs, and their beards showed a nine months' growth. The party continued their voyage to Kansas City without delay, and became permanent residents there.

Three years preceding Fremont's departure for the Rocky Mountains, the town

of "Kansas" was first incorporated. A plat of the city was made and sent to the State capitol, and an act was passed providing for a city government. This incorporation was nullified several years afterward by the discovery that the incorporator had entered the wrong tract of land. The town-site as recorded was found to be five or six miles down the river. This necessitated a new survey, and a new incorporation. It was about this stage of the city's history that the city met with its first great "back-set," or serious check in its growth. The Chouteau family, which had arrived there some time in 1822, after a two months' voyage in a flatboat between this point and St. Louis, were living upon the bottoms just east of the city. The settlement was then very small, and included few white families; among these were John Patton, William Bowers, Ira Hunter, the Chouteaus, and a few half-breeds and French *voyageurs*. At "Kawsmouth," or that portion of the city now known as West Kansas City, were, a family by the name of Twombly, an old man named "Grandlouis" and the Chick family.

There had been an unprecedented fall of snow in the Rocky Mountains during the winter of 1843-'4. About the time this snow commenced to melt and pour down the Upper Missouri and its tributaries, a "wet spell" of weather set in, which continued to fall almost constantly all through the month of May. This rainfall kept the rivers, creeks and watercourses full to overflowing until the arrival of the annual "June rise" from the mountains. The result was a flood which destroyed all the old settlements in the Missouri and Kansas river bottoms. The water covered the bottoms opposite the present site of Kansas City as far back as the first range of bluffs. The Kaw bottoms, or where the elevators, stock yards, and other buildings now exist, were from ten to fifteen feet under water. The bottoms below the city were fourteen feet under water, and the settlements and farms were utterly destroyed. The steamboat "Missouri Mail" rounded to alongside the Chouteau mansion, a large two-story log building, and ran her gangway plank into one of the second-story windows of the old house. The lands in the bottoms were rendered almost worthless by the large deposit of sand made by the waters. In some places (particularly is this the case in West Kansas City) the force of the mighty current cut deep ravines into the soft, loose soil, and in other places it deposited sandbanks from three to six feet in depth. The flood lasted for about two weeks. This drove all of the settlers from the low lands; some settled upon the present site of the city, while others, broken in fortune and spirit, left the country and never returned. This misfortune to the inhabitants of the low lands contributed largely toward the permanent establishment and building up of the city on the hills.

While the hardy and thrifty pioneers from Kentucky, Virginia and Tennessee were silently gliding into and taking possession of the fertile glades of the eastern portion of the county, the hardy, adventurous French traders were *cordelling* their way up the Missouri and erecting their log cabins upon the bottoms at the mouth of the Kansas river. The Prudhommes, the Chouteaus, the Sublettes, and the Guinottes were quietly locating themselves upon the site of the "future great

city." After them came the Chicks, the Campbells, Ranson, Smart, McDaniels, Jenkins, Lykins, Rice, Scarrett, McGee, Gilliss, Mulkey, Troost, McNeis, Gregory, Hopkins, Pomeroy, and a chain of others, equally as well, if not better, known to the present residents. It is true this settlement had little or no influence in the county, but still it was a settlement, and formed the nucleus of what was afterward the city of Kansas.

Thus, while the fertile valleys of the Big and Little Blues were being invaded by trains of old Virginia^a wagons and family "Dearborns"; by the lumbering Pennsylvania Conestoga teams, and long trains of ox carts and North Carolina wagons; while the richest portions of the country were being rapidly entered and improved, a small primitive settlement was building itself upon the western side of the barrier of bluffs, now known as "Kansas City."

These first French founders of "Kawsmouth" were a peculiar people. They differed both in manners, language and religion from the settlers upon the eastern side of the Blue. They came not at first to till the soil or to clear the forest, but to trade and barter with the Indians, and to outfit expeditions for the Upper Missouri, and to act as a way station or base of supplies for the unexplored and inexhaustible fur regions of the Upper Missouri and the mountains.

There were two settlements in those days, 1823. One was located upon the "Kaw bottoms" west of the (now) city; the other was upon the level ground upon the river just east of the City Gas Works. At the latter the Chouteaus made their headquarters in 1822. It was originally an Osage Indian village, and for several years after the Chouteaus established their trading post there, the Indians made it their place of resort. Here, for many successive years, the hardy trapper and hunter of the plains, with the *voyageur* of the Upper Missouri, made winter headquarters. The Jesuit priest, too, ever upon the foremost wave of civilization, erected his altar and taught his religion, and while the first white settlements were being made in and about Independence, then a thriving commercial village existed just below the present town site of Kansas City. But the great flood of 1844 came and swept away both "Kawsmouth" and the properous little village below it.

This inundation was really and in fact the foundation of Kansas City. It drove together and consolidated an interest and community which in after years proved the salvation of the city. As an illustration, here was the French element, combining in itself the children of the enterprising pioneers who followed Father La Salle and the adventurous explorer Marquette from Canada; the children of the hardy French pioneers and founders of Portage des Sioux, Kaskaskia, St. Louis and St. Charles. Here this great flood of 1844 drove together and cemented the first weld or binding link between the French trappers and *voyageurs* and the slower but more steadfast and substantial settlers. It was about this time that the principal events in the ancient history of Kansas City transpired. It was an age of discovery and adventure, which, with the enterprise and the press and telegraph facilities of to-day, would have been but commonplace events. But, looking back upon them, and gathering up the "lost threads" of the oft-told frontier story, it opens out a mine of information almost inexhaustible in interest.

In the year 1839, two Flathead Indians arrived in St. Louis on a mission from their tribe on the Upper Missouri to Bishop Rosati to send a "black gown," or priest, to their tribe at the base of the Rocky Mountains. This Indian delegation halted for a few days at Fort Osage, then a block fort on the top of the bluffs, near the mouth of the Little Blue. This fort was then in command of Colonel Bonneville, who had recently returned from his famous exploring expedition to the mountains. After a brief sojourn at Fort Osage, the Flatheads proceeded to St. Louis. On the following year (1840) Bishop Rosati complied with the Indians' request, and sent the celebrated Western missionary, Father De Smet, who arrived at the present site of Kansas City early in April 1840, and started out upon his western journey April 30, in company with the annual expedition of the American Fur Company. Thus it is seen that nearly forty years ago Kansas City (or the mouth of the Kansas river) was an important place of rendezvous and departure for the pioneer traders of the immense Indian territory to the west of this point. This fact alone induced the historic family of Chouteau to leave the Mississippi valley, and push out to the utmost verge of civilization and establish their trading post here. This family was permanently established here many years before Father De Smet arrived, and are mentioned in Bonneville's journal of his famous explorations.

The mountaineers, or as they termed themselves, "*Les Chasseurs des Montagnes Roches*," made the "*Paroisse de la Kansas Rivière*" their headquarters after each summer's hunt and trading expedition to the mountains. Kansas City, at the time of Fremont's arrival in 1842, consisted of a small cluster of cabins and Osage Indian *tepees* near the site of the present gas works. The bluffs were honeycombed with caves and excavations, in which a portion of the population resided. A number of these excavations are discernable to-day. This little colony had been under the pastoral and spiritual charge of Father Benedict Roux, who was the first Christian minister to take up his permanent abode in Kansas City. This worthy and enterprising Jesuit laid the foundation for the establishment of the Catholic religion in Kansas City, and is described in the records as an enterprising, refined and amiable French gentleman. To give some idea of the value of real estate at that time, we will state that Father Roux purchased forty acres of land upon the hill now known as Coates' addition, from Pierre La Liberté, for one dollar per acre. He afterward entered as Government land, at \$1.25 per acre, the eighty acres west of the present site of Jefferson street, including the site of the Union depot. Father Roux deeded the ten acres upon which is located the old Catholic church, the Catholic cemetery and convent, to Bishop Rosati, for church purposes. The old log cabin now standing upon the corner of Eleventh and Penn streets, was owned by this worthy pioneer priest, and is the oldest house in Kansas City. Father Roux returned to St. Louis in 1841, and the "*Kansas Rivière Paroisse*" was without pastoral care until the arrival of two Jesuit missionaries sent from St. Louis by Bishop Kenrick in 1841, to visit the water-devastated regions of the Upper Missouri.

In October 1845, the Rev. Father Donnelly, the present pastor of St. Mary's

parish, was sent to Kansas City by the Archbishop of St. Louis. He arrived there late in the autumn, and made his way through the woods from Independence under the guidance of Mr. Frederick Jarboe, father of the Jarboe family now so well known in Kansas City.

While the little French settlement and trading post at the mouth of the Kansas river was still enjoying the quiet, secluded simplicity of a frontier village, the commercial current which was destined to create such marvelous changes in that region had already set in this direction. The immense and lucrative trade of the Mexico's had reached St. Louis years before the "Proprietors of the Town of Kansas" entertained the faintest idea of the town-site enterprise of 1839. From (Old) Franklin, in Howard county (now washed away by the Missouri), the Mexican trains were crowded westward, and found a temporary lodgment and foothold at Independence—the present county seat of Jackson county. Here, for a period of nearly ten years, the wealth of Mexico was exchanged for American and European merchandise. Fort Osage was then the westernmost outpost on the Missouri river. It was during this period in the early history of Western Missouri, that the first railroad in the State of Missouri was built and operated. The road was built prior to 1840, and carried freight from the river landing to the "Plaza" in Independence. The railroad proved a failure, and after a brief and disastrous operation, was abandoned.

Up to this time the rich prairie lands lying south of Independence and Westport had been left open, and were considered worthless for any other purposes than that of range for cattle, and as grazing grounds for the Mexican traders. But year after year, as new settlers came pouring in, these lands were taken up and fenced and placed in cultivation. This compelled the Mexican traders to transfer their vast herds of cattle and mules to better grazing range west of the settlements. This proved to be the death blow to Independence. The transfer of the Mexican trade to Westport made the town of Kansas an important commercial landing upon the Missouri river, and was the ultimate cause of the building of a city at this point. And here let us remark, that at no time in its history has Kansas City borne the name of "Westport Landing." In 1839, it was the "Town of Kansas;" prior to that date it was known as "Kawsmouth," "Mouth of the Kansas," "Chouteau's Landing," but at no period are we able to find it recorded as "Westport Landing." Prior to 1840, Westport was a mere insignificant hamlet in the woods. During that year it loomed up into some little importance as an outfitting point, and the merchandise purchased there or loaded there for Mexico was landed at the "Town of Kansas." It was this fact—the mere landing of goods upon its levee consigned to Westport—that caused steamboat men and Mexicans to call "Kansas" by the slang and convenient name of "Westport Landing." While Independence and Westport were disputing for the golden prize—the Mexican trade—the "Town of Kansas" asserted its superiority as a landing place, as a trading point, and gradually held within its tenacious grasp the commerce of the prairies. One by one the swarthy financiers and traders of Chihuahua, Sonora and Mexico found their way to the little city

under the bluffs in the Great Bend of the Missouri. The Chicks, Sublettes, Gillisses, Chouteaus and Campbells soon convinced them that Kansas City was the best river landing on the Missouri river for the Mexican trade. The Armihos, Colonel St. Vrain, Corderro, old Sam McGoffin, Colonel Bent, Delgardos, Waddel, Majors, Chaviez Perez, F. X. Aubrey and other noted freighters transferred their headquarters from the Westport prairies to the hospitable homes of the wholesale dealers in the then infant city of Kansas. The names of the last two men mentioned in the above list are associated with two notable tragedies, both interwoven with the history of the city. They are given as we have heard them, as illustrations of the character of frontier life in Kansas City thirty-five years ago. The story of the death of Chaviez Perez is seldom recited by the old settlers. All carefully avoid any mention of the tragedy, and when drawn into its discussion say as little about it as possible. It appears that while the Mexican trade at that point was still in its infancy, Senor Chaviez Perez started from Santa Fe, bound to the Missouri river, to purchase goods. The report reached the frontiers that Chaviez was bringing with him an immense amount of silver—that his train was loaded with Mexican silver dollars. A party of lawless characters was organized in the vicinity of Kansas City, and started out upon the plains to stop and rob the incoming team. It was another Muncie or Gad's Hill train robbery, with a slight difference in the manner and mode of effecting it. The land pirates dashed down upon the Mexicans before they had time to prepare for defense or even suspected their danger. Chaviez and a number of his men were brutally butchered and the train captured. There seems to have been a slight difference in the reported details of this tragedy. Some assert that the robbery was perpetrated upon the Arkansas river, and that the outlaws were pursued and a portion of them captured by the military, and taken to St. Louis and tried and hung. But the most authenticated story is that the train was surprised upon the prairie just south of Westport, and that Chaviez was killed by the first volley fired; that one of the Mexicans—the one having the bulk of the treasure in his wagon, drove his team at breakneck speed towards the timbered region bordering the Big Blue; that in his blind terror and suffering from mortal wounds, he drove his wagon pell mell into the Blue, and in crossing it the "end-gate" of his wagon came open and the treasure, some \$30,000, was lost in the river. It is said that the Mexican died, or was pursued and murdered, for his body was found a few days afterwards partially devoured by wolves; but none of the specie was recovered. Some years afterward, however, when the rawhide packages containing the silver were bursted by the water, the farmers on the Blue commenced to find silver dollars in the bed of the stream at low water, and it is said that some thousands of dollars were afterward recovered. But be that as it may, the death of Chaviez was fully avenged by the execution of three or four of the murderers, who were tried, convicted and hung in St. Louis.

Another noteworthy event interwoven and connected with the history of Kansas City, and entitled to a place in these annals, transpired about the time of the inauguration of the Mexican and Missouri river trade. It was the famous horse-

back ride of F. X. Aubrey from Santa Fe, New Mexico, to the present site of Kansas City, a distance of about eight hundred miles, in four days and nights. Such a feat as this seems almost incredible of belief in these days of fast mail trains and lightning expresses; but in the days we speak of, no equestrian feat was deemed impossible, and no wild, foolhardy scheme was deemed unreasonable. The hero of this exploit, F. X. Aubrey, was one of those very rare phenomena in the far West—a Canadian Scotchman. He made his first appearance in the West in 1840, when he arrived in St. Louis from Toronto. He was then a young man about twenty-seven years of age, and possessed all the characteristics of the true Scotchman well spiced with the wild, devil-may-care nonchalance of the American frontiersman. He brought with him about two thousand dollars, and by his gentlemanly appearance and good address, backed by unquestionable references, succeeded in obtaining credit for an equal amount in Indian goods and Mexican merchandise. He purchased his first bill of goods of Eugene Kelly and Robert Campbell & Co., of St. Louis. Mr. J. C. Ranson, now of Kansas City, was at that time a polite young dry goods clerk in the wholesale house of Eugene Kelly, and assisted in putting up Aubrey's first bill of goods for his trip to Mexico. His investment proved profitable, and on his return in the following fall from his summer's sojourn among the Mexicans, he came loaded with Spanish silver. Loading his silver dollars upon the steamer Ione—then one of the smallest of the Missouri river packets—he returned to St. Louis, where he more than doubled his first year's investments, and in May of 1841 was again encamped upon the Kansas levee, loading up a train of sixteen "prairie schooners," with which he made his second trip to Santa Fe and Albuquerque. He continued to increase his ventures and enlarge his trains, until his last train—which was the first large Mexican train to start direct from Kansas City—numbered seventy-four wagons, each drawn by eight Mexican mules. It was just after reaching Santa Fe with this great train that Aubrey made his famous wager. He asserted that he could start from the main plaza in Santa Fe on horseback, and ride to the Missouri river within four days. This feat was deemed impossible, but as Aubrey was prepared to back his assertion with a wager of \$1,000, the bet was made and Aubrey started. He first provided relays of picked Spanish or California horses, and had them stationed at intervals along the great Santa Fe trail. He started at the time agreed upon, amid loud *vivas* and cheers from a crowd of Mexicans and a few American traders assembled to witness the departure of the adventurous young Scotchman. On, on, came Aubrey. Day after day he kept up the tiresome ride. As fast as one animal became jaded and tired, another, fresh for the flight toward the rising sun, was mounted. All night long, for four successive nights, he kept the saddle, stopping at each ranch only long enough to change horses or to refresh his drooping and sorely tried physical powers by food and stimulants. It was a race of eight hundred miles, against time, and Aubrey won it. He rode the entire distance over the desolate, solitary plains, eight hundred miles, in three hours less than four days and nights, sleeping only three hours during the entire trip. Of course he was the lion of the day in Kansas City and St. Louis for many days afterward,

and, like all true heroes, met with those who envied him his well-earned renown. Among those who made unfriendly criticisms of Aubrey and his ride, was Richard H. Weightman, a Kansas City journalist. Aubrey met Weightman in a saloon soon after the publication of the offensive criticism on his ride and his character. He invited Weightman to drink, and then, instead of swallowing the fiery liquid, tossed it in his face. As soon as Weightman could recover from the blinding effect of the liquor, he drew a knife and stabbed Aubrey to the heart. Thus perished one of the most notable characters of Kansas City, and the originator and founder of the famous "Pony Express" across the great plains. Weightman afterward became a Confederate officer, and died at the head of his brigade at the battle of Springfield, Missouri, within a few hundred yards of the spot where General Nathaniel Lyon fell.

About the year 1840, a number of the more enterprising residents and land-owners in this immediate vicinity began to realize, to some extent, the importance of the magnificent river landing at that point, and resolved to lay out the town of Kansas. For several years prior to the year mentioned, the great Mexican trade had been gradually receding westward from Independence, and was rapidly concentrating at Westport. It was the unusual noise and bustle of approaching trade and civilization which awoke the infant giant from its sylvan slumbers and started it on its onward march.

The first incorporation of the "Town of Kansas" was made in 1839. Of the names of these first incorporators little or nothing is known. This incorporation was afterward declared null and void, as it was subsequently discovered that a serious mistake had been made in the recorded description of the town site, which was found to be located several miles east of the town. When, several years afterward, this error in the record was discovered, a reorganization of the town company was effected, and the "Town of Kansas" was duly organized, under the auspices of the following enterprising gentlemen: Hiram M. Northrup (late New York banker), Jacob Ragan (now living), John C. McCoy (now residing near the city), Henry Jobe, William Gillis, Robert Campbell (of St. Louis), Fry P. McGee (brother of Milton and J. H. McGee), W. B. Evans, and W. M. Chick. The first recorded sale of lots in the "Town of Kansas" bears the date of May 1839, when the following lots were sold in "Old Town": To W. B. Evans: lot 1, \$155; lot 48, \$144.80. To J. H. McGee: lot 3, \$70. To F. Kleber: lot 5, \$52. To J. C. McCoy: lot 10, \$200, and lot 24, \$80. To J. Ragan: lot 26, \$32, and lot 81, \$62. "With interest at ten per cent. for six years." The first land sale of the city netted the company \$1,482.88.

From the year 1839 to the year 1846 no entry is made in the town company's books; but on the 30th day of April 1846 another sale is recorded, in which one hundred and twenty-four lots were sold, mostly to different individuals, at prices ranging from \$25 to \$341, W. M. Chick paying the highest price; miscellaneous persons enumerated as "traders," "bakers," "Wyandotte Indians" and "carpenters," buying in lots at the nominal price of \$25 each. On Monday, July 19, 1847, the shareholders in the town proceeded to draw lots and divide up the

remaining property. A second drawing was held in Chick's old log warehouse, on the levee, on September 30, 1847.

The proceedings of the several meetings of these "pilgrim fathers" of Kansas City are peculiarly interesting as showing their primitive mode of doing business in the days when it was a small backwoods village. These proceedings are given *verbatim* in these annals. The first meeting held at the house of Wm. B. Evans was of little importance, and is omitted. At the next meeting, held May 3, 1847, Fry P. McGee was elected Collector for the "Town of Kansas." Thus we find that Collector McGee was the first officer of the young city whose election is recorded.

May 8, 1847, we find the first mention made of a newspaper at Kansas City, but whether published there or at Independence, record saith not. The proceedings read as follows:

"May 8, 1847. At a meeting of the proprietors of Kansas—present, William Gilliss (3 shares), W. B. Evans, Fry P. McGee, John C. McCoy and Henry Jobe—on motion of William Gilliss, William B. Evans acted as chairman. On motion of J. C. McCoy, Lot Coffman's account for taking acknowledgment of deeds and power of attorney was ordered to be paid out of the funds on hand, \$9.50. On motion of F. P. McGee, it was ordered that we make another sale of lots, to commence on the — day of —, and that the sum of twenty dollars be appropriated to printing handbills and advertising in the '*Western Expositor*.' And upon motion of William Gilliss, it was resolved that we advertise for the clearing of the ground on the east side of Market street (now Grand avenue, north of Third street) as far east and south as it may hereafter be determined to sell lots. The said clearing to extend to a point at or near the mouth of Philaber's ravine. Thence southward with a street to Fifth street; thence westward to the branch. On motion of F. P. McGee, it was resolved that the lots be sold on a credit of six and twelve months, without requiring security of the purchasers. On motion of J. C. McCoy, ordered that F. P. McGee be authorized to make sales of lots at such prices and upon such credits, not exceeding six and twelve months, as he may deem most to the interest of proprietors."

The simple honesty of these sturdy pioneers, as shown in the above extract, is quite refreshing. They not only required no security from purchasers of lots, but reposed implicit faith in each other's integrity, so much so that they granted each other almost unlimited discretionary power for the sale of lots. There are no more official meetings of the old town company until June 5th of the same year, when it was "ordered that J. C. McCoy be directed to survey 150 lots, or more if directed by the company, and that he be allowed twenty cents for each lot surveyed and staked, he (McCoy) to be at all expense of all plats, calculations, hands, etc., without extra charge to the company." Surveyor McCoy was ordered "to make the width of the streets not more than sixty, and not less than fifty feet wide, according to his judgment." It was also "ordered that Jacob Ragan be authorized to receive the clearing made on the town site by Collins and Bruce."

At the next meeting of the city fathers, held July 27, 1847, it was resolved to

make an equitable division of all the remaining property, each shareholder to receive his equal share of lots. This meeting was held in Chick's warehouse, at the river landing, September 30, 1847, where the unsold lots were divided by lottery.

Having started the town, cleared the town site of trees and brush, made a road from the river landing, along Market street, along the ravine to the summit of the hill above Scarritt's farm, and made other improvements of great magnitude, the city seems to have remained quiet and gone into a Rip Van Winkle sleep, until the election of the first Mayor of the City of Kansas in 1853.

BIRTH OF KANSAS CITY.—FIRST ELECTION.—CITY GOVERNMENT ORGANIZED.—From the year 1847, when the Town Company sold its lots and cleared the brush from the town site, to the year 1852, few events of real importance transpired, and nothing worthy of mention in these annals. The cholera plague swept over the young city in the summer of 1849, striking the thriving young river town with fearful severity. On the first day of its presence it swept away no less than thirty victims out of a population of less than three hundred inhabitants. A Mormon colony, encamped upon O K creek, near the southern limits of the present city, was nearly destroyed by this scourge. They died so rapidly that coffins could not be made fast enough for the dead. Graves were dug in McGee's old pasture, and the dead were laid in the earth and covered up as fast as they died. In 1871, when Grand avenue was being graded north of Sixteenth street, several cartloads of the remains of these Mormons were disinterred and hauled away. This scourge nearly depopulated the young town, as all that could possibly get away did so. It was several years before Kansas recovered from this the second "back-set," but in 1853 we find it making a new start and putting on metropolitan airs. In March, 1853, a proclamation was issued and posted upon the trees and cross-roads, that an election was to be held on the first Monday in April to elect a Mayor, Aldermen and other city officers for the "City of Kansas." This proclamation was signed by Lott Coffman, Thompson McDaniels, Benoist Troost, and in the six copies so posted upon trees, walls and fences, it was announced that John M. Richardson, the Secretary of State, had granted a charter to the "City of Kansas," which charter had been duly recorded by Sands W. Bouton (now a resident of Kansas City). The first city election was held on the first Monday in April of 1853, at which sixty-five votes were polled. William Gregory (the Whig candidate for Mayor,) received 36 votes, and D. Benoist Troost (Democratic candidate,) received 27 votes; and two "scattering" votes were cast. The first city council was Democratic, and was as follows: Johnson Lykins, Thomas H. West, Wm. G. Barclay, Thompson McDaniels and M. J. Payne. Messrs. John C. McNeis and Alfred Dale each received 26 votes for Councilmen. M. B. Hedges was elected City Marshal by a total of 39 votes, Geo. W. Wolf receiving 28 votes for the same office. The judges of election were Thomas Wolf, Lott Coffman and J. P. Howe. It was discovered, immediately after the election, that Mayor elect Gregory was

ineligible, according to the requirements of the city charter. Johnston Lykins, the president of the City Council, was declared Mayor. In those days, Council meetings were held quarterly, on the second Mondays of April, July, October and January. At the first meeting of the first City Council, the following officers were nominated by the Mayor, and duly confirmed by the Council: City Register, J. W. Ammons; Assessor, J. W. Wolf; Treasurer, P. M. Chouteau (the present Treasurer). The revenue of the young city for the first year was assessed at \$5,000. At its next meeting, April 29th, 1853, the Council passed a resolution calling upon the "Old Town" Company to settle up and transfer the surplus cash to the "City" government. This was done by the former Town Treasurer, Samuel Geir, who turned over to Treasurer Chouteau the sum of \$7.22, which was all the money left in the treasury.

Having duly established itself as a city, with Mayor, Council, and other indispensable adjuncts to a live modern city, the people proceeded to make a noise in the world, and have kept it up ever since. One of the first acts of the incorporated city was to invite Senator Thomas H. Benton to visit the new city and address its inhabitants. The Mayor, accompanied by Messrs. M. J. Payne and Wm. G. Barclay, proceeded down the river to the Randolph Bluffs, and there met the steamer which was bringing the illustrious Senator to Kansas City. It was there, upon the high commanding bluffs, from which a fine view of the young city in the "great bend" could be obtained, that Benton foretold the future greatness of the then infant city. Pointing to the high commanding bluffs, then covered with ancient forest trees, and unmarred and disfigured by the laborer's pick and shovel, Benton said: "There, gentlemen, where that rocky bluff meets and turns aside the sweeping current of this mighty river; there, where the Missouri, after running its southward course for nearly two thousand miles, turns eastward to the Mississippi, a large commercial and manufacturing community will congregate, and less than a generation will see a great city there in the bend of the Missouri."

Benton's prophecy is being rapidly fulfilled. Those who now look upon the vast area covered by the city must bear witness to the wisdom and foresight of Missouri's greatest Senator, Thomas H. Benton. Accompanied by the committee, Senator Benton landed at the levee, where he was received by a delegation of citizens and escorted to the "Union Hotel" (now the Gillis House), where a regular old-fashioned jollification and reception was held; after which Mr. Benton proceeded through the woods to Westport, where he again addressed the people.

On the 4th day of May, 1853, Mayor Lykins ordered the erection of a Work-house—upon the "Public Square"—in which vagrants and thieves should be incarcerated. This building was 14 x 16 feet, and was divided into two rooms, with heavy oak plank. Thomas H. Smart, at present a banker in Kansas City, was appointed Road Overseer about that time, and proceeded to repair the roads and bridges. On the 14th day of January, 1854, the sale of intoxicating liquors in the city of Kansas was prohibited by ordinance; but as the city limits only extended as far south as Missouri avenue, and Thomas McDaniels kept a small

dramshop in his cabin, which stood upon the site of Ben Wood's "Temple of Fashion," it mattered little to the citizens whether the Council enforced the liquor law or not. But the records show that the "Maine Liquor Law" was duly enforced from January to October, 1854, when the City Council passed an ordinance for its repeal. Mayor Lykins vetoed the repealing ordinance, and the Council immediately passed it over the Mayor's veto, placing the dramshop license at \$250 per annum. The city has not been troubled by a prohibition ordinance since that time.

The history surrounding Kansas City is rich—both in a local and general way, and is justly entitled to a permanent place in this volume.

Twenty-five years ago Kansas City was known as "Westport Landing," and enjoyed that modest appellation until 1844, when its corporate name became recognized and known. The town grew slowly until 1850, when the California gold fever was so prevalent throughout the West, and in 1857 was one of the most flourishing places on the frontier. When the war broke out it had a population of 7,000, and a business that was remarkable in its extent and value. The four years' conflict fell with disastrous force upon the young city. The avenues of business were blocked, trade was diverted, and the population dwindled down to 4,000 souls. With the close of the war, the blockade was removed, and trade began again to flow into its natural channels.

In October 1865, the first railroad reached Kansas City. This was the Missouri Pacific, and since its completion the history of this "City of the Bluffs" has been one continued succession of commercial triumphs. At that time the population was barely 6,000, while to-day it is upward of 40,000. Then, it had but *one* railroad; now, *nine* great iron thoroughfares make this point their terminus, and pour into this busy mart their increasing wealth of trade and traffic. To Kansas City belongs the honor of building the first bridge across the Missouri river. It was finished in the summer of 1859, after a work of two years, and at an expense of nearly one million dollars. In the past seven years there has been no "stand still" in the prosperity of Kansas City. Its population and business have more than doubled, while its splendid buildings, its many railways, its increasing wealth, and sleepless enterprise, challenge the admiration of the East as well as the West.

The following are the lines that make Kansas City a great railroad center:

The Missouri Pacific, running to St. Louis, a distance of 283 miles; the Missouri River railroad, running to Atchison, Kansas, and there connecting with a line that passes through Northern Kansas into Nebraska; the St. Louis, Kansas City & Northern railway, running to St. Louis, with a branch from Moberly into Iowa; the Missouri River, Fort Scott & Gulf road, which traverses the border tier of counties of Kansas to Baxter Springs, a distance of 160 miles; the Kansas Pacific, running to Denver, Colorado, a distance of 620 miles; the Kansas City, St. Joseph & Council Bluffs road, which runs northward into Iowa, and connects at Council Bluffs with the Union Pacific and the line to Sioux City; the Quincy & Kansas City road, which connects at Quincy with lines running to Chicago

and the East; the L. L. & G. railway, running to the southern boundary line of Kansas, and connecting with the M. K. & T. railway; and the Kansas City & Santa Fe railway, completed to Ottawa, Kansas, which makes the ninth iron radiation from the Western "hub." Four more new roads are in process of construction: the Kansas City & Lexington railroad (narrow gauge), the Kansas City & De Soto, the Keokuk & Kansas City railway, and the Kansas City & Memphis railroad. The railway system of Kansas City is the work of but a few years, yet how wonderful is the result! From a village of 4,000, it has grown to a city of 40,000 in the marvelously short time of eight years.

Among the most prominent institutions of Kansas City are the Stock Yards. This enterprise was started a few years ago, at an outlay of \$82,000. Its success was demonstrated last year in the fact that the commission business alone amounted to over \$2,000,000. There are four packing houses, and in 1871 there was more beef packed than at any other city in the United States. Kansas City is the great beef-packing center of the continent, and will soon take the lead in the pork trade. 129,000 hogs were barreled last year.

Kansas City may feel proud of her public schools. There are ten elegant school buildings, erected at an average cost of \$10,000 each. The enrollment of pupils last year was 4,078, and the number of teachers employed, 57. The town has twenty-eight churches, many of them large and handsome edifices. The Board of Trade was organized in 1872, and now has a large membership. There are two libraries—the Mechanics' Institute, and a law library—that contain 3,000 volumes, and are valued at \$25,000. Another prominent enterprise of the citizens is the Agricultural and Mechanical Fair Association, with a capital of \$100,000. The total receipts of the Fair last year were \$63,990.25, while the attendance one day was as high as 50,000 people. The Fire Department is composed of four fire engines, two hook and ladder companies, and fifty-three firemen. There are now five miles of street railroads in operation.

The actual wealth of Kansas City is put down at over twenty millions. The assessed valuation last year was \$10,957,250. The business for 1875 was as follows: Total hog and beef products, \$1,859,496; manufactured articles, \$1,162,000; post office receipts, \$44,218.97; jobbing trade, \$17,097,176; retail trade, \$5,653,308; expended in building, \$1,011,630; real estate sales, \$3,016,486; insurance business, \$160,537; grain manufactured, \$849,334; while the railroad business for the past year was immense. For public improvements there were \$124,547 expended, which includes four miles of street grading and two miles of sidewalks. Five daily newspapers are published, four English and one German, together with a number of weekly and monthly periodicals. Among the weeklies, is one published in the Swedish language; and among the monthlies is a medical journal, issued under the auspices of the College of Physicians and Surgeons.

In the development of the Great West, with its fertility of soil and boundless natural resources, Kansas City is bound to play a prominent part. She will grow with the growing country, increasing every day in wealth and power;

she will wear the golden crown and royal purple, and be hailed, "Queen City of the Missouri Valley!"

JACKSON COUNTY.

Jackson county is the second county in wealth and population in the great State of Missouri. It is located near the center of the west line of Missouri, and immediately south of the "great bend" of the Missouri river and the mouth of the Kansas City. The county is bounded on the west by the eastern line of the State of Kansas; north by Clay and Ray counties, from which it is separated by the Missouri river; east by Lafayette county, and south by Cass county. The county was organized December 15, 1826, and the first court was held in July 1827, when the county seat was located at Independence. The development of the county was very slow until after the "Mormon war," which distracted the settlers and retarded settlement and improvement. The Mormons emigrated to Jackson county in large numbers in 1828 and 1829. They purchased large tracts of Government land between Independence and the present site of Kansas City, and established their "Sanctuary" on what they called the "Hill of Zion" in Independence. They published a newspaper (said to be the first paper published in Jackson county) called the *Evening Star*. In this they advocated such outrageous sedition and false doctrines that the Gentiles arose en masse, destroyed the press, and threw the material into the Missouri river. The Mormons resented this by an attack upon the Gentiles west of Independence, in which they were defeated. One of their bishops and two elders were tarred and feathered, and the balance were driven out of the country. They crossed over into Clay county November 3, 1833.

The climate of Jackson county is pleasant and healthy. The summers are long and the winters short and mild. The climate resembles that of Kentucky, Virginia, Maryland and Delaware. The cool, constant prairie breezes from the snow-capped peaks of the Rocky Mountains render the summer temperate and delightful. Winter sets in generally about the middle or last of November, and continues until March. The cold is never so severe as to prevent outdoor labor. The soil is inexhaustibly productive. The surface of the country is gently undulating, and is equally divided between timber and prairie. It is watered by countless springs of pure cold water and numerous running streams. The Missouri river traverses the northern line of the county. Into this river flows the Big Blue river, which with its tributaries, Brush creek and other small streams, drain the western portion of the county. Little Blue river, with its many tributaries, drains the eastern half of Jackson county. All of these streams are fringed with a fine growth of hard wood timber.

A fine coal deposit has been found in the eastern portion of the county. It is bituminous in its character and shows a vein 28 to 30 inches thick. In the western portion of the county a fine variety of fire-clay and brown marble have been found. An abundance of fine limestone exists in all portions of the county.

There are twenty-one post offices, cities, towns and villages in Jackson county. Independence is the county seat. Kansas City is its principal city. After these come Westport, Lee's Summit, Greenwood, Hickman's Mills, Blue Mills, Blue Springs, Fire Prairie, Hicks City, Little Blue, Lone Jack, Little Blue Station, Mecklin, New Santa Fe, Oak Grove, Pink Hill, Raytown, Rock Creek, Sibley, Stony Point, SAYS' MILLS.

The last census gives Jackson county a total taxable wealth of thirty-eight millions of dollars, divided as follows :

Of real estate.....	\$13,446,380
Of personal estate.....	2,656,952
Total real and personal.....	\$16,103,332
True valuation, real and personal.....	38,000,000

ACRES OF LAND AND VALUE.

Improved land, acres.....	195,134
Unimproved land, acres.....	84,299
Whole number of farms.....	8,184
Value of farms.....	\$10,349,680
Value of farming implements, etc.....	318,450

PRODUCTIONS OF AGRICULTURE.

Value of all Live stock.....	\$1,356,802	Bushels of sweet potatoes.....	2,724
“ animals slaughtered.....	213,899	“ peas and beans.....	432
Number of horses.....	6,961	Pounds of tobacco.....	10,312
“ mules and asses.....	1,703	“ wool.....	11,729
“ milch cows.....	5,294	“ butter.....	237,623
“ working oxen.....	699	“ honey.....	3,871
“ other cattle.....	8,493	“ wax.....	89
“ sheep.....	11,016	Tons of hay.....	2,373
“ swine.....	30,227	Gallons of sorghum.....	3,871
Bushels of spring wheat.....	36,598	Value of orchard products.....	\$51,443
“ winter wheat.....	275,486	“ market and gardens.....	32,171
“ rye.....	4,535	“ home manufactures.....	8,082
“ Indian corn.....	1,504,439	Total (estimated) value of farm	
“ oats.....	173,229	productions.....	\$1,615,999
“ barley.....	3,969	Total amount of wages paid farm	
“ buckwheat.....	245	employees.....	191,375
“ Irish potatoes.....	91,419		

Independence, the county seat of Jackson county, is most eligibly and beautifully situated ten miles east of Kansas City, surrounded by charming landscapes, and in the center of the finest farming, fruit and grazing region to be found anywhere in the broad State of Missouri. Few cities are there in the Union that for size, age and population, have been the scene of such wonderful and soul-stirring events, or that have shown withal such recuperative power and energy.

The earliest settlement took place previous to the year 1827, when the General Government of the United States donated to Jackson county, for a town site, one hundred and sixty acres, which were sold on the 9th, 10th and 11th days of July, in that year, by Samuel Newton, Lewis Jones, and Samuel C. Owens, commissioners appointed for the purpose. Some sixty-one lots were sold, realizing a sum of \$1,498.28, in payments of one-quarter of the amount down, and the

balance in six, twelve and eighteen months. The lowest price paid for a lot was \$11.48, and the highest \$42.00. Three years after the town was platted off, more land was added to it, and incorporated.

In July 1827, the first County Court was held near Ross' Spring, southeast of the present cemetery, and, about the same time, Judge Tadd held the first Circuit Court in a log house opposite the old foundry.

Then it was emigration turned toward Independence. From Virginia, Kentucky and Tennessee came a good class of settlers—men of energy, thrift and indomitable perseverance, most of whom have now passed away. Yet the names of such men as S. D. Lucas, S. Noland, Lewis Jones, Samuel Newton, S. C. Owens, Alvan Brooking, Richard Frestoe, Uriah Turner, R. D. Stanley, and many others who might be mentioned, are still green and cherished with respect and affection, in the hearts of those who have outlived them.

In the year 1840, the commerce of the plains assumed an extent and a growing importance never before attained. Independence became a most desirable and convenient starting point for the Mountain and the Mexican trade, and its prominence and consequent vast demand upon it by the trappers and traders, as well as Santa Fe adventurers, necessitated the establishment of large manufacturing and repair shops, outfitting stores, etc. etc.

The Mexican war in 1846 was, however, the occasion of the city reaching its highest prosperity; the subsequent discovery of gold in California likewise bringing a big trade to the place. In 1848 the Washington House, an old log building that stood on the spot where the Merchants' Hotel now stands, and which was the great rendez-vous and chatting corner for Rocky Mountain trappers and Mexican traders was burned down. An incident connected with its destruction is characteristic of the vim that animated the early settlers of that day. S. Noland, its proprietor at the time of the fire that consumed his property, was lying in bed with a broken ankle, but while the conflagration was taking place, he made a contract for its rebuilding, and in a short time the Noland House, the (at the time) most extensive hotel west of St. Louis, was erected, and thronged by those passing through with the "gold fever" to California.

The first regular United States mail that ever passed the border, left that city in July 1850, well guarded for its defense from the numerous hostile parties of Indians it would encounter in its journey.

By this time Independence was well established as a growing city. Elegant residences, substantial stores and business-houses were erected, and until the late unhappy war, when Independence became the theater wherein were enacted so many fearful deeds and bloody actions, everything was bright, prosperous and happy. It is unnecessary in this brief and hastily-prepared notice to refer to the events of so recent a date. The memory of them will never pass away from those who resided near the city at that time. It is, however, one of the proudest recollections that the citizen can entertain, that by the vim and energy of its inhabitants the city so quickly recovered from the horrors of that war, and has reached a point at once enviable and praiseworthy.

ST. JOSEPH.

HISTORY.—The founder of St. Joseph, the pioneer who, as early as 1803, pitched on the "Black Snake Hills" his tent, erected his huts and made profitable exchanges of glass beads and "fire water" for the valuable furs and peltries of the Indians, was Mr. Joseph Robidoux, who was born in St. Louis in August 1774. Mr. Robidoux selected this spot, impressed by its richness and extent of country, and by the fact that here the Indians were in the habit of crossing the river, going on to the Kansas, Big Blue, and other streams of the prairie beyond, for the summer, and returning to winter, where, in the rich bottoms and heavy timber of the Missouri, they could always keep warm and find plenty of game. The Indians knew the place by the euphonious title of the "Black Snake Hills," and so it was called by the early pioneer, even after it had grown into a populous city. In 1840, the United States, by treaty with the Sacs, Foxes and Iowas, acquired possession of the "Platte Purchase," now comprising the counties of Platte, Buchanan, De Kalb, Nodaway, Holt and Atchison, which was thus thrown open to settlement, the Indians being moved into the Indian Territory. Mr. Robidoux pre-empted the 160 acres comprising the "original" town in 1843, naming it after his patron saint, "Joseph," although it was not incorporated until 1845. The first sale of town lots took place in September 1843, \$100 being the uniform price, except for corner lots, which were held at \$150. In the first year of its infancy, it was honored by a visit from the great naturalist, Audubon, on his river trip to the Yellowstone, who thus records his favorable impression of the place, May 5, 1843: "After grounding on sand-bars and contending against low winds and currents, we reached the "Black Snake Hills Settlement," which is a delightful site for a populous city which will be here some fifty years hence. The hills are two hundred feet above the level of the river, and slope down gently on the opposite side to the beautiful prairies that extend over thousands of acres of the richest land imaginable." At this date there were but three block-houses in the whole settlement, but rapidly the town began to gather hardy adventurers, willing to endure the discomforts of frontier life for the great encouragements the future held out to them.

In 1851, the citizens applied to, and obtained from the Legislature of the State, an act of incorporation as a city.

In 1849, the city became the great point for the fitting out and departure of emigrant trains bound for the then New Eldorado—California. It was a bustling town, full of hopeful men, arriving and departing, allured by the expectancy of untold riches in the new country beyond the Sierras. The patronage which the town thus gained was of immense advantage to its merchants, who gathered rich harvests of profits, and devoted their energies and means to opening communication by rail eastward.

POPULATION AND PROPERTY VALUATION.—From its inception to the present time, the growth of the city has been very rapid. In 1843, it contained but three log houses, erected by its founder, as trading houses. At the close of the year 1845, it contained six hundred people, and its property was assessed at \$40,000. In 1846, the county seat having been removed from Sparta, it gained a large accession of population. In 1850, it numbered 3,460 people, and taxable property to the amount of \$583,016, and in 1860, 8,932 people, and taxable property \$5,134,249. During the years of the war, it suffered greatly and lost a large portion of its people, who withdrew from the troubles of which the city was for a time the scene; so that, at the close of the conflict in 1865, the city contained but 7,500 people. It but needed a cessation of hostilities to regain all it had lost, and to keep up its former steady growth. In 1870, the census showed 19,565 people, and at this date, 1876, it is calculated by the best of judges, that it numbers not less than 25,000. Its future is so promising, that in less than the half century predicted by the great naturalist, it will have grown far beyond the utmost vision of his prophecy, a city spreading far and wide its influence in commerce and manufactures.

BUSINESS GROWTH.—In the early history of St. Joseph, its natural geographical position caused a great inflowing of business capital. It is the center of an immense and highly productive agricultural region, which is naturally tributary to it. It thus commands a trade unequalled by any city west of St. Louis, and the growth of its commercial enterprise, is but the history of the growth of the country around. The increase of the wholesale trade is fully twenty per cent. per annum; a suggestive fact, taking into consideration the competition of older and larger cities with their great facilities for shipment, and their active and earnest efforts to control trade. The exclusively wholesale trade is represented by six grocery houses, one of which in 1875 did a business of over \$1,800,000; six dry goods; four boot and shoe; three hardware; two hat and cap; two wholesale clothing; four druggists' supplies. The aggregate sales, wholesale and retail, in 1875, were upward of \$25,000,000. The capital employed in business is rated as follows: \$500,000 and above, 9; \$200,000 to \$500,000, 25; \$100,000 to \$200,000, 40; \$50,000 to \$100,000, 28; \$30,000 to \$50,000, 27; \$10,000 to \$30,000, 95. It has six banks, representing an aggregate capital of \$1,800,000. Its merchants have always maintained a standard reputation for solid capital and solid credit, and in her mercantile capacity, no city has shown more energy or sagacity.

RAILROADS.—On the 22d of July, 1859, the Hannibal and St. Joseph railroad, destined to fill a most important part in developing the great State of Missouri and the West beyond, was finished, and long held the honor of being the pioneer route of the great highway across the continent. The completion of this enterprise was a great event in the history of the city, and added largely to its business facilities. During the following year, the Poney Express was organized to carry rapid messages across the country to San Francisco. Every morning the rider started, with his saddle-bags strapped to his horse, to deliver the same at the

night relay, to the next postman. So, with the rapid and increasing transmission from rider to rider, and horse to horse, on the eighth day thereafter the enterprising merchant in San Francisco, was reading the rates of merchandise in New York and the eastern cities. In 1865, the Atchison and St. Joseph, and Atchison and Western railroads, afterward consolidated under the name of the Missouri Valley Railroad, were finished to Kansas City, giving a connection by way of the Missouri Pacific with St. Louis. In July 1868, the St. Joseph and Council Bluffs railroad was completed and consolidated with the Missouri Valley, under the name of the Kansas City, St. Joseph and Council Bluffs railroad—a line one hundred and thirty-three miles long, hugging the banks of the river, and controlling the trade formerly monopolized by the many lines of steamers that plied up and down the "Big Muddy"; and forming a connection with the great national highway, the Union Pacific railroad at Council Bluffs.

In 1870, the St. Louis and St. Joseph railroad, seventy-six miles long, was completed, forming another chain of communication with St. Louis, by way of the North Missouri railroad. In February 1871, the Kansas City, St. Joseph and Council Bluffs railroad up the Nodaway Valley, rich in fertility, and producing immense crops of corn and wheat, was completed to the Iowa State line; and in December of the same year, it made connection with the Burlington and Missouri River railroad at Hopkins, thus opening a new and important route to Chicago and the East.

The St. Joseph and Denver City railroad is completed two hundred and twenty-six miles, to Hastings, and graded within a few miles of Kearney, and will, at an early date—the coming year—unite with the Union Pacific at Kearney Junction, forming an important link in the route to the Pacific coast, saving seventy miles in the routes from New York to Denver at present traveled.

THE MISSOURI RIVER BRIDGE.—The St. Joseph Bridge Building Company was organized and incorporated in January 1871, by the citizens of St. Joseph. The preliminary survey was made in February, which resulted in finding the bed-rock at a depth of from forty to forty-eight feet; and on the 15th of March, the engineer, Colonel E. D. Mason, reported to the Company, recommending the site selected, and estimating the cost of a bridge at \$715,000. On the tenth of June the contract was let to the Detroit Bridge Company at \$710,000. The bridge has six piers, each three hundred feet; a draw span three hundred and sixty-three feet, and a shore span eighty feet in length. The style of the bridge is a quadrangular, Pratt truss. On the 2d of January 1872, pier six was completed; pier five, February 2d; pier four, March 13th; upper draw rest, May 21st; pier two, November 6th (the long delay in sinking being caused by the three months' high water); pier three, January 25th; and pier one, February 28. The total cost of the bridge is about \$1,200,000, for which the city of St. Joseph subscribed \$500,000, twenty year ten per cent. bonds, and the company issued first mortgage bonds to the amount of \$800,000.

CHURCHES, SCHOOLS, AND PUBLIC BUILDINGS.—St. Joseph has twenty-two church organizations, and nineteen churches, viz: three Presbyterian, four

Methodist, three Catholic, two Baptist, one Congregational, one Episcopalian, one Unitarian, one Protestant Evangelical, one Jewish, one Baptist, one Methodist, and one Presbyterian missionary chapel. Its pulpit talent is excellent, and all the various religious denominations are in a flourishing condition. It has fourteen public schools including a High school, with one superintendent, and thirty-two teachers. In the High school, pupils are prepared for admission into any college or university in the country. The value of the school property is \$100,000. Besides her public schools, the city has several large and flourishing private schools, including the Young Ladies' Institute, Academy of Sacred Heart, School of the Immaculate Conception, St. Joseph Day School, and the St. Joseph College, conducted by the Christian Brothers. In 1873, Mr. Milton Tootle erected a magnificent opera house, with a seating capacity of fourteen hundred, costing \$125,000. Its stage is 40 x 60, with a proscenium thirty-two feet, and in its appointments and furnishing, it may, without exaggeration be styled the handsomest auditorium in any Western city. State Lunatic Asylum Number 2 is located here, a building largely ornamental to the city, which has cost \$250,000. The beautiful convent, crowning the hill,* whose golden cross catches the latest rays of the setting sun—

“To tell His life of glory run,”

the many handsome residences, the solid and substantial stores, the Pacific House, of goodly reputation, go to make up a town of unusual solidity and comfort.

MANUFACTURING INTERESTS.—The industrial advantages of St. Joseph are steadily on the increase, and the active efforts being made to invite hither manufacturing skill and enterprise, together with the natural growth of institutions already established, bids fair to make the city a prominent point for productive industries. No manufacturing undertakings have been started here that have not been successful. The facilities for shipment by means of the various railroads centering here, to any point, and the cheapness of material, with the demand for certain products from the various wholesale houses, gives an unrivaled position to this city for the disposal of articles of productive skill and industry. Being the center of the cluster of cities which have sprung up in the Valley of the Missouri, all of which are within easy railroad distance, it can supply their wants with facility and promptness, and command a trade wide-reaching in its influence and results. The furniture factory of Lewis Hax is the largest of the kind in the West. During the year 1875 it turned out \$190,000 worth of furniture of all kinds, using for this manufacture 250,000 feet of walnut, and 300,000 feet of pine and cottonwood—all native growth, except the pine. He employs one hundred hands—men and boys.

The woolen mills of George Buell manufacture 70,000 yards of cloth, and 40,000 pounds of yarn. He employs forty-five hands.

The saddle and harness factory of Wm. M. Wyeth & Co., manufactured 20,000

collars, using forty tons of straw. They also made 4,000 whips, 1,200 sets harness and 3,000 saddles. They employ fifty-two men and boys.

J. C. Landis produced \$60,000 worth of material, and employs thirty-five men.

J. Pfeiffer & Son manufactured stone work to the extent of \$150,000, shipping to Chicago for six new buildings there.

The St. Joseph Starch Factory is a branch of the Madison Starch Factory, of Madison, Indiana. It was located here through the efforts of the citizens, and commenced operations in November 1872. It consumes 1,000 bushels of corn per day, averaging twenty-five pounds of starch to the bushel. Its buildings cost \$80,000, and its working capital is \$30,000. Its president is Mr. O'Neill Bayley. This company ships largely to Germany. It employs eighty men and boys.

The two foundries of Burnside, Crowther & Co., and Ambrose, Ford & Co., turned out \$160,000 of foundry and machine work, employing forty-eight hands.

In 1875, Messrs. Waterman & Nash erected an elevator, now in operation, having a capacity of 100,000 bushels.

There are two cracker and spice mills, four manufactories of boots and shoes (three of which commenced business in 1872), four flour mills, one distillery, three breweries, several small wagon factories, etc. The business of pork packing is largely represented, upwards of 100,000 hogs having been packed the past season.

St. Joseph has enjoyed from the beginning only continued prosperity, except from 1861 to 1865. She has improved her streets until now she has thirty-five miles of macadamizing. She has increased her railroad facilities until now she commands communication with every section of the country about her. She has multiplied her mercantile advantages until now she represents in her wholesale trade a stock unequaled by any city west of St. Louis. She has inaugurated a school system so that her educational advantages stand among the first. She has fostered and encouraged manufactures so that they have grown into remunerative enterprises of great productive capacity, and she invites men of capital and skill to a field which will yield all their ambition can ask for, or fond hopes desire to realize.

BOONVILLE.

The early history of Boonville, the county seat of Cooper county, the county itself and surrounding country, comprising in itself a partial history of the early settlement of the Territory of Louisiana and State of Missouri, is replete with interest to the historian of the Great West, abounding as it does, "with early life on the frontier;" with the Indian war; its stockade rally of settlers in time of danger; its lone, hand-to-hand fights of traders and settlers against aborigines; the steady, earnest growth of the country known now as Central Missouri; and its

present proud position as one of the richest, loveliest, and best portions of Missouri and the Great West, cannot be compiled in a few printed pages, and do justice to the subject.

The reported rich mines of gold and silver in this vicinity, early in the eighteenth century, attracted the attention of the earliest French settlers. In 1712, letters-patent, to a distinguished French gentleman named Crozat, were granted, and in 1717, the great "Mining Company of the West" was formed and the country visited and worked. Along the Blackwater and Lamine, in Cooper county, considerable work was done, but the style of mining was superficial and, as proved now, with but little result. In 1717 these letters-patent were returned to the crown.

In 1762 the territory west of the Mississippi was ceded by the French to Spain, but the French claimed the territory now embraced by the State of Missouri. Disputes occurred until about 1812, when, in midsummer, a territorial organization was formed, and Col. M. Lewis—the companion of Gen. Clarke on the Missouri exploration—became Governor. In 1820 the territory became a State.

Meanwhile the Boonslick country began to attract the attention of what few emigrants dared to come this far west, and in 1806 Samuel Boone, accompanied by a few settlers, came to what is now known as Howard county, but embracing Cooper county and a section of country full sixty square miles in extent. Captain Cole, Sarshall Cooper, Wm. Head and Daniel Boone were among the leading spirits of that day.

Old Franklin was laid off as a town, opposite the bluff and plateau now occupied by the prosperous city of Boonville, and was for years the most promising village northwest of St. Louis, on the Missouri river.

Boonville, in 1817, numbered about thirty families. A county was laid off extending down to the Osage, and embracing what now comprises Cole, Cooper, Pettis, Benton, Moniteau, Morgan, Saline, and one or two more counties. Cole's Fort was established here for the protection of settlers. In 1819 the city of Boonville was laid off by Capt. A. Morgan and Charles Lucas. For years it progressed. Old Franklin gradually melted away under the encroachment of the river. Gradually and steadily Boonville continued to grow, receiving for years the great wealth of trade that came to it as an outfitting point for the Santa Fe and Mexican trade.

Beautifully built upon the south bank of the Missouri river, midway between St. Louis and Kansas City, and on the line of the Missouri, Kansas and Texas railway, stands Boonville—county seat of Cooper county, and one of the handsomest cities in all Missouri. Located twelve years ago when the great West was unknown, and settled by a substantial class of early pioneers, the village soon became a town that rapidly grew in prosperity and wealth, controlling the immense trade of the Southwest and giving brilliant promises for the future. Its history is the history of the settlement of Missouri, and cannot be related in the article now written.

The site on which it is built is picturesque in the extreme, the town being

surrounded by wood-covered hills that extend on either side back to the fertile land around. High above the river, the view of the bottoms on the opposite side is most beautiful and attractive. The health of the people is uniformly good, and the glorious advantages of a rare climate and a rich surrounding country, render the city one of the most desirable places for a home afforded by any locality in the land.

The streets are generally macadamized, and the dwellings and business houses are almost wholly built of brick. Numerous churches and schools, together with the influences of a highly educated and moral community, give to the town a social advancement not found in but few places outside of the East. Wealth and culture are evident on every hand, and nowhere can be found a more hospitable or liberal people than are numbered among the citizens of the place.

The streets are lighted by gas, a factory for this purpose having been established some years ago.

The merchants do a large retail trade, and also include among their customers many tradesmen of surrounding towns. Cooper county has a population of about 25,000. The farmers are all old settlers and *own* their farms. One indication of the stability of our people is, that the county bonds are quoted higher than those of any other county in Missouri.

Boonville is favored with most excellent railroad accommodations, having two great lines upon which to transport the products of the rich country surrounding her. Its population numbers over 6,000. The area of the county is 362,880 acres, with a total population of 28,000. It is watered by the Missouri, Lamine, Blackwater, Petite Saline, Moniteau and other streams, amounting to from four to six hundred miles of country which is admirably adapted to nearly all classes of manufacture. The country abounds in lead, iron, coal, and a class of mineral not yet sufficiently analytically understood to properly state. Timber is found in abundance all over the country, consisting of oak, ash, walnut, maple, hackberry, sycamore, etc.

MINERALS.—Veins of excellent bituminous coal, ranging from three to eight feet in thickness, have been found along the line of the Boonville branch of the Missouri Pacific R. R., along the line of the M. K. & T. R. R., and in some five or six other locations in the county.

Hydraulic, encrinital and magnesia limestone is found in abundance all over the county. Fire clay has also been found near Boonville.

In regard to the coal land, or facilities in the county, it is estimated that fully 100,000,000 tons of excellent coal exist, besides an equal amount of the ordinary coal formation suitable for uses aside from manufacturing purposes.

Lead in large quantities has been, and is being mined by the Central Missouri Mining Company, near the Lamine, and on what is known as the Scott lead mining district. All over the county this mineral has been found to a paying extent, and all it needs, as with the limestone formations, coal and iron, is capital to develop it and make it profitable to those investing.

MANUFACTORIES.—With all the advantages of an abundance of timber and coal, river transportation, and railroad facilities already here and approaching, there is no spot in all the West where the capitalist and manufacturer can secure as safe an investment. There is already one of the best plow manufactories in the country at Boonville, as well as an excellent foundry, and one of the finest flouring mills on the Missouri slope. But the wants of the country are not one-hundredth part supplied. More factories, machine shops, foundries, mills, etc., that go to make up the wealth of the country, are in demand, and no better point than Boonville can be found to establish them.

Boonville Furniture Manufacturing Company, a corporation. House and machinery cost about \$50,000. Would give employment to fifty persons.

Boonville Woolen Mills; owned by Mathew Gamut. Manufactures all kinds of woolen goods, fine cloths and cassimeres.

Three large pottery establishments. Manufacture large quantities and have a considerable trade with Texas, Kansas, Iowa and Illinois. Best clay in the State.

Two Breweries.

Wine growing is one of its great industries. Many thousand gallons are made annually.

Two carriage manufactories, and two wagon manufactories.

A Cement Company has recently been organized, and is beginning work. Experts say it is superior to the Louisville hydraulic cement.

Banks.—Central National, and Aehle, Dunnica & Co.

PRICE OF LAND, ETC.—The average price of land in Cooper county is about \$13.00 per acre, and as rich as the sun ever shone upon. Some of the poorest of these lands, apparently, are being converted into blooming vineyards, and there are now in and around Boonville, an annual yield of twenty thousand gallons of the choicest wines made in the State; five acres readily yielding a profit of from \$2,000 to \$3,000. Wheat, oats, corn, potatoes, flax, hemp, etc., yield probably more remuneratively in Cooper county than in almost any county in Central Missouri. Fruits of all kinds, adapted to the climate, yield in abundance.

RAILROADS AND SHIPPING FACILITIES.—Aside from the cheap river transportation at Boonville, via the Missouri river, they have the Boonville branch, of the Missouri Pacific R. R., and the northeast extension of the Missouri, Kansas and Texas railway, from Sedalia, crossing the Missouri river at Boonville, passing on via Fayette, the county seat of Moberly, thence on to the Mississippi river at Quincy, Illinois, tapping the Chicago, Burlington & Quincy R. R., and the Toledo, Wabash and Western railway, also on through to Chicago, thus connecting over the Boonville bridge, the great trade of Texas and the Gulf of Mexico, with that of the great Lakes, and thence on eastward to the Atlantic Ocean.

BOONVILLE BRIDGE.—Probably the handsomest bridge across the Missouri river is located at this point. It was designed and constructed by the American Bridge Company, and was completed in January 1874. Major O. B. Gunn, Chief Engineer of the M., K. & T. railway, exercised a general supervision of the work. The bridge with the dyke is three thousand seven hundred and fifty feet in length.

The superstructure, excepting the floor, is entirely of iron, and consists of two fixed spans two hundred and fifty-eight feet long; three, two hundred and twenty-five feet long; one, eighty-four feet long; and the draw three hundred and sixty-three feet in length. These are all of iron, and built upon the plan of Post's patent, the parts so proportioned as to possess six times the strength required of them to sustain the greatest load that can ever come upon the bridge. The openings of the draw are one hundred and sixty feet in the clear at low water, and the superstructure is a height of ten feet above the high water of 1844. The draw is worked by a handsome steam engine. By aid of this machinery, the engineer can open and close the latches of the draw at each end, work the end adjustment, and open and close the draw at pleasure. Notwithstanding the great weight of this draw-bridge, equal to about five hundred tons, it is so nicely balanced and adjusted that the weight of one man at either end will cause a perceptible deflection, and two men can open and close it by hand. All the iron used in members sustaining tensions is of the best double-refined American wrought, and those parts subjected to compression, whether of wrought or cast, are of the very best quality. The bridge is owned by the Boonville Bridge Company, of which Francis Skiddy is president; and Captain J. L. Stephens, H. Bunce, Colonel Estill, J. L. O'Bryan, and Colonel Elliott, are directors. It is for highway as well as railway traffic. It is now crossed by the trains of the M., K. & T., and will doubtless afford accommodation to the Narrow Gauge which is rapidly coming this direction. The approximate cost of this magnificent work is nearly \$1,000,000.

POST OFFICE.—The office of post-master is filled by G. W. Meller, who has held the position for a long time past. To Mr. C. W. Newman, the chief clerk, we are indebted for the following summary of the business transacted during the year 1875:

Number of letters held for postage and for other reasons, re-mailable and forwarded to Dead Letter Office.....	119
Number of letters forwarded to Department, including domestic letters, foreign, drop, return and fictitious letters.....	947
Amount of stamps, stamped envelopes, newspaper wrappers and postal cards sold.....	\$4,194
Number of letters registered at this office.....	479
Number of registered letters addressed to this office and delivered.....	697
Number of registered packages passing through this office for other post-offices.....	1,428
Number of money orders issued, 1,954—amounting to.....	\$19,649.50
Number of same paid, 1,207—amounting to.....	18,279.78

In the item of letters registered at this office for other offices, all reached their destination, and were delivered, with the exception of four, which, being uncalled for, were returned to this office and delivered to the persons originally sending them. In the item of the registered matter in transit—1,428 letters—only two packages were reported missing, and which were afterward reported as having reached their destination.

Glancing back over the history of the past few years, and remembering the terrible financial storm that swept over the nation in 1873, crushing many of the most powerful moneyed institutions of the land, and toppling private fortunes to the earth like tender reeds before the hurricane, one can not but be struck with admiration when looking upon such a career as the Central National Bank of this city furnishes for the pen of the historian. It rode the surging sea like a noble ship, never once faltering in its course, or giving evidence that the effects of the tempest were felt.

This bank was established on November first, 1865, as a national bank, with Captain Joseph L. Stephens as president. Indeed, he was the founder of the institution, the same originating from his private bank, which had been in successful operation for a number of years. The number of stockholders has decreased from time to time, and is now limited to the following: Captain J. L. Stephens, Jas. M. Nelson, C. W. Sombart, J. Sombart, Wm. Harley and Harvey Bunce. The aggregate wealth of these gentlemen is probably one and a half million of dollars. The present officers, directors and employes of this bank are as follows: J. L. Stephens, president; J. M. Nelson, vice-president; Wm. Harley, J. Sombart, Jas. M. Nelson, directors; R. Wadson, cashier; W. L. Stephens, assistant-cashier; Jno. N. Gott, book-keeper; Lon. V. Stephens, messenger.

The capital of the bank is \$200,000, and the surplus fund, \$100,000. An attempt will not be made to give the items showing the immense business transacted by this institution. It stands as one of the leading banks of the State, and as compared with similar institutions in Central Missouri, surpasses all in the magnitude of its operations. The benefit conferred upon the county by such a bank is immense, and to the merchants and other business men who enjoy the accommodations, its worth is almost incalculable. Having the very highest credit, governed by men who are liberal, obliging and upright, possessed of an aggregate wealth ample to conduct a bank four times its capital, the Central National is an honor to the town, to its owners, and to the State. It will always lead the surrounding country, and as its resources are developed, will always be found the first and foremost in those public enterprises that will benefit all.

This decided spirit of enterprise which has been evidenced so frequently, is due to the controlling interest owned by Captain J. L. Stephens—a large-hearted man, whose generosity is unbounded, and whose efforts to advance the best interests of Boonville and Cooper county are unceasing. Ever ready to further every commendable enterprise, the Central National, under his charge, has proven a powerful instrument of good to Central Missouri.

PUBLIC SCHOOLS.—This system of so recent date in Missouri, is growing into favor daily. The experiment has proved a success; has become a part in our Constitution, and with its present acceptance, must in a few years become the most cherished and sacred of our institutions. We have learned the most effectual remedy for our social wrongs is the generous and ennobling preservative, liberal education; rather than the heroic cure, "bolts and bars." The first kindly guides to a rare manhood; the last leaves weak resistance to vice, powerless.

The public schools of Boonville opened September 23, 1867. Throughout the first scholastic year, these schools produced the most flattering results, and at once became the pride of the civil household. The graded system then introduced, still continues in public favor, and along with earnest work has accomplished great good.

The following statistics will give a fair idea of our schools to-day in comparison with the schools of 1867-8 ;

Number of persons between the ages of five and twenty-one, 1867-8,	1,239
“ “ “ “ “ “ “ 1874-5,	1,406
Enrollment in 1867-8	576
“ “ 1874-5	608
The average daily attendance in 1867-8	177
“ “ “ “ “ 1874-5	532
The highest per cent. of attendance previous to 1867-8	86
“ “ “ “ “ “ 1874-5	90
No. of teachers employed in 1867-8.	6
No. of teachers employed in 1874-5	9
Amount of salary per month paid to teachers in 1867-8 is	\$435 00
Amount of salary per month paid to teachers in 1874-5 is	625 00
The revenue in 1867-8 was	11,739 01
The revenue in 1874-5 was	12,006 90
The expenditures in 1867-8 were	11,700 05
Amount paid to teachers in 1874-5	5,000 00
Amount paid for interest in 1874-5	3,805 00
Amount of bonds redeemed in 1874-5	1,000 00
Amount of other expenditures in 1874-5	3,300 31
The total expenditures in 1874-5 were	12,105 31
Value of school property	35,000 00

The preceding figures show, that, while the enumeration, enrollment, revenue and expenditures have scarcely increased at all, the attendance has about doubled itself since 1867-9. This feature alone speaks volumes for the schools. It shows that 100 per cent. increase in attendance, is 100 per cent. increase in home interest and home influence, without which schools become a dead letter.

Mr. D. A. McMillan, the present superintendent, although not long in the position, is meeting with encouragement from every hand, and is gaining the friendship of every one. Mr. R. R. Rogers, his assistant, is a popular teacher and doing a good work. The entire corps of teachers are competent, and are raising the public schools to a high rank of excellence.

THE KEMPER SCHOOL.—Of all the institutions concerning which Boonville has reason to entertain feelings of pride, none is worthy of more complimentary mention than the “Kemper Family School,” for boys and young men. It was established in the city in the year 1844, by Professor F. T. Kemper, A.M., in a house then used as a New-School Presbyterian church, and located where Æhle’s Bank now stands. There were at that time two other high schools for boys in Boonville—one taught by C. W. Todd, editor of the Boonville *Observer*, the

other by Richard W. Jaffray, who is believed to have been a merchant of New York. Mr. Jaffray taught in a brick building that still stands at the southeast corner of the Court House yard. He soon returned to his home, and sold his school furniture and unexpired lease to Mr. Kemper. After using this property for some months, the school was removed to its present site on Third street, which up to that time had been a corn field. The school property now embraces ten acres of land, and accommodations for an average of fifty boarders. No day scholars admitted. In the school are represented the best families in all parts of Missouri and adjoining States, with occasional pupils from the Atlantic, Pacific and Gulf slopes.

Professor Kemper, the senior Principal, now in his sixtieth year, has been singularly connected from his boyhood with works of education. After studying Latin for a year or two at a country school in his native county of Madison, Virginia, his father built a school-house a few yards from the family residence, and installed him, as the oldest son, teacher of his younger brothers and sisters. Among his first pupils was the present Governor of Virginia. Allured to Marion College, Missouri, by the fame of David Nelson and others, he graduated and taught two years and a half in that school before it was sold to the Masons, who removed it to Lexington where it died. A private school of sixty scholars taught for one year in the village of Philadelphia, in Marion county, and in sight of Marion College, and a professorship of five years in Westminster College, completed the sum of his labors out of Boonville. Locating here with but one pupil from the citizens of this city, by true merit and persistent labor, he has built up one of the leading institutions of the land. A thorough disciplinarian, a conscientious christian gentleman, he is preeminently fitted to fill the position he occupies. His long experience, combined with a fine education, places him at the head in his profession.

THE BOONVILLE SEMINARY—Founded a number of years ago, has become renowned as a boarding school for young ladies. The principal, Professor Charles Farringer, is one of the most thorough teachers of music in the State. His pupils number about fifty, and come from various parts of Missouri and adjoining States. The institution is rapidly gaining ground, and because of its superior accommodations, is justly largely patronized. The faculty is composed of Professor Simpson, Professor Metzger, Mrs. Gardner and others—all excellent educators, who labor with most commendable zeal in their work. The course of study is well arranged, and comprises every branch usually taught in institutions of this class.

No citizen of Boonville is more enterprising and public spirited than Professor Farringer, and all take great pride in the progress he is making.

SINGLETON'S SCHOOL.—This institution for boys and young men exclusively, was established by Professor M. M. Singleton four years ago, and every year since it was originated it has increased in influence and prosperity. The founder was a student of the Kemper School, and is recognized by all who know him as the right man in the right place. The pupils number twenty-two. It is

the intention of Professor Singleton to make his institution a boarding school similar to the Kemper School—a purpose that will be accomplished very soon, if present prospects are to be relied upon.

COOPER INSTITUTE.—About eight years ago Professor Anthony Haynes founded the Cooper Institute—a boarding school for young ladies. He has succeeded so well as to erect a commodious building and to include among his large number of pupils, representatives of the leading families of this city and adjoining counties. Professor Haynes is assisted by a competent teacher, Mr. Murphy, and in his work is steadily gaining patronage.

CHURCHES.—One Roman Catholic, one Protestant Episcopal, one Baptist, one Old School Presbyterian, one Methodist (South), one German Methodist, one Lutheran, one colored Methodist, and two colored Baptist.

SPRINGFIELD.

The city of Springfield is situated on Wilson creek, two hundred and forty-one miles southwest of St. Louis, on a high table-land near the summit of the Ozark Mountains, being some 1,200 feet higher than St. Louis, and the county seat of Greene county. It had acquired a considerable reputation as an Indian trading post and frontier village as early as 1820, being known in the Middle and Western States as a superior hunting ground, and healthful locality. Along the course of Wilson creek were beautiful groves of walnut, sycamore, black jack, and oak trees, of luxuriant growth of perhaps a half a century, from among which the underbrush had been cut away, making one of the handsomest hunting grounds in all the Southwest. There stretched out on the north and east rich timbered lands, and on the south and west beautiful prairies, which in early days were cultivated by the *aborigines* as a *field* or native Indian farm. Around this pioneer village and handsome field were many living springs, from which it took the name of Springfield.

The Indians gave up this hunting ground very reluctantly, holding it tenaciously against the intruding pale faces, until 1830, when they found themselves in the minority, and Springfield was then incorporated as a town, with a population of five hundred. In 1835, Hon. W. F. Switzler, now editor of the *Columbia Statesman*, passed through this town on his way from Boonville to Alexandria, Louisiana, and recorded in his diary that Springfield was a poor place; some eight or ten log cabins altogether, constituted the town. There were four stores, two groceries, two blacksmith shops, and a tan yard. Its population remained about the same until 1857, when it began to increase, and in 1860 it had twelve hundred inhabitants. It had a varied fortune during the war, being occupied by both armies, at different times, and each time to the detriment of the city. It came out of the rebellion in 1865, badly demoralized in every respect,

with a population of five hundred. At this time it began to increase rapidly, some of its former citizens returning, while its chief increase was from Tennessee, Illinois, Indiana, Ohio, Michigan, and Kentucky. According to the census of 1870 it had a population of five thousand five hundred and sixty-three. For many years Springfield has been the metropolis of all of southwest Missouri, northern Arkansas, southern Arkansas, southern Kansas, and northern Texas, supplying those sections with nearly all their goods and supplies. The Atlantic and Pacific railroad was formally opened to this city May 3, 1870, which somewhat changed the jobbing trade of Springfield, cutting off some of its scope of country and taking some of its trade to St. Louis. It still, however, supports three large and exclusive wholesale dry goods and grocery houses, all doing a good business. The city has been obliged to turn itself to its local trade and manufacturing for its chief support. It has now one hundred and fifty business firms in all departments of trade, which sold goods in the year 1874 to the amount of \$2,618,773; this amount has been largely increased the present year. Since the advent of the railroad, constant shipments have been made of the large quantities of wheat, corn, oats, rye, buckwheat, tobacco, and herds of cattle, mules, sheep, and hogs, with apples, peaches, pears, grapes, etc., with which this country is very prolific. In 1871, 185,433 bushels of wheat were shipped, two hundred and sixty-three car loads of stock, and other produce in proportion.

Springfield has two national banks, each with a capital of \$100,000, and each doing a safe and prosperous business. It has three first-class hotels, the Metropolitan, St. James, Ozark, and four well established newspapers, the *Patriot*, *Leader*, *Times*, and *Advertiser*. Springfield has generously encouraged manufacturing interests, of which the oldest is the Springfield Iron Works, a prosperous stock company, doing a business amounting to near \$100,000 a year, making engines, boilers, mill machinery, and every description of farm implements. These works have substantial buildings covering three-fourths of an acre of ground, worth \$65,000, employing sixty operatives, and have \$200,000 in working capital. The Springfield Manufacturing Company was organized in March 1872, with a capital stock of \$40,000, a working capital of \$20,000, employing fifty workmen and turning out fifteen wagons per week, and the demand not half supplied. M. K. Smith's woolen mill was established in 1872, worth \$20,000, employing fifteen operatives, and has \$2,200 of working capital. The Springfield Cotton Manufacturing Company began with a capital stock of \$100,000; has erected a building worth \$30,000, and put in machinery worth \$60,000, leaving \$10,000 working capital.

Springfield has three flouring mills, two planing mills, seven lumber yards, and the machine shops of the Atlantic & Pacific railroad, with capacity for seventy-five men. It has twenty practicing physicians and forty practicing lawyers. The bar of Springfield is worthy of special mention, it having no superior for integrity and ability anywhere in the State. The Circuit Court and the Probate and Common Pleas Courts are noted for their integrity and ability.

Eleven church societies are in a prosperous condition, and one of the best

regulated free graded schools to be found in the West, in session ten months in the year, in a fine three-story brick edifice; and a two-story brick building used for a colored school, together with a fine school at North Springfield, in a two-story brick building, all costing \$60,000. The people are intelligent, orderly, and industrious. The city has doubled its population and wealth since 1869. Its present population is over seven thousand, and its present taxable wealth over \$3,000,000, and rapidly increasing. Over two hundred houses have been built the present year, with every prospect that many more than that will be built the coming year. A second railroad is now being built to Kansas City, and a company has been organized to construct another south toward Galveston.

Considering the healthfulness of the location, its educational and commercial advantages, supported as it is by manufacturing interests, and a rich, productive farming country, Springfield becomes one of the most desirable locations in the West.

CAPE GIRARDEAU.

Situated on the west bank of the Mississippi river, and in that part of the State known as "Southeast Missouri," from a moderate elevation overlooking the "Father of Waters," is one of the oldest cities in the State, and noted as being the *metropolis* of the "Southeast," enjoying a very extensive commercial trade, extending a distance of two hundred miles to the southwest; the whole of northern Arkansas paying tribute to the Cape, on account of its superior shipping facilities: the landing for steamboats at this place being one of the best on the Lower Mississippi river; the shore of the river consisting of a solid wall of marble, which is easily brought to the proper grade for local purposes.

Of the history of Cape Girardeau, but little is known beyond the beginning of the nineteenth century, excepting traditional hearsay. It is a known fact, however, that Louis Lorimier, a Canadian by birth, is the original founder of Cape Girardeau, who for a long time was Post-Commandant in the service of the Spanish, as well as French Government; both of which countries owned this part of the State, prior to its transfer to the United States in 1804. As early as 1794, this place was inhabited by French missionaries, who, on friendly terms with the then existing tribe of Pawynaw Indians, tried to convert them to Christianity; but an afflux of French immigration gradually caused the red men to give up their hunting grounds and seek repose in Arkansas, leaving the white men to reign supreme. Since that early period, quite a large number of Germans have settled here and many from the older Eastern and Southern States, who have added considerably to the growth and prosperity of the place.

The material growth of Cape Girardeau, from its foundation by Louis Lorimier, in the year 1808, has been considerable, considering the immense drawback it received during the late civil war, when for nearly four years, the city was in a continued state of siege, by either Federal or Confederate troops; thus passing

through the ordeal of blood and fire. But after the night, came the day, and the horrid wound inflicted by civil war, almost depopulating and devastating this section of the country, began to be healed by the angel of peace, and Cape Girardeau has at present a population of about five thousand inhabitants; consisting of quite a large German element, who are noted for their frugal and industrious habits; and we may look with confidence for present prosperity and future wealth.

In the matter of education, it may be said Cape Girardeau has made a grand investment, and has now a system of public instruction, that may challenge comparison with any city of its size. Besides a free, graded school, in successful operation, which is capable of accommodating nearly six hundred scholars, it enjoys all the benefits to be obtained from an extensively-patronized college, both theological and classical, and a young ladies' seminary, under the patronage of the Catholic Church; as well as other denominational, high, select, and private schools, thus offering to every child of the city, a good English or German education, almost "without money and without price;" besides a Public Library Association, containing a number of volumes of the most select and instructive authors, of which all classes of society may enjoy the full benefit. Six live newspapers also add to the educational progress of the city.

There are found two Catholic, one Lutheran, three Methodist, one Baptist and one Presbyterian church, which are all under the supervision of able clergymen, and in a flourishing condition.

The industrial interests of Cape Girardeau have received a great impulse during the last few years, and the general results show a large increase over any preceding years. Until lately, little was done in the way of manufactures; but the prospected railroad interest lends a new impulse to its people and a new era has dawned upon the city. It has been discovered, that a thousand articles of primary and pressing need, can be made here just as well as elsewhere, as there are illimitable quantities of raw material which can be transformed into the thousand forms suited to the wants of the age, and so it can boast now of three flouring mills, one planing mill, one woolen mill, two paint mills, one windmill, one stove factory, one tobacco factory, two tanneries, one distillery, four breweries, one foundry, one furniture factory, eleven vineyards and a host of cooper shops.

The following statement shows the annual shipments from this port, mainly to St. Louis and New Orleans: 2,500 bales of cotton, 80,000 barrels of flour, 36,000 barrels of lime, 58,000 barrels empty, pork, lard, and flour, 12,000 barrels yellow ochre and Paris white, 35,000 raw hides, 25,000 coon and other skins, 10,000 pounds of wool, 5,000 pounds of feathers.

The woolen mills products are all consumed in this section, and their supplies are inadequate to the demand. This is the third year the vineyards have commenced shipping wine; there is about one hundred acres bearing vines, with three extensive wine cellars, now filled with the last year's vintage. Large amounts of bacon, dried salt meats, and dried fruits, are being brought to this market and shipped, principally to St. Louis and Chicago.

Some very extensive beds of porcelain clay, or "kaolin," have been discovered, and large quantities are shipped regularly to Cincinnati and St. Louis, for the manufacture of queensware and pottery-ware; also large beds of the finest white sand, for the fabrication of plate glass; and a great variety of excellent limestones, which will furnish any quantity of the best materials of that class for building purposes.

There are also numerous and extensive beds of marbles of various shades and qualities, some of them very valuable, which will become an important item in our resources. In fact, what with lithographic limestones, gypsum, cement, clays, fire-brick, paints of all description, granite, marble, sandstone, etc., the resources of Cape Girardeau are inexhaustible, and will place it far ahead of any other place in the Southeast.

CAPE GIRARDEAU AND STATE LINE RAILROAD.—This is an enterprise which promises to have a most important and beneficial influence on the future of Cape Girardeau, and the country through which it runs. From Cape Girardeau, it runs in a southwesterly direction, across level land, but at the foot of the hill country, through forests of great density, and immense growth of timber of the most useful variety, such as oak, black and white walnut, poplar, hickory, ash, cypress, gum, catalpa, etc., and for thirty miles of its length, through the iron deposits of Stoddard and Butler counties, which are of the purest and richest brown hematite, and in quantities entirely inexhaustible by human labor for ages to come; and also near rich deposits of lead, zinc and copper, and affording the shortest and cheapest road to market for the agricultural products of southeast Missouri and northeast Arkansas.

The facilities that this road will furnish for obtaining and bringing these ores and timber to Cape Girardeau for manufacture—the iron ores having to be transported but from thirty to sixty miles over a straight and level road (no grades exceeding ten and a half feet to the mile), and timber from beginning to end of road—when taken in connection with the facility with which coal of the best quality is obtained from the "Big Muddy" coal fields and the favorable locality of Cape Girardeau with its bluffs of purest limes, will certainly bring about at no distant day the establishment of such manufactories of iron, wood, cotton, crockery, queensware, paints, etc., as will make the Cape the most important manufacturing point on the banks of the Mississippi river from St. Paul to New Orleans.

Other railroad projects, diverging from Cape Girardeau, that will soon be in successful operation, will contribute much to the growth and increase of the town. Among them may be enumerated the Memphis and St. Louis Levee railroad—the charter of which makes Cape Girardeau a point on the line—the Grand Tower and Cape Girardeau railroad, the Jonesborough and Cape Girardeau railroad, the Terre Haute and Southwestern railroad, the Cape Girardeau and Cairo railroad, the Cape Girardeau and Iron Mountain (narrow gauge), etc., etc., furnishing a radiating system of roads that will confer great importance to their center, and will in a few years insure the building of a bridge across the Mississippi river—the charter of the same having been already obtained; a solid rock bottom at a

depth of from fifteen to twenty feet below low water, making the enterprise of comparatively easy accomplishment.

STE. GENEVIEVE.

The ancient town of Ste. Genevieve is beautifully situated on the west bank of the magnificent Mississippi, about sixty miles below St. Louis. Reposing in beauty amidst the surrounding hills, it presents a most charming view from the river, whilst the interior is delightfully diversified by beautiful streams, which meander through the town, or their way to mingle with the Father of Waters.

The commerce of Ste. Genevieve must also become important, for, besides being the place whence the lead from the rich mines of Southeastern Missouri is shipped, it is now, and must remain, the depot and shipping point of the incalculable quantity of iron produced at the Pilot Knob and Iron Mountain, distant about forty-two miles. When the contemplated railway from Ste. Genevieve to those vast deposits of iron is completed, and a line of steamboats established between this point and St. Louis, Ste Genevieve will, in a few years, become a commercial city of no inconsiderable importance.

The immediate vicinity of Ste. Genevieve abounds in natural wealth—marble, limestone, rose-colored granite, sand, sandstone, and building materials exist in vast quantities. The marble and sandstone are worked with much ease and cheapness, are well adapted to the manufacture of tombstones and monuments, and are most beautiful materials for building.

The Ste. Genevieve lime is estimated to be a very superior quality, and a large amount is made here annually, and shipped to Memphis and New Orleans markets. The sand, which is of a beautiful, dazzling white, resembling loaf sugar, is considered the best in the United States for the manufacture of glass, and large quantities are shipped to Boston and Pittsburgh for the manufactories of those cities.

Possessing so many elements of wealth, and affording so many sources of profitable employment, we may well indulge the thought that the day is not far distant when Ste. Genevieve will have an active, numerous and wealthy population, and become one of the most important manufacturing towns in the State of Missouri.

The present town of Ste. Genevieve was settled by a few French families about the year 1785, previous to "*L'année des Grandes Eaux*," (the year of the great flood.) In consequence of the overflow of the Mississippi in 1785, a portion of the inhabitants of Kaskaskia, in Illinois, and of "*Le Vieux Village*" (the old town of Ste. Genevieve), emigrated to this place, and it was not until it received this addition to its population that it assumed the character of a village. The old village of Ste. Genevieve was settled about the year 1835, and was located in what is now called "*Le Grand Champ*" (the Big Field), about three miles

distant from the present town. Of the old village nothing remains. Originally "Le Grand Champ," which lies immediately below the town of Ste. Genevieve, contained four thousand acres of land, all under one fence, and cultivated in common by the inhabitants, but it is now diminished in size, caused by the caving in of the banks of the Mississippi. Thus "Le Grand Champ," is one of the most beautiful and fertile bottoms on the face of the globe; and is every year decorated by its rich products, that lie on its surface in magnificent profusion, furnishing most of the necessaries of life to all inhabitants of Ste. Genevieve, a great number of whom are cultivators of "Le Grand Champ."

The original settlers of the town of Ste. Genevieve are Joseph Loisselle, Jean-Baptiste Maurice, François Coleman, Jacques Boyer, Julien Choquet, and others, who had settled here previous to "*L'année des Grandes Eaux*" (the year of the great waters), and by Jean-Baptiste St. Gemme Beauvais, Vital Beauvais, Jean-Baptiste Vallé, Sr., Henry Maurice, Parfait Defour, Joseph Bequette, Jean-Baptiste Thomure, Joseph Govreau, Sr., and Francis Vallé, commandant at the post of Ste. Genevieve, who came here immediately after the flood of the same year, 1875. These persons were all remarkable for their strong constitutions, simplicity of manners, and honesty of purpose; and were endowed naturally with good minds, but without the advantage of a liberal education. They were free of ostentation and a display of pleasure, except such as were of an innocent character. Their clothing was remarkably plain, they wore heavy striped gingham pants, without the support of suspenders, but fastened by a belt and clasped around the waist, without vest, a blue or colored shirt, a white Mackinaw blanket coat, with a capuchon, moccasin shoes, and a blue cotton handkerchief around the head. The apparel of the early female inhabitants was also very simple; they wore cotton and calico dresses, and the waist fastened by calico strings, their beautiful shoulders ornamented with a mantle, their necks decked with a rich madras handkerchief, and their feet clad with moccasin shoes; their heads were encircled with a blue or colored cotton handkerchief.

The patriarchs of Ste. Genevieve were by occupation cultivators of the soil, and voyageurs with barges and keel-boats to New Orleans. They were also traders in European goods, which they exchanged for furs, peltries and lead.

These adventurers in their early settlement of Ste. Genevieve, had to encounter many privations, and they passed through the ordeals of many romantic adventures of a savage life; and well they deserve the appellation of pioneers, who felled the forest, and made way for the advance of civilization in the great West of our Union. But they have sunk into their graves, and are now no more. But a few days ago, one of the patriarchs above mentioned, could be seen in the town of Ste. Genevieve, leaning on the staff of old age, with ease and grace, his head seemed bleached with nearly one hundred winters. This venerable old man was John-Baptist Vallé, Sen. His wife also lived to an old age, loved and venerated by all. Some years previous to her death, in accordance with an old French custom, she was re-married to her husband, John-Baptist Vallé, Sen., after half a century of the enjoyments of a married life. It was an imposing and solemn

ceremony, to see the venerable couple renewing the first vows of their early affection and loves at the hymeneal altar.

At an early period, known as "*L'année du coup*" (the year of the blow), the inhabitants of "Le Vieux Village de Ste. Genevieve," were called upon to defend St. Louis, which was then threatened to be attacked by the English and different tribes of Indians. Sylvia Frances Cartabona, a governmental officer, was ordered to Ste. Genevieve by Don Ferdinand Leyba, then Lieutenant-Governor of the post of St. Louis, to enlist a company of militia men for the protection of St. Louis. A company of sixty men was raised under the immediate command of Captain Charles Vallé of the post of Ste. Genevieve, which went up in a keel-boat, and were stationed at St. Louis; but whilst there the Lieutenant-Governor, Don Ferdinand Leyba, did not furnish them with ammunition, which they were mostly destitute of, thus causing much disappointment and mortification to the gallant men, who had left their homes to go and defend their friends in St. Louis. Little did the Ste. Genevieve company think, at that time, that the Lieutenant-Governor was acting in bad faith toward them and the town of St. Louis, but his subsequent conduct fully proved his treachery, and placed the Ste. Genevieve company in a false position, as they had partly to obey orders under the despotism of Spain, which was repugnant to their feelings.

Previous to the attack upon St. Louis, an old man named Quenelle, a resident, had crossed the Mississippi river, and went to the mouth of the Kahokia creek, in Illinois, and from what he had seen of the disposition of some Indians and a notorious outlaw named Ducharme, on his return he informed the Lieutenant Governor Leyba, that an attack would soon be made, for which he was treated with contempt, and sent to prison.

About the time of the attack upon St. Louis, the commandant of the Ste. Genevieve company, seeing that he was deprived of powder by the Lieutenant-Governor, Don Ferdinand Leyba, sent five men to take three kegs of powder, which an old lady, resident of St. Louis, had at that time, but did not wish to deliver up, insisting on them not to do her any harm, should she refuse to give up the powder. They, however, conveyed the powder to headquarters, and the commandant, Charles Vallé, seeing the treachery of the Lieutenant-Governor determined not to obey orders.

Whilst the commandant of Ste. Genevieve was absent from his headquarters, Leyba ordered the company to march up into the garret and spike their guns, and some of the men had obeyed the order, but as it was about being executed by the whole company, the brave commandant of the Ste. Genevieve company came up, and at once perceived the treacherous order, and said: "*Que son poste est près de son canon, et non dans un grenier, et que si l'ennemi venait, il serait prêt à se défendre;*" and standing to his post, ordered his men to stand by him, and did all he could under the circumstances, to aid the citizens of St. Louis, when the post was attacked by the enemy. It is well known that Lieutenant-Governor Leyba acted in bad faith, and was despised by all the inhabitants of St. Louis and Ste. Genevieve, on account of his treacherous conduct; and feeling conscious of

his own foul act, died shortly after. It was thought that he terminated his own life by poison. After the attack on St. Louis had failed, the company returned to their home, "Le Vieux Village de Ste. Genevieve."

At the early settlement of the present town, Ste. Genevieve, the Peorias, a tribe of Indians from the State of Illinois, were located immediately south of the town of Ste. Genevieve, along the bluffs, and having a great many enemies among the Osages and Shawnees, did not venture far in the forest, but felt safe in this locality under the protection of the commandant of this post.

Ste. Genevieve is now made the deposit for all the iron ore from Pilot Knob and Iron Mountain, to be shipped to divers cities, but principally to Pittsburgh. Also is here deposited, all the lead, cobalt and copper made in the neighboring counties in Southeast Missouri. Two newspapers are now established in Ste. Genevieve, the *Pioneer* and the *Democrat*. The telegraphic line that connects Nashville and St. Louis passes through the town of Ste. Genevieve. Nothing seems more surprising and magic-like than the flashes of intelligence flying with the rapidity of lightning through the old town of Ste. Genevieve.

ST. CHARLES.

St. Charles county is bounded north by Lincoln county and the Mississippi river, south by the Missouri river, and west principally by Warren county, a very small part of it being bounded in that direction by Lincoln county. Occupying the extreme point between the Mississippi and the Missouri rivers, its conformation is so peculiar that it may be said to have no eastern boundary. The fifth principal meridian is on its western boundary, which is the only straight boundary it has—the other sides being made by the two rivers named. Its western end is the widest part of it, being about twenty-four miles; its extreme length in a right line is upwards of forty-two miles; following the meanderings of the Missouri river, or over the ordinarily traveled highways, the extreme length is between fifty and sixty miles. Including the islands in the two rivers, properly belonging to it, the area of the county is about 540 square miles, making the area 345,600 acres—the exact area is stated to be 339,690 acres.

The original limits of the county embraced all the territory lying between the Mississippi and the Missouri rivers, as far northward as the British Possessions, and as far west as the crest of the Rocky Mountains. Howard county was cut off from St. Charles and organized in 1816, leaving the mother county still of very considerable dimensions. As the wants and convenience of the increasing population required, the remaining territory was gradually, from time to time, erected into other counties, until it came to be of its present size and shape.

In January 1816, the Territorial Legislature made provision for the holding of regular terms of court in St. Charles county, and in the same month passed

an act apportioning representation in the Legislature, by the terms of which St. Charles was entitled to three representatives, and St. Louis county had but two.

The population was, in 1820.....3,970 “ “ 1830.....4,320 “ “ 1840.....7,911	The population was, in 1850.....11,454 “ “ 1860.....16,523 “ “ 1870.....21,464
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Of whom 15,936 are classed as natives, and 5,528 as foreign-born; otherwise classed, 19,540 whites, 1,923 negroes, and 1 Indian.

Of the foreign-born, 4,255 were born in Germany, 576 in Ireland, 217 in France, 210 in England and Wales, and the remainder scattered among British America, Switzerland, Austria, Scotland and other countries of Europe.

For purposes of internal government and police regulations, the county is divided into six municipal townships, the most populous of these being St. Charles township, which includes the city of St. Charles, and the least populous being Callaway township, lying in the mid-western part of the county.

The western line of the county strikes a range of bluffs or highlands about two miles from the Missouri river. This range runs a general course with that river, the distance between the river and the bluff varying considerably, the intervening space being filled with rich bottom-land. In this direction it terminates at a point about two and a half miles north of the city of St. Charles, called by the early French settlers the *Mamelles* (from a fancied resemblance to the female breasts), where it makes a rather abrupt turn and runs in an almost westerly direction till it strikes Dardenne creek, turning then in a northwest direction till it strikes Cuivre river near the confines of Lincoln county. Within this range of bluffs are contained all the up-lands of the county, consisting partly of timber and partly of prairie. The land outside of these bluffs, and between them and the two large rivers, is bottom, timbered and prairie land, and is entirely of an alluvial formation.

Cuivre river, which separates Saint Charles and Lincoln counties, empties into the Mississippi river, and can be navigated by small steamboats a few miles only. Its principal tributary is Big creek, into which empty Indian Camp creek and McCoy's creek. Peruque creek, rising in Warren county, running first south, and then east, and Dardenne creek, rising near the Warren county line, and also making an elbow in its course, also discharge their waters into the Mississippi. The St. Louis, Kansas City & Northern railway crosses Dardenne creek at Dardenne Station, about eight miles above the city of St. Charles, and Peruque creek on the iron bridge, fifty feet above the bed of the stream, at a distance of sixteen miles from St. Charles.

The only stream worthy of mention emptying into the Missouri river is the Femme Osage. Its two branches both take their rise and unite about five miles above the mouth of the creek, which is about fifteen miles, *via* the Missouri river, below the western line of the county, and a short distance above Hamburg. Along all these creeks, as well as along the bluffs above mentioned, numerous springs pour forth excellent water, to allay the thirst of man and beast, and beau-

tify and fructify the earth, affording at the same time abundant supplies of motive power for many water and steam saw mills which are found scattered here and there throughout the county.

The surface of the county is diversified. In the neighborhood of Femme Osage creek the land is much broken, and the hills high. The "Hills of Femme Osage" are as familiar to the citizens of St. Charles county as household words; and to those who have seen them and traveled over them they are an actual fact. Going eastward, and following down the Missouri river, this broken condition of country ceases and about disappears before reaching the city of St. Charles, though near that city, and in all the table-land before mentioned the landscape has an undulating aspect, and is diversified with hill and dale, prairie and timber, streams, creeks and rivulets. This may be said to be a feature of the entire county, except the bottom and alluvial lands adjacent to the Mississippi and Missouri rivers, and the extensive prairie lying north of the Mamelles.

There is little "poor land in the county. Even the hills of Femme Osage, that in many respects look so barren and bleak, produce excellent grapes, and are largely utilized for that crop. A large proportion of the entire county is composed of rich land. Especially is this true of the prairie lying below the Mamelles, and between the two large rivers before named. It is unsurpassed by any land in the State, and is not exceeded in fertility by the region of the Nile. It is commonly called "Point Prairie," and is the "Egypt" of the balance of the county, when an Egypt is wanted, in the same way that Southern Illinois is the Egypt of the remainder of that State. The present writer, thirty years ago, raised a crop of corn on land, near the Mamelles, that produced, in the opinion of good judges, nearly 100 bushels to the acre, and such crops in favorable seasons are not unusual. The same farm is now in cultivation, and has been in cultivation for eighty years, and to all appearance will be as good at the end of another eighty years as it is now, or as it was thirty years ago. Crops of one hundred bushels of corn, sixty-five bushels of oats, forty-five bushels of wheat, etc., have been produced on these lands; but these are extraordinary. The ordinary yield is, for the whole county, an average of twenty bushels of wheat per acre, forty-five bushels of corn, and other things in proportion.

It is estimated that the annual product of the county is 1,500,000 bushels of wheat, and 3,000,000 bushels of corn.

The upper portion of the county is largely devoted to the raising of tobacco; and, all over the county, farmers are in the habit of seeding oats, barley, broom-corn, etc., but wheat and corn are the staple products, it being estimated that his county produces one-eighth of the wheat, and about one twenty-eighth of the corn raised in the State of Missouri; and St. Charles wheat and flour and St. Charles white corn, have long ago achieved a reputation in the general markets.

Blue-grass is indigenous; clover does well; there are many acres of timothy; many farmers raise barley, rye, beans, Irish and sweet potatoes, buckwheat, navy beans. Strawberries, blackberries, currants, raspberries, and other small fruits are grown with success; and of late years much attention has been bestowed

on fruit-raising, the county being excellently well adapted to the growth of all kinds of fruit known to this latitude, and fruit-growers have been well paid for their investments, especially in the line of apples, which here are unsurpassed, both in size and quality, by any raised elsewhere. No authentic statistics are at hand, but, from what is known, it is certain that the acreage covered by orchards must be considerable, the largest containing 10,000 trees, and there being between forty or fifty in the county numbering from 10,000 down to 300 trees, several having over 1,000 trees—besides very many of smaller size. About 400 acres are planted in vineyards, about one-half the quantity near Augusta, and the remainder distributed over various parts of the county.

Limestone is abundant, and considerable quantities of lime are burned at St. Charles, both for home use and export. There are numerous beds of coal, some of which have been opened and worked to a limited extent, but only for home consumption.

The St. Louis, Kansas City and Northern railway, formerly called the Northern Missouri railroad, traverses the county from the Missouri river to the Warren county line. St. Charles county subscribed, *and paid in cash*, \$100,000 for the building of the road, at the time when the assessed value of the taxables in the county was not half what it now is. Another railroad is in process of construction, leaving the first named road at St. Peters, eight miles from St. Charles city, and running through Dog Prairie, and thence on through Lincoln county to Hannibal. There are some twenty miles of dirt and turnpike roads, which, for the most part, are in good condition.

In 1809, when St. Charles county (then called district) embraced an indefinite space of country between the two rivers, extending, doubtless, as far as there was any population, the valuation of the taxable property was \$23,890; in 1836, \$727,570; in 1851, \$1,508,790; in 1856, \$2,998,800; in 1875, \$6,811,680.

This last assessment is laid on 339,960 acres of land, and 2,353 town and city lots, together with other taxables.

The ordinary rate of taxation is 1 70-100 per cent., being taxes laid for State, county, road and school purposes.

The debt of the county, proper, is about \$65,000. Besides this debt, there is a bonded debt of about \$56,000, created for land drainage and the construction of a dyke in the Missouri river for the protection of adjoining lands. These bonds are, as claimed by the county authorities, to be paid by a special levy on certain designated lands, and not from the general county funds.

The chief towns and villages in the county are: Augusta, founded in 1836 on the Missouri river, thirty-six miles above St. Charles; Cottleville, founded in 1839, ten miles west of St. Charles, and five miles from the railroad at St. Peters; Wentzville, founded in 1855, on the railroad, twenty-two miles from St. Charles city; Flim Hill, founded in 1838, three miles north of Wentzville; O'Fallon, thirteen miles west of St. Charles, on the railroad; New Melle, founded in 1850, eight miles south of Wentzville; Portage des Sioux, settled about twenty years after St. Charles City, on the Mississippi, about twelve miles from St. Charles;

St. Peters, a lively little town, eight miles from St. Charles, on the St. Louis, Kansas City and Northern railroad, where that road crosses Dardenne creek—a lively town, full of lively people, who take a commendable interest in the prosperity of the place, and are pushing it forward into the prominence they think it deserves; besides several others not necessary to be mentioned.

The city of St. Charles is the largest and, by all odds, in many respects, the most important town in the county. It is, and ever since the first organization of the county, has been, the seat of justice, and contains the Court House, jail and other public offices. Here was made the first settlement in St. Charles county, and, indeed, in all North Missouri. The date of that settlement is uncertain, some authorities placing it as early as 1762; other placing it in 1769; and others, again, in 1780, a discrepancy easily accounted for by the lapse of time and the absence of authentic records. It is nearly as old, if not older, than the Republic, whose centennial we are now witnessing; and, revolving in its own little orbit, and calculated "by the rule of three," its history, progress and development have been quite as wonderful as have been those of the "original thirteen."

According to one authority, as reliable perhaps as any, in April 1769 Louis Blanchette, surnamed *Le Chasseur*, the Hunter, by virtue of proper authority obtained by him from the Governor of Upper Louisiana, established "a post" at this point, and became and was for many years, its civil and military ruler. He continued such until his death, about 1793, and was succeeded by Charles Tayon, who was succeeded in 1802 by James Mackay, who was in command when the town was formally delivered over to the United States Government, under the purchase by Jefferson from Napoleon.

The town progressed slowly. In 1781 there was not exceeding half a dozen dwellings here, and the next decade only doubled the number. Like all French villages, it was "established," and grew by the grant of a lot (technically 120 x 150 French feet) in the village, to every applicant, to whom the lot was surveyed and possession given.

In connection with these village grants, there were others made to individuals of tracts adjacent to the village, for agricultural purposes; and then, usually, another grant of a very large tract, surrounding and adjacent to the village, to the villagers in common, to be used for pasturage of stock and for obtaining firewood. St. Charles had a very extensive grant of this last sort, which now, indeed, would be a magnificent domain; but, unfortunately, (or fortunately, who can tell?) it has been frittered away by the policy, or no-policy, of the many "City Fathers" who, in the former years, ruled and controlled the affairs and destinies of the town, until now the revenue derived to the city from this source is pitiful indeed, in comparison with what it *would* have been if the more than 10,000 acres of commons had been preserved to the city for present use for revenue purposes.

The archives of 1799 make the first mention of Second street, and those of 1800 first make mention of Third street; and the first General Assembly (a pure democracy) of which we have any record, was held in 1801. This Assembly was

held on Sunday, after notice given at the church door, for the purpose of determining whether the commons below the village should be fenced or not. The record states that "all the inhabitants being present," the question was submitted to them, and they unanimously agreed that the commons ought to be fenced. The document is signed (mostly by their "mark") by *twenty-three persons*, which no doubt was the exact number of families then constituting the village population.

The village was first incorporated under the laws of Missouri Territory, October 12, 1809, Alexander McNair, afterward the first Governor of the *State* of Missouri, being one of the Commissioners or Trustees. Their administration, and that of their successors, was satisfactory, for aught that appears, for there is not a word of record for the nine succeeding years.

In 1818 the record shows that an election for Trustees was held, and public affairs seem to have fallen out satisfactorily till 1825, when an unwonted storm must have burst upon the little community. The Chairman resigned, apparently in disgust, and another was chosen; and then the record is as silent as the grave for five years. But, after a quarter of a Rip Van Winkle sleep, there seems to have been an awakening, for in April 1830, a new Board of Trustees was organized, which has had continued succession ever since.

The act of the General Assembly incorporating the city of St. Charles was approved March 10, 1849. Since that date, the progress of St. Charles has been steadily onward. The following figures show its continually advancing material prosperity:

Years.	Asse'd value.	Years.	Asse'd value.
1849.....	\$192,270	1865.....	\$1,069,295
1850.....	245,855	1870.....	1,370,666
1855.....	533,159	1875.....	2,472,706
1860..	794,720		

The present tax rate is $1\frac{1}{4}$ per cent. The present bonded debt is \$41,000. There are but few city warrants in circulation, and *there is money in the treasury to pay every dollar of them*. These facts and figures need no elaboration. They tell a straightforward practical tale, that must carry conviction with it, and show a degree of development that is surprising even to those that have witnessed it, and a *character* of growth that promises to hold all it attains unto.

The population, as shown by the census returns, was: In 1850, 1,498; 1860, 3,239, and in 1870, 5,570; in this particular, also, showing the same constant and gratifying increase.

The city is well supplied with churches of various denominations. The Catholics own two fine, large brick churches, capable of seating large congregations; the Presbyterians also have two churches, both of brick, one belonging to the General Assembly commonly called Northern, and the other to the General Assembly commonly called Southern; there is one Episcopal church; one Methodist Episcopal church South; one German Lutheran church, with a large building and a large congregation; one German Evangelical church, in connection with the

German Evangelical Synod of the West; one Evangelical Protestant church, in connection with the Union of the Evangelical churches of the West; one German Methodist church; one colored Methodist church, and one colored Baptist church. There were formerly a Methodist Episcopal church (North), and a (white) Baptist church, but both of these organizations have ceased to exist.

Forty-one years ago, St. Charles College was founded, and for many years was conducted by a full faculty, and graduated a number of alumni; but, of late years, the building has been occupied for purposes of a private school. Lindenwood Female College is also an old institution, which has for nearly half a century offered educational advantages to the daughters of those residing within the circle from which it naturally derives patronage. It is situated on one of the beautiful sites so abundant in the vicinity of St. Charles, and while not in the city, naturally belongs to it, and is so near to it as to partake of both city and country advantages. The Convent of the Sacred Heart is also an old-established school, occupying grounds donated for the purpose more than half a century ago. It is purely a school for girls, as is also Lindenwood College. The two Catholic churches, the German Evangelical, the Evangelical Protestant, the German Methodist and the Lutheran churches, have each a school in connection with and under the control of their respective church authorities. There are also private schools, not having any sort of connection with any church. And, besides these, there are three well appointed public schools, under the control of the City School Board.

These churches, and these schools, both public and private, should, it seems, furnish our people, young and old, with instruction not only in morals and religion, but also in matters more purely intellectual and more directly pertaining to the affairs of this life. In either respects, St. Charles can furnish all comers with all that can be reasonably desired.

There are six newspapers published in the city—three English and three German. Under its various titles—*Clarion*, *Free Press*, *Advertiser*, *Western Star*, *Chronotype*, *Reveille*, *Sentinel*, and its present name, the *St. Charles Cosmos* has been published forty years; the *St. Charles News* is about ten years old; the *St. Charles Demokrat*, (German) is about twenty-four years old; the *Zeitung* (also German) is young. At the *Demokrat* office is printed the *Friedensbote*, the official paper of the Evangelical Synod of the West. At the *Cosmos* office is also printed the *St. Charles Gossip*, a spirited sheet, containing general and local information of interest to every class of readers. It is edited by Charles Gatzweiler, one of the merchants of St. Charles, who deserves much credit for the enterprise displayed by him in its publication. These are all enjoying, seemingly, a reasonable degree of prosperity.

There are now three banks in operation—the First National, organized in 1864, capital \$50,000; the St. Charles Savings, organized in 1867, capital now \$50,000; and the Union Savings, organized in 1870, present capital \$49,000. They are all enjoying a reasonable degree of prosperity, and are taxed to the extent of their ability in furnishing the means necessary for the development of county and city, and the transaction of their business.

The buildings in the city and immediate suburbs are generally brick, and, in consequence, the place wears a substantial look. This is owing, in great measure, to the manufacture of brick in large quantity, the very best clay for the purpose being found there in great abundance, and this business has for years given employment to many hands and been the means of giving the people principally brick houses to live in. Another reason for the large percentage of brick houses found there, is the existence, for the last eight years, of the St. Charles Building Company, one of whose rules is that no house other than brick shall be erected by the company, or any of its members with funds furnished by the company. In a quiet, silent, but very effectual way, the Building Company has been of great advantage to St. Charles.

The agricultural operations of the county producing large quantities of the various kinds of grain and other products of the farm, there is a surplus every year for export, either in the raw state or in some manufactured form. The hog product is large, and, although many find a market elsewhere, many hogs are slaughtered at St. Charles. The pork-packing business is principally in the hands of a single dealer who, every season, invests a considerable amount in pork, slaughtering, smoking and preparing it for the market. The business has been carried on for several years to the mutual satisfaction of buyer and seller, and, from natural causes, must from year to year continue to increase in bulk and importance in the future, as in the past.

St. Charles has five mills in operation at this writing, four of them being engaged exclusively in the manufacture of flour, and one grinding corn, buckwheat, etc. They have a capacity of about 1,000 barrels in twenty-four hours, and annually consume several hundred thousand bushels of wheat, which is supplied to them from the surrounding country. The oldest mill in the place is idle; but it has been recently fitted up, and it is understood will ere long be used for grinding corn; and still another, but a smaller building, is being prepared for the same purpose. These mills consume a considerable portion of the corn raised upon the lands within easy reach, in addition to which there has recently been erected, in the vicinity, a starch factory, which is now in successful operation, producing starch from the celebrated "St. Charles white corn," pronounced by good judges to be equal in quality with that produced anywhere. The factory is owned by an incorporated company, organized under the State corporation law, the stockholders residing in the city and county, and is being energetically managed. The premises burned down in December, 1874, but rebuilt with commendable speed in 1875; and being well appointed in all respects, also being located in the midst of a country producing the very best corn in the world for starch purposes, it is hoped and believed the enterprise will prove a success. The burning of the factory was regarded as a public loss—its success will certainly be a lasting benefit, not only to its owners, but also to the public at large.

The first foundry commenced operations in April 1866, and has continued with some not very important intermissions, from that time to the present, under

the management, successively, of McHugh & Alderson, B. B. Alderson, Alderson & Bruere, Chapman & Rogers, and John Rogers. It is now operated under the superintendency of the last named, and is engaged principally in the manufacture of the Cottingham ironing machines, though castings of various sorts are made, among which may be named an attachment for cooking stoves, invented by Judson Allen, Esq., now a resident of St. Charles, he being also the patentee of the Star fruit dryer, which is also manufactured at this place.

The St. Charles Manufacturing Company, in common parlance known as the "Car Company," was organized in February 1873, and steps were at once taken for the erection of the necessary workshops and purchase of material. The capital, all paid in, is over \$100,000, a considerable portion of which is expended in buildings and machinery; the buildings being very substantial, and the machinery first-class in every respect. The largest contract the company has filled was one for 200 freight cars for the Iron Mountain Railroad Company, which was completed to the entire satisfaction of the Railroad Company. The Car Company has also built a few narrow-gauge freight cars, but now, and latterly, they have engaged principally in making car wheels, turning out specimens of wheels of excellent quality, which have already achieved a good reputation among purchasers.

Formerly there were two woolen factories operated at this point; but one ceased several years since, and the other is engaged exclusively in the manufacture of yarn and stockings. It is owned and operated by Messrs. Ziock & Co., of St. Louis, large dealers in that line.

Two photographers ply their art in St. Charles—R. Goebel, and a former pupil, W. Sandbrook. Mr. Goebel has been established since 1856, and has won an excellent reputation in his department.

There are three marble yards, all energetically worked, and all apparently finding work enough for proprietors and hired hands, furnishing not only tombstones to commemorate the dead, but marble ornaments of various kinds to beautify the dwellings and residences of the living.

For many years the making of furniture has been carried on in a small way, but at present the business has attained considerable magnitude. Three firms, or rather two firms and one company (St. Charles Furniture Manufacturing Company), are engaged in this line, making, buying and selling all kinds of furniture, coffins, caskets, etc., giving employment to a number of hands, and adding to the business and prosperity of the city.

In connection with those mentioned, are many other industries more or less important—buggy and carriage making, blacksmithing, wagon-making, coopering (thousands of barrels made every year), manufacture of smoking tobacco, cigar-making, broom-making, all find a place here and afford work and sustenance to those engaged in them, while here also may be found the various occupations, avocations, pursuits and businesses which go to make a more than ordinarily prosperous and busy Western town or city of some 6,000 people.

At this point the great bridge spans the Missouri river, affording transit for the

immense freight and passenger business of the St. Louis, Kansas City & Northern railroad, and standing ready for all roads to be built in North Missouri, pointing toward St. Louis. It was built at a cost of \$3,750,000, and seems likely to stand for ages as a monument of the engineering skill of its builder, C. Shaler Smith, Esq., president of the Baltimore Bridge Company.

In such a sketch much more might be said, and the difficulty lies not so much in dearth of matter as in its abundance.

St. Charles is a thriving, thrifty little city, possessing in itself and its surroundings points of interest not only common to it and other towns and cities of our great Commonwealth, but many others peculiar to itself; and advantages, especially, for manufacturing purposes, that must ultimately commend it to the careful observer in search of a home or a location for his business.

While many of our cities and counties are unfortunately groaning under a heavy debt that must, for years, be a drag upon their material prosperity, St. Charles City has a comparatively small debt, all in the form of bonds, every dollar of the interest on which has been met promptly, with no floating debt; and St. Charles county has a debt so small that it could be wiped out with far more ease than the county paid \$100,000 twenty years ago for the construction of the North Missouri railroad.

THE FUTURE.

FROM the foregoing pages the reader has seen how much the State of Missouri has accomplished in the half century of her history. And this has been accomplished in the midst of opposing forces, and surrounded by difficulties greater than any other State has encountered. Kansas went through a fiery trial before she became a member of the American Republic; but here her danger and difficulty ended, and she went forth in the path of greatness and prosperity. Missouri became a political battle-ground long before she was admitted to the Union; and after suffering all the pangs and woes of a terrible parturition, took a place in the sisterhood of States, with the fetters of slavery still upon her.

For years, therefore, after the organization of the State Government, Missouri was a State only in name. The great free States of the West outstripped her in immigration, industry, intelligence, wealth and general enterprise. The tide of free immigrants swept by and beyond, shunning her as a thing accursed. After the anti-slavery, or free-labor sentiment sprang up, the strife engendered in earlier years was renewed with terrible bitterness, and slave owners began to feel insecure in their position. When, therefore, free-labor became desirous of coming into the State and trying its chances it was thrust back, or frowned upon with awful severity. The beautiful, fertile lands of the Upper Mississippi and Missouri, and those bordering on the Osage, the Grand and Platte rivers, tempted the immigrant, but how few there were from the free-States or from Europe who cared to settle upon them and be surrounded by the ungenial influences of slavery. Immigration came, consequently, from the Southern States chiefly, for many years.

The tide, however, began to turn. Iowa on the north, was free and progressive; Illinois on the east, was developing into a power; Kansas came in, dripping with blood, but rejoicing with freedom. Surrounded almost by a cordon of free States, the position of Missouri was peculiar. It was a fit time for the agitation of the free-labor question, and when Blair, Brown and their fellow-workers sounded the notes of freedom, they were heard around the world. It was a declaration that Missouri would some day be free, and thousands heard it who were willing to come and help make her free. And so, the Germans came and settled on the hill-sides and in the valleys of the Missouri, the Osage, and the Gasconade; the French, in some numbers, settled other sections; and the keen, intelligent New Englander had bought land, built a mill, or started a store, wherever he could, and each class was patiently awaiting the turn of events.

But what shall we say of those from the Southern States who held slaves and were in power? Were they idle? By no means. Whatever had been accomplished was due, mainly, to them. Slavery kept them from doing more,—but

considering its poisoning and pernicious influence, they did wonders. Looking back upon the Missouri of old, we are astonished to see how much even the people did under the circumstances. They patiently carried the load upon their shoulders, and struggled bravely while trying to drag the State on to greatness and prosperity. We honor them for doing their best, against the disadvantages of a bad social system.

If, therefore, so much could be accomplished when Missouri was bound, what are the possibilities of the future with Missouri free? The ten years of freedom which she has enjoyed will serve as an answer, in part, to this question. Says the Hon. Isidor Bush, in the Report of the Board of Immigration; "Now at the end of one decade, the population of Missouri is fully doubled. Assuming the natural increase to be twenty-five per cent., which is more than any statistician will allow, the increase by immigration is over seventy-five per cent. during the last decade. We will not undertake to determine, or even to estimate the addition to the material wealth which we gained by this immigration of about 700,000 persons. The money they brought with them, though amounting in the aggregate to not less than \$70,000,000, is a mere trifle compared to their value as producers and customers, not to speak of the inestimable value of some, aye, many of those immigrants from other States of the Union, and foreign-born citizens, whose influence is felt in every branch of industry, in our progress in science and arts, in almost every private and public institution—in every walk of life."

Within this decade also the Missouri and Mississippi rivers have been spanned with bridges, substantial, magnificent and enduring; the great lines of railroad across the State from east to west and from north to south, so long projected, have been finished and placed in operation; great State schools have been established for the higher education of our sons and daughters, and between four and five thousand common-school houses for the education of the people's children have been built. From small villages, and, in some instances from a solitary settlement have grown up large and flourishing cities—St. Joseph, Kansas City, Chillicothe, Moberly, Springfield, Carthage, Joplin, Macon and Mexico, with other towns of greater or less size which have become centers of commerce, intelligence and manufacturing industry.

Will immigration continue in the same ratio? If the proper exertions are made and inducements are held out, why may it not continue and be even greater? Will wealth increase and prosperity continue in the same proportion? Why not? The strength of the cultivated soil has not yet been half tested for production, and the 30,000,000 or more acres of land untouched by the plow will respond to the demands that may be made, just as willingly and liberally as the five millions of acres now in use. The great coal measures have scarcely been touched, and the immense iron beds have only had a few scars made on their surface; both coal and iron are inexhaustible. The lead mines have been longer in use than other mineral deposits, but lead mining is still in its infancy. The remaining minerals have only been discovered. Time and the necessities of man will show a development quite sufficient for all demands.

Thus Missouri stands before the world. Her agricultural resources are equal to the subsistence of twenty million of people, and all her resources combined can feed and clothe them comfortably. Geographically, this State is the center of the great republic of States; and "while it does not present the magnificent monotony of agricultural richness of some of them, Nature has adapted it to that manifoldness of interest and pursuit that seems essential to the richest and most energetic type of civilization." With one river washing its eastern border for four hundred and seventy miles, and another bisecting it in the center for five hundred miles; with large lateral streams, its advantages for internal commerce may be truthfully considered superior to those of any state or country in the world. But with her vast resources these streams are needed, and all the railroads that are built, or that will be built, will find employment in transporting her productions to market.

Look at the State again! Over forty-three million of acres of land, diversified with prairie and forest; thirteen million for hemp; five million for grape; fifteen million for ordinary farming; two million for mining; one hundred million of tons of coal annually for thirteen hundred years; two hundred and thirty million tons of iron above the ground; with lead at five hundred points; copper in fifteen counties; gold, zinc, tin, nickel, cobalt, emery, granite, marble, limestone, pipe-clay and metallic paints within one hundred miles of St. Louis. No wonder such resources excite the admiration and cupidity of the world. Immigration does not pass us by as of old. Though the wealth of Colorado is glittering, and Kansas is still a pleasant garden; though California has lost none of its attractions, the immigrant finds so much to please him—so promising a future, so much that is real—that he now stops in Missouri without a desire to go farther.

The primitive customs and features of Missouri are fast being obliterated. Prejudices engendered by slavery and the war will soon be wiped out. The intermingling of elements from different States, sections and countries, of different opinions, manners, sects and cultures, races and civilizations, will tend to produce homogeneity and brotherhood. With all the best elements of manhood, therefore, from all the nations of the world, the people of Missouri must necessarily become great and powerful. What an influence will they exert on surrounding States! What a power must the State become in the nation!

PART THIRD.

BIOGRAPHICAL.

ILLUSTRATED.

BIOGRAPHICAL SKETCHES

OF

Eminent Men and Women

OF

ST. LOUIS AND MISSOURI.

GENERAL WILLIAM S. HARNEY.

GENERAL WILLIAM SELBY HARNEY stands among us a monument and an illustration of the second period in the military history of our country. The first period, which covers the Revolution and the subsequent struggle which the initial force of its policy led up to, was controlled by men collected from all nations, and from every avocation. A great idea had but one field upon which it could find a satisfactory solution, and the genius of the world was collected upon our shores to give embodiment to the darling hope of centuries. All were earnest, most were heroic: yet they became congruous only through the unity of a thought to which recorded history has furnished no parallel. They were all patriots, and some of them were soldiers. They organized such forces as they could command, and our Republic was the fruit of their devotion. On occasions when their skill might have been questioned, the purity of their motives silenced all criticism. Their services have crystallized into history, which it is our dearest duty to preserve and honor.

In the second period, our military operations were directed by professional soldiers. The early heroes, profiting by their own experience and the teachings of history, were the founders of a system under which the flower of the youth of the Republic were educated to the profession of arms. The system was one which all human experience approved, and one for which no adequate substitute can ever be devised. It gave to the nation a body of officers skilled in the science and art of war, whose habits of thought, accuracy of judgment, and promptness of action, made them in a very considerable measure the counselors of statesmen, as they were also the custodians of the national honor. Entirely divorced from the operations of trade and the machinery of politics by their education, their life and their ambitions, their judgment was not warped by any of the considerations which are so potent in civil life. Beneath each uniform was the heart of a paladin in action, of an unselfish intelligence in council. To the system rather than the individuals that composed it, are to be attributed the peculiarities presented by its members.

These are the men who in our army and navy carried the flag of the nation with honor; who in general applied, when they did not direct, the policy of our intercourse with the nations of the old world, and our neighbors of this. They were frequently called upon to decide nice questions of diplomacy and international law, in situations where blunders would have magnified into crimes: yet the uniformly high character of those decisions is a proper subject for national pride. Our intercourse with the Indians, whether friendly or hostile, was almost entirely in their hands; and when exceptionally not so, it was a matter of regret. They faced the brave Aborigines of North America for half a century—a people of keen discernment and the highest genius for war that has been developed by any native race in the world. Using force with prudence, yet preferring conciliation when it did not conflict with justice, they commanded the respect and admiration of their enemies, as well as of their own people. Their picket line on the frontier was the protection of civilization against the vengeance of the Indians and the rapacity of the Mexicans.

This, the second period of our military history, may be said to have ended with the opening of the civil war. With that great struggle, the incidents of which are too fresh in the minds of men to be accurately viewed, came the opening of the third period. In some respects it was not unlike the first. New men, with questionable claims to preferment, were placed in command of men, simply because armies were too numerous to be officered by professional soldiers. Politics and intrigue united also with military reasons in shaping a military policy. Armies were formed in which men and officers were equally ignorant of the business of war, and it took time to acquire that discipline which alone can make valor formidable to civilized man.

It is with the second of these period that General Harney is identified. For nearly half a century he wore his country's uniform, and through all bore himself with dignity, distinguished honor, and ability. His record has already passed into history with the period to which it belongs, and is now, so far as it goes, secure from the danger of being misunderstood. Of his services at the opening of the civil war, and the policy which he marked out, there is much to be said.

He was born in Davidson county, Tennessee, August 22, 1800; and is the youngest of eight children. His father (one of its early settlers) was well-known and highly considered in that State, first as a merchant and subsequently as a surveyor. The firmness and resolution which marked his character, was tested in a controversy which arose upon a

personal matter between him and General (then Judge) Andrew Jackson. His bearing on that occasion was such as to win the respect and esteem of that indomitable character, and they remained friends ever after.

To this circumstance, the son (General Harney) was perhaps indebted for the kindly regard and support he received at the hands of General Jackson in his early career, and which he continued to enjoy during the old hero's life.

His elder brother, Dr. Benjamin F. Harney, having been appointed a surgeon in the army, General Harney (then but fourteen years old) spent much of his time with him, and thus being thrown in his youth in contact with the surviving heroes of the war of 1812, learned from such men as Brown, Macomb, Scott, Worth, Wool, Gaines, Brady, those lessons of high-toned honor and chivalry which characterized the army officers of those days in as great a degree as they did the knights of the middle ages. With such examples before him, of gentlemen, elegant in their manners, brilliant in their uniforms, admired as much in the salon as in the field, to whom every door was opened, and for whom every hospitable board was spread, it is not surprising that young Harney should have become imbued with a love, an enthusiasm, for the profession of arms, which will remain with and be a part of him while life lasts. In all personal traits he was remarkably gifted, and even now, in his venerable age, he stands six feet three inches in height, straight as a poplar, a fit model for the artist's chisel. The dark red hair of his youth in changing to white has added dignity, gentleness and grace to his features, which still sparkle with the vivacity of youth.

The same decisive and elastic step, the same mental activity and determination that distinguished his early manhood now distinguish his venerable age.

The darling hope of his life was achieved, when, on the 13th of February 1808, he was appointed by President Munroe to a Lieutenancy in the First regiment of infantry, then serving in Southern Louisiana; a few days thereafter he was sent with his company to break up the contraband trade carried on by the pirate Lafitte and his associates along those coasts.

With alternations of posts and service, extending from Maine to Louisiana, from the Lakes to the Gulf, Lieutenant Harney's life was passed in the manner usual to young officers in times of peace, until finally, in 1821, the famous treaty with Spain was effected, which gave the United States possession of the territory of Florida by purchase. General Jackson, however, on taking possession in behalf of the Govern-

ment, exercised all the authority of the old Spanish Governor. One of his aids-de-camp being absent, he requested Lieutenant Harney to act in his stead. This kept him in Florida until the final consummation of the treaty, which formally took place with the exchange of flags. With the close of these formalities General Jackson was mustered out at his own request, and Lieutenant Harney was ordered to Baton Rouge. Upon arrival at Baton Rouge he was transferred the First artillery and sent to Eastport, Maine; and Lieutenant Brent was sent to Baton Rouge in his stead. The change was injurious to the health of both, and the next year they were re-transferred, and Lieutenant Harney reached his old post. The next year, 1823, an Indian war was anticipated, and four companies from Baton Rouge, his own among the number, were moved North. Stopping for a short time at St. Louis, they started for Council Bluffs, but had gone only about twenty miles when an express met them with the information that peace had been declared; and the command spent the winter at Bellefontaine, fifteen miles above St. Louis.

The next spring they moved up to Council Bluffs with a Peace Commission, composed of General Atkinson and Major Ben. O'Fallon, with Mr. Langham as secretary, and made treaties with all the tribes on the Upper Missouri as high as what Lewis and Clarke called the Two Thousand Mile creek. One tribe could not be found—the Assinaboins—a warlike and powerful offshoot of the Sioux.

The Mandans were the last of the tribes with whom treaties were completed.

Council Bluffs was the rendezvous. The present city of Council Bluffs, opposite Omaha, is situated upon the site of the trading house of Mr. Cabanne and his son Charles. Old Council Bluffs (Fort Atkinson) was about fifteen miles above, on the opposite side of the river. The fact is one not generally known, and has even been disputed by those whose recollections have been so confused as to mislead them.

On the conclusion of the treaties, the First and Sixth regiments of infantry returned to Council Bluffs, where Lieutenant Harney received promotion to a captaincy. In 1825 he proceeded to New Orleans to take command of his company. In the fall of 1827 he was ordered to Jefferson Barracks. In the summer of 1828, under the command of General Atkinson, he participated in an expedition against the Winnebago Indians, in Wisconsin; but they submitted, and made treaties before active hostilities began. When Captain Harney first came to Jefferson Barracks they were in process of construction; after his return from this latter expedition they were completed. A portion of the First

infantry, including Captain Harney's company, was soon after ordered to Prairie du Chien, and from there his company and that of Captain Cobb were ordered to Green Bay, Wisconsin, to relieve the Fifth infantry. The succeeding autumn the two companies were ordered back, under Major Twiggs, to the portage between the Wisconsin and Fox rivers, to establish a post which was afterward called Winnebago. Their arrival there, about the middle of October 1828, was signalized the next day by a fall of snow about four inches in depth, and very severe weather. The next two years were years of monotony and peace in Fort Winnebago. The whites and reds were getting along in comparative quiet, when the Black-Hawk war broke out.

Captain Harney had come to St. Louis where he saw preparations for war going forward. When he left Rock Island there were all indications of a continued peace. Hastening back to his post, he took part in the preparations going on there.

Regulars and volunteers assembled at Rock Island, and started out in pursuit of the enemy. Provisions soon became scarce, and General Atkinson ordered the volunteers to pursue a certain route, and if they met no Indians they would be discharged. If they found them in formidable force he would come on with the regulars, subsisting them on horse meat, and assist in the fight. Captain Harney, with a Captain Gordon, then unattached, and a party of four men, started out on a reconnoissance. They soon found the Indian village, and reported the fact at their own camp. At one time the volunteers camped on a spot where the Indians had been before them, and where they had trimmed their white scalps. This should have been enough to have aroused the spirit of vengeance in the most sluggish breast, but the volunteers avoided a fight by moving out of the path laid down for them by the General, and were mustered out at Ottumwa.

Another levy of volunteers was made, and a force collected under General Whitsides that made another expedition, and a fighting one. Many of those mustered out joined again for the second term, and did gallant service.

When the second expedition arrived at the mouth of the White Water, the Indian trail was lost. General Atkinson, from information which had been conveyed to him, sent for Captain Harney for consultation. Captain Harney told him that the Indians had but one hiding place in the whole country, and that not difficult to find. He asked for fifty men to make a reconnoissance. The General thought so small a party in danger of being entirely cut off, and told him to take along also

three hundred of the Potowotamies, a friendly tribe attached to our force. Upon consulting with the Indian chief, he said he thought his men would not go with such a small force, and after a talk of some of the leaders, they did indeed refuse. Captain Harney, therefore, started with his fifty men and thirty friendly Menomonees. Soon he came upon one sign after another, showing him to be near the Indian camp, when the friendly Indians counseled a return. Captain Harney, however, persisted, and all the Indians left him except one, who told him he would stay by and die with him, if it came to that. This Indian was one with whom Captain Harney had once had a desperate hand to hand fight, in which the savage had been overpowered and disarmed. After that he was a steadfast friend of his white ally. Proceeding in his quest, he came at last to where a fire was burning brightly, and knew that he was close upon the Indian position. He then returned to camp and made his report. On his return he found much alarm for his safety, on account of the reports which had preceded him, given out by the Indians who had gone back. Captain Harney had located the position of the Indians, and about four hours later an express arrived from General Dodge, who was marching south, with the information that he had struck the Indian trail, and was in close pursuit. From that time, it was a forced march to the Mississippi river. The Indian enemy was disheartened and getting away as rapidly as possible. Those who were unable to cross the river at last made a desperate fight, but it was the fight of despair, in which they had nothing to gain and no hope save in a treaty.

General Scott, who had hastened on from Chicago with artillery, arrived at Rock Island after the war was over and the troops had assembled there, and made a treaty. With the artillery he also brought cholera of a malignant type, which killed off one-sixth of the whole force.

The humbled and conquered Indians were anxious for peace, and disposed to keep quiet. This was the termination of the Black-Hawk war. After the treaty, Captain Harney obtained leave of absence for some months, which time he spent in St. Louis. During his stay in St. Louis he became engaged to be married to his subsequent wife, Mary A., daughter of the late Hon. John Mullanphy. By this marriage he acquired a large fortune, and has three children surviving their mother, a son and two daughters; the latter having married French noblemen are residing in France. By this marriage he also acquired the relation of brother-in-law to two other officers of the army who had married

older daughters of Mullanphy, *i. e.* Major Richard Graham, who had filled the position of Aid-de-camp to General Wm. Henry Harrison in the war of 1812, and Major Thomas Biddle, a Paymaster, and brother of the famous Nicholas Biddle. Major Biddle will be remembered as he who fought the desperate duel with Pettis on Bloody Island, opposite this city, the distance having been fixed at five paces (Biddle being very near-sighted) resulted, as was expected, in the death of both parties, Pettis surviving it an hour or two, and Biddle some days.

About the time of expiration of his leave in 1832, he proceeded to Washington, and was appointed a Paymaster. The appointment was given him by General Jackson, and without any solicitation on his part. His duties then called him from post to post, and were fulfilled by him for two years. In 1835 the Second Dragoons was raised, as the bill said, "for the better defense of the Western frontier." The bill itself was the work of General Ashley, member of Congress from St. Louis. Major D. E. Twiggs was appointed Colonel, and Wharton Rector, of Arkansas, was appointed Lieutenant-Colonel. Rector, who seems to have been unambitious of distinction in the line, would rather be a Paymaster, with the rank of Major, than Lieutenant-Colonel of the regiment, while Harney, who became a Major on his appointment as Paymaster, was eager for the appointment.

As the first step toward the consummation of their wish, Rector declined, and Harney resigned his commission. Major Harney, accompanied by Rector, then went to see General Jackson, at the Hermitage, who gratified both by appointing Rector to the paymaster-ship, and Harney to be Lieutenant-Colonel of the Second Dragoons.

A few months after this change, our Western frontier yet remained quiet; but trouble had originated in Florida, and Lieutenant-Colonel Harney volunteered to take command of some 360 men, who had been recruited in New York and other Eastern cities for his regiment, and to proceed to Florida for service.

His offer was immediately accepted, and he was ordered to Florida. On taking command at Black Creek, he was ordered to Lake Monroe, on St. John's river, when he was met by a detachment of two companies of artillery, under Colonel Fanning, to whom, as his superior officer, he relinquished the command. Colonel Harney's long experience as an Indian fighter was of signal advantage to the command at the outset. On the second day he discovered that Indians were about, and on the third day he communicated to the commanding officer his conviction that their camp had been reconnoitered the night before, and that they would

be attacked at once. Rather to give confidence to the recruits, than from any substantial principle of defense, he counseled the erection of temporary breastworks. Not one of the troops had as yet heard an Indian war-whoop, and it required careful management at the outset to make them staunch soldiers. The event proved the correctness of the prediction, as an attack was made before day the next morning, and the Indians were repulsed. Colonel Harney's prudence and discretion in this action won him the approbation of the War Department, and he is recorded as distinguished therefor. From this time the camp on the lake (called Fort Mellen in honor of a captain who was killed there,) was occupied by the troops until fall. The serious business of these months was the drilling of the troops; but sickness prevailing later on in the season, the command was ordered to the seaboard, at the mouth of the St. John's river.

The campaign being closed for the season, Colonel Harney spent the summer at his home in St. Louis, on a leave of absence.

The next year opened with General Jessup in command, and Fort Mellen as the base of operations. Several little skirmishes occurred, when the Indians met them in force at a creek called Elusahatchie, near Jupiter inlet. The Indians were occupying a very strong position. General Eustis formed his command of six hundred men, with Colonel Harney and his dismounted dragoons on the right. Colonel Harney soon discovered that in the position which he occupied he would not be in the fight at all, and that the Indians would not be driven from their position without a change in the plan of assignment.

On our left, when the attack commenced, the Indians fought furiously, and were getting the best of the battle. They were in a position from which they could not be dislodged from the front, and were inflicting much damage. Colonel Harney made a rapid reconnoissance and then, under the circumstances, determined upon a change in the plan of assignment. Dexterously crossing the stream in front with his whole force, he attacked furiously in the Indian rear, and the result was a total rout in a few minutes.

On our left the volunteers had fallen back under a murderous fire, when they met the reproaches of General Jessup. They replied that they had no commander; Jessup gallantly put himself at their head, and led them back. He became at once a mark for the enemy. One bullet, striking him in the temple, would have killed him, had it not been deflected by the frame of his spectacles. Stopping under the sharpshooters' fire, he coolly recovered his glasses and retired, the volunteers

having left him alone while he was searching for his spectacles. Colonel Harney asked permission to pursue, which was granted, but had barely made his arrangements and proceeded a few hundred yards, when a most remarkable rain storm put a stop to the movement. The rain fell in such torrents that progress was impossible. Next morning some Delawares, who were in the United States service, and who had been reconnoitering, reported that they had found the Indians in force. General Eustis, who was the local commander, ordered Colonel Twiggs to send Colonel Harney with four companies after them. Colonel Harney was eating dinner when the order came, and was astounded at the inadequacy of the force; yet he proceeded at once to its execution. On reaching the place where the Indians were reported to be, he ordered his dragoons to dismount and tie their horses, fully convinced that they would have no further use for them after the fight that was about to be brought on.

Reaching their camp, he was surprised to find that they had all fled into the everglades. Next day the entire force moved down to Jupiter inlet, and sent to Indian river for supplies. Reaching there, Colonel Harney, who was familiar with the Indian character, advised sending for the Indians for the purpose of trying to effect a treaty. He was confident that they had been sufficiently punished and terrified to secure a desirable and permanent peace. At his instance, the treaty was made, and resulted in emigrating more Indians to the West than had been moved since the commencement of the war by every other commander.

After this treaty, there was yet a warlike band, under Sam Jones, that continued hostile; and Harney, with his dragoons dismounted, pursued them into the hunting grounds. After a pursuit for about a hundred miles, much of the marching done at night, Harney surprised them, and attacked, when they fled into the Mango swamps, where troops could not follow. From this expedition he returned to Tampa Bay. In one of his skirmishes, one of his men had accidentally shot an Indian woman, and, it was thought, mortally wounded her. He was much distressed at the thought of killing a woman. It was told to Colonel Harney that this was Sam Jones' wife, and that as the chief would probably come after her that night, he could set a trap for him and kill or capture him. This, Colonel Harney refused to do, saying that an enemy, when seeking to succor his wife, should be free from harm by him. The woman was placed outside of the camp, and made as comfortable as possible, and that night she was secretly removed by Sam Jones. To the great joy of the man who shot her, and of his comrades, she was afterward discovered alive and well.

Some months after the close of this last expedition, General Macomb, then commander-in-chief of the army, was sent down by the Secretary of War with a *carte blanche*, to use his own discretion in putting an end to the war, and to make a treaty upon any terms he thought proper.

The treaty was finally consummated at Fort King. The chief was too old to come, but he sent Chitto Tustenuggee, as a special deputy with power to treat. Under the invitations sent around for the Indians to meet General Macomb at Fort King, they came in. Colonel Harney, who had been consulted by General Macomb, laid down a proposition which he thought would be acceptable to both parties. As a basis, he said, the Indians must have undisputed possession of a certain section of land, and this could be given them where it would be almost valueless to white men. General Macomb, with his pencil, first marked off a very large section, all of which he was willing to concede. The boundary would have given the Indians nearly the whole of the peninsula. Colonel Harney thought it would be proper to cut down the limits materially, as that would satisfy the Indians, and also have less tendency to excite the encroaching spirit of the whites. These amended limits for the Indian reserve were finally formally adopted at the treaty. The Indians were very suspicious, but had great confidence in Colonel Harney; and he assured them, if any change was proposed by the Government, he would give them all of his ammunition, and three days to prepare, before he would make any hostile movement if the treaty was not suffered to stand.

The pledge of Colonel Harney was perfectly satisfactory, and harmony was restored. A trading post was established on the Caloosahatchie, the Indians were told to make their complaints to Harney, if they had any, and to look to him for everything they wanted. He had the reputation among them of being perfectly upright, as well as thoroughly brave, and they were happy and satisfied and confiding.

In the meantime, Colonel Harney, in the line of his duty, went over to Tampa Bay to visit General Taylor. His object was to secure two companies for the protection of the trading house and the country. He was anxious to carry out the expressed views of the administration. He knew that the Indians had been enemies too long to be suddenly trusted, and he saw the necessity of a force adequate to hold them in check. In spite of his entreaties, General Taylor stubbornly refused to let him have any men, or even a single officer. It is perhaps fortunate for Colonel Harney that he took the precaution of at once writing out this conversation and inclosing it to General Macomb, as an explanation of his course.

While he was gone, events transpired of which he was unfortunately in ignorance.

The Floridians were opposed to the Indians staying in the country at all, and were loth to believe that the treaty had really been consummated. One of their number, a gentleman from Tallahassee, wrote to the Secretary of War to inquire if the treaty was made in good faith and was to be adhered to by the United States. The Secretary, Mr. Poinsett, replied that it was a mere temporary arrangement: that it was an expedient to get the Indians together, so that they might be emigrated more readily. The news, almost as soon as it arrived, was known to the Indians, and they had time to meditate over an act which we may excuse savages for believing was a cold-blooded double treachery.

On Colonel Harney's return from Tampa Bay, he knew nothing of this correspondence, but the Spanish residents had read it, and the Indians were fully informed of it through them. They judged, in their suspicion, that Harney was a party to this heartless perfidy, and were planning vengeance, while he was unconscious of the whole affair. Billy Bowlegs came down to the boat and told him that the chiefs wanted to see him. Harney replied that he would wait and see them. It was afterward known that this was a ruse to shut off any possible chance of his escaping the massacre they were planning. A sergeant and the traders at the post came on board, and Harney conferred with them as to the behavior of the Indians. Their tone of confidence in the good intentions and peaceful disposition of the Indians did not please him, and he cautioned them against any relaxation of vigilance. Intending to review the disposition made of the troops, he lay down in his tent to rest, but long exposure in the hot sun had made him unusually tired, and he slept soundly until awakened in the morning by firing and the yelling of Indians. Rushing to the front of his tent, he saw his men being slaughtered and without arms, some of them struggling in the water, and being killed with their own guns. His first act was to get on his boots; his next resolve was to die with his men. But there were no men there; those who were not killed were scattered fugitives, without arms, and the instinct of self-preservation made itself felt, with no duty to come in conflict with it. That the Indians had risen was apparent when he first heard the noise, but he was entirely ignorant of the cause. With the desire to save himself, he yet saw no way, until, as an inspiration, the thought came.

Running down the edge of the bay, distant about two hundred yards, he walked into the water and then walked backward, out again to the shore, thus conveying the impression that two men had walked in. As

he disappeared in the underbrush of the shore, he heard the baffled yell of the Indians as they entered his tent. They had stopped to plunder in the quarters of the men and delayed sufficiently for him to get a start. On reaching the point where he entered the water, they concluded that he and a companion had drowned themselves rather than be killed by them. A negro who was with them and who was friendly, but who was yet more attached to Harney than to them, also did what he could to mislead them and so give him valuable time. With all the Indians' confidence in his power, and respect for his soldierly qualities, there was mingled too, a superstitious fear that made them wary and increased his chances for escape. One of his men, who had noticed his stratagem while hidden in the palmetto thicket on the shore, soon joined him in his painful and perilous march. His objective point was a lumber pile, fifteen miles away from camp, much of the distance over mango roots that made the walk distressing. In the operations of the four preceding days the lumber pile had borne some part. To reach this point (that might already be in the hands of the Indians), required, on his part, all the address and endurance that were possessed by his savage foe. He had to make experimental trips to the water, to learn his location; and, if he met any Indians, his safety depended on seeing them first. On one of these reconnoitering trips, Britton, the man who was with him, reported that he had discovered the Indians.

"Britton," said his Colonel, "do you feel that you can fight?"

"Yes, sir," I will die with the Colonel;" stoutly replied the man whose business it was to fight, though they had both but lately passed through scenes that chill the marrow of brave men. They had seen their comrades killed without any chance to make a defense.

The Colonel then said: "Let us cut some of these pointed limbs to make them cautious in approaching us. They will make good weapons, too, when we come close."

The next step was to cut some of the luxuriant grass and bind it about their heads as a protection against the blistering sun, and then to reconnoiter the enemy, so as to get the first sight and keep themselves hidden. To rise his head above the bank was the labor of minutes, and the first thing that he saw was his canoe. In the canoe, if not disturbed, he knew there should be a harpoon, which he used in his fishing expeditions, and the present occasion would make it a very effective weapon. On reaching the canoe the harpoon was there, and Colonel Harney's gratification expressed itself in a yell that made the sluggish forests of Florida resound for miles. Some afterward said they heard it

five miles distant. He was again a Christian warrior with a canoe beneath his foot, and a trusty though somewhat peculiar weapon in his hand, and he could yet exercise the prerogatives of commander—the succor of fugitives, and attention to his dead. Instructing Britton in paddling the canoe, the two paddled on until they overtook a boat load of their own men, and then Colonel Harney announced his intention of going back to see what had become of his force that very night, even if he had to go alone. The men, though badly demoralized, volunteered to go with him though he would not order them to do so. The night was a bright moonlight one: the worst possible for his purpose. His whole force consisted of seven men with insufficient arms; yet he made the reconnoissance with five men and two guns, and collected and counted the dead for the purpose of gaining tidings of the living. He looked in the faces of the men and found them all but five. Goaded by the ghastly sight around him and a soldierly desire to avenge his comrades at once, he was anxious to make an attack upon the Indians that night in their camp. Colonel Harney relied upon a surprise, and the fact that two barrels of whisky, that they had found in the sutlers' stores, had probably placed most of them in a position that would keep them out of a fight. There were but five men in the party, as two of the seven had left in the rear with the other boat, and these five were too much unnerved to be willing to take the hazard. It is possible that the measure of the courage of these men was in truth the measure of safety. Colonel Harney's solicitude for his men who were yet living led him to shout and invite them to him. Two of them, he afterward learned, heard him but were fearful that it was an Indian ruse to draw them from their hiding places. The sad party then left; one party was sent back to Tampa Bay with the painful intelligence, and the Colonel went to Cape Florida, his headquarters.

Three Englishmen, who belonged to the United States forces, were in a manner responsible for the trouble, in that they fomented the suspicions of the Indians and precipitated the outbreak. They afterward paid the penalty which an act of treachery always brings down upon its perpetrators. The Indians were always distrustful of them, and at last killed them as an act of self-defense.

Colonel Harney was yet painfully ignorant of the cause of the outbreak, where all had seemed so happy and satisfactory, when the mail packet arrived at Cape Florida with letters and papers, and the famous letter of Poinsett, Secretary of War, for whose lack of moral courage and double-dealing, brave men in the front had been sacrificed.

Colonel Harney went to Washington determined to sift the matter to the bottom. He saw General Macomb, who asserted that he acted under a *carte blanche* from Poinsett, and yet he was unwilling to prefer charges that would lead to a thorough investigation.

It soon became evident that an investigation was not to be had, and he left Washington without getting any satisfaction. Colonel Harney was now assigned to the command of the district of the eastern coast of the Peninsula, and proceeded vigorously against a band of Spanish Indians, of which Chekikee was the chief. The band were pirates, deserving extermination, and were a part of the band that had murdered his men at Caloosahatchie. Retribution, swift and terrible, was now to come upon them.

On taking leave of General Twiggs, Colonel Harney promised that he would send him Chekikee's scalp—a promise that he shortly fulfilled.

On the trip down to Cape Florida, an incident occurred which shows the deliberation with which Colonel Harney acted, and the reticence that marked his official life. The steamer broke a shaft, near the mouth of New Smyrna river, and another vessel had to be procured. While waiting, a fishing smack anchored in the river opposite the camp, and the Colonel went on board. The captain of the craft gave the Colonel a coil of rope to sit on, and in the course of conversation spoke of the rope, and was eloquent in its praise as the strongest rope made. Colonel Harney bethought him that he needed some good rope, and made a bargain with the skipper for the coil. The coil of rope was loaded with the other stores and sent to Cape Florida, and it was only when the band was caught that it was learned that the use of the rope was to cure piratical tendencies among adventurous Indians. It was a somewhat severe remedy, but was entirely effectual.

Immediately on reaching Cape Florida, an expedition was fitted out for the Everglades, which was the stronghold of the piratical Indians. It was found impracticable to provide canoes for more than eighty-eight men, or less than a company of infantry. Of these, fifty were dragoons and thirty-eight artillery, light ordnance. The officers were, Colonel Harney in command, Captain Davidson, Lieutenant Ord, and Lieutenant Rankin, of artillery, Dr. Russell and Mr. Carter.

Judge Carter, now residing at Fort Bridger, was sutler at Cape Florida at the time, but he was always a volunteer in every expedition that had a fight in it, and he was one of this party.

On a dark, rainy night the expedition set out. It was hazardous in the extreme, as its only hope lay in surprising the Indians. The surprise

proved to be a complete one. Chikikee was killed, the band were nearly all captured and hung, and the Florida war closed.

With the close of the war in Florida, Colonel Harney was ordered to Baton Rouge, where he remained some time. He was then ordered up the Washita river, and established Fort Washita in the Chickasaw nation. The force under his command consisted of two companies of the Second dragoons as dismounted rifles.

From this time on until the opening of the Mexican war, the United States may be said to have been entirely at peace. The military genius, combined with the diplomatic skill of our regular army officers, had dispersed or conciliated the Indians, and the hardy frontiersmen went on gathering in the sheaves of civilization unmolested by the savage warriors.

When Mexico declared war, it was seen that the contest was to be a severe one, and that the prize was rich in proportion to the toil and danger. Then the neglected sons of war felt that they were to be again appreciated, and could exclaim with Bertram,

“Discord gave the call,
And made my trade the trade of all.”

At first Colonel Twiggs was appointed Brigadier-General, and Lieutenant-Colonel Harney was promoted to the Colonelcy of the Second Dragoons. His first orders from General Taylor sent him to the command of the forces protecting the Texas frontier, and he was thus kept out of the first of the brilliant and memorable engagements which were a part of the march of our army to the city of Mexico. The service in which he was engaged was one in which it seemed there was no military fame to be earned. The Mexicans got out of the way so nimbly that he had no chance to fight, and his position was almost unendurable to him: knowing, as he did, that his regiment was marching on with the triumphant main army, and winning victories in which he had no share. Receiving information that the Mexicans were about to cross the Rio Grande, he moved down there with his force, but they got away without an engagement. He called a council of his officers, and proposed to go to Monterey, but none of the men supported him in his wish. In the meantime General Wool ordered him to leave the Rio Grande and return to his former position at San Antonio. On his way back he was met by an order of arrest, General Wool having been falsely informed that Colonel Harney would not return.

When promoted he had demanded orders to join his regiment, then at

Monterey, and received orders accordingly. He then reported to General Wool at Buena Vista, and was immediately ordered to proceed to the mouth of the Rio Grande, and report to General Scott. Soon after, he was ordered back to report to General Taylor and away from the headquarters of his regiment. This order, transmitted through General Worth, he refused to obey.

Although remonstrated with, he adhered to this resolution, and was court-martialed for disobedience, and sentenced to suspension for six months and a reprimand. The sentence was, however, never executed, as General Scott ordered him to duty. It was not supposed by any one that there would be any more fighting on General Taylor's line, and Colonel Harney consequently did not want to move in that direction, nor was he content to be taken away from the command of his own men.

At Vera Cruz he was in command of his darling dragoons, and rode at their head with all the confidence and pride that belonged to the original conquerors of Mexico as they made their way to the palaces of her ancient kings.

On the road from Vera Cruz to the beautiful town of Madeline, about nine miles distant, was a bridge distant from Vera Cruz about four miles. The bridge was defended by a strong fortification, which cut off all communication between the American army and some French gardeners on the other side, who were anxious to furnish the Americans with vegetables, of which they were sadly in need. General Scott ordered Colonel Harney to feel the strength of the enemy in the fortification and then to retire, but on no account to engage them.

It was only after much solicitation that General Scott permitted this reconnoissance in force. Colonel Harney represented the sufferings of the army for the lack of vegetables; that scurvy had already appeared, and that a delegation of French citizens had assured them that they could supply the army if communication was opened. At last, General Scott gave a reluctant order for him to feel the enemy, but not to fight. The latter part of the order he repeated several times to make it more impressive.

Colonel Harney proceeded promptly to reconnoitre, and had learned the strength of the enemy and his position, and had drawn off his troops to the rear, when his valor got the better of his discretion, and he faced about and captured the works and pursued the enemy to the town. The advantage secured was the established communication between the American army and the French market gardeners, who were friendly to each other, and carried on a desirable trade afterward, our troops

being able to buy articles of food that their health demanded. It also cut off the supplies of the city both from the gardens and the Spanish ships. The second day after this action the city capitulated. The next morning, Colonel Harney sought General Scott and made a clean breast of the whole affair. He described the initiatory movement, and then his chagrin as he rode back; "and then," said he, "I turned back and did what you yourself would have done, if you had been in my place."

"Well, well," said General Scott, "we will let it pass."

And so frankness saved him from the consequences of his soldierly impulsiveness. He had violated a plain order while in an enemy's country, and had made himself amenable to the extreme rigor of military law. A court-martial could not have done otherwise than order him to be shot, and he himself could not have demurred to the sentence, yet here a breath between two old soldiers, each of whom appreciated the feelings of the other, swept away the fault, as readily as the tear of the recording angel blotted out the record of a venial sin.

While the army lay at Vera Cruz, General Scott received information that a strong force of the enemy was stationed at Antigua, and ordered Colonel Harney to proceed with a sufficient force and attack them. This he did, but the Mexicans managed to retire without an engagement.

The leading incidents of the Mexican war, the movements of the troops, the disposition of the forces, are a part of our national archives, and have been woven into the consecutive descriptions which, more or less properly, present them under the name of histories. From Vera Cruz, the main army moved after its capitulation to Cerro Gordo, and closed its series of victories at the capital in the city of Mexico. The dragoons, from the greater celerity of movement of mounted men, were in front and hovering on the flank of the main army, resisting the attacks of detachments of the enemy and guarding against surprise.

THE STORMING OF CERRO GORDO

Was one of the most brilliant and desperate of that long line of feats of arms which belong to the history of the Mexican war. Of General Harney's part in it, the following brief extract is from Brooks' "History of the Mexican War":

Throughout the night there were 8,000 Mexicans lying upon and around the various heights, protected by breast-works and fortifications, and further secured from direct assault by deep ravines and almost precipitous rocks, up whose steep sides they imagined a man would scarcely dare to climb. In addition to the force thus formidably posted, there was a reserve of 6,000 men encamped upon the plain in the rear of Cerro Gordo, and close to the Jalapa road.

Meanwhile Harney was organizing his storming party. This consisted of the Fourth infantry under Lieutenant-Colonel Plympton, the rifles under Major Loring, four companies of the First artillery under Colonel Child, and six companies of the Third infantry under Captain Alexander. All of these, composing the forlorn hope, were regulars, picked men, daring and resolute. Many of them were veterans who had passed not unscathed through the desperate battles of Palo Alto and the Palm Ravine, and the still more deadly storm of Monterey. Now they were about to wrestle with a danger perhaps more imminent than any they had hitherto encountered.

Onward they rushed, impelled by the double consciousness that the eyes of the General-in-Chief were upon them, and of the terrible consequences that would follow a disastrous issue. Harney led the way, conspicuous above all others by his full military uniform and his commanding stature. Waving his sword and calling on his men to follow, he rapidly ascended in full view of the enemy, while his cheering voice infused into the breasts of his command the same energy and dauntless enthusiasm which animated his own. It was a race for glorious renown wherein each strove to be foremost. The front ranks fell, but the survivors still pressed on, and still above the thunder of the war rose high, distinct and clear, the voice of their intrepid leader.

The key to the whole position was ours, captured under the eye of the General-in-Chief, by an assault that stands out as one of the most fiery and desperate onsets of modern war.

On the arrival of the army before the city of Mexico, General Scott sent for Colonel Harney to advise as to the feasibility of making his attack by the causeways which formed the approaches to the city. Colonel Harney gave it as his opinion that though it was possible to attack in that manner, many men would fall by the way, and that as the most formidable resistance would remain to be overcome after the causeways were passed, some better means of attack should be devised if possible. From that time the subject was not absent from his mind; plan after plan was formed, only to be in turn rejected, until one day in conversation with one of his guides, who had been a former resident of the city, he asked him if he knew any better way of approach than by the causeways. The man's name was Jonathan Fitzwalter. He said that the city was supplied with water through an aqueduct, and that, through the protection the pillars afforded, a very desirable approach could be gained. Colonel Harney followed his description closely, and then was unable to suppress the ejaculation, "There is the place to attack the city!"

The suggestion was so apt and so practical that he hurried to General Scott with his discovery and his plan. It is enough for the vindication of the truth of history to say that it was adopted, and the original idea of Jonathan Fitzwalter, seized upon by Colonel Harney and conveyed to General Scott, was the suggestion out of which grew the final plan upon which the city of Mexico was captured.

The fight offered no field for the services of cavalry, and General Scott asked him to take charge of the camp containing the prisoners and the supplies of the army, at a place called Musquak. During the attack

he was chafing under his restraint, but had the satisfaction of hearing the whistle of the bullets in the last volleys, as he went in to make a report to General Scott.

The capture of the city of Mexico was in effect, as it soon became in fact, the close of the war. General Scott sent for Colonel Harney and told him that he wanted an experienced officer to take a train to Vera Cruz, and that he had decided upon sending him. This service once performed, he would be at liberty to spend some time at home. This train was composed almost entirely of Mexican wagons, carrying a large treasure. The guard numbered less than one to the wagon, and it was so long that when the last wagon left camp the first was going into the new camp. The train was about fifteen miles in length, that being the distance of an ordinary day's march. The train having reached Vera Cruz in safety, Colonel Harney embarked for Washington, with dispatches with which General Scott had intrusted him.

After the declaration of peace, numbers of the American soldiers whose terms of enlistment had not expired, and who had married in Mexico, remained behind. Among this number was General Harney's orderly, a gallant young soldier, in whom he took a warm interest. Technically these men were deserters, yet General Harney took the ground that those who had fought bravely through the war deserved leniency, and he prevailed upon the President, Mr. Polk, to issue a general pardon to all who served faithfully up to the declaration of peace.

In 1848, he was ordered to Austin, Texas, with the dragoons, and staid there about four years, or until 1852. While there he organized several expeditions to take the field against hostile Indians.

General Persifer Smith, to whom he was warmly attached, came down in command, and General Harney, who had asked for few indulgences during his long and arduous services, applied for leave of absence, to spend some time with his family in France. His family was already there, called abroad by solicitude for the health of one of his children, and he expected, not unreasonably, that he might spend two years with them. His leave was granted, and he had joined his family, but after a luxurious ease of two months, was ordered back to take command of an expedition against the Indians.

At that time a general Indian war was imminent, and General Harney was regarded as the man of men to bring it to a successful conclusion. On his arrival, the President, Mr. Pierce, sent for him and said, frankly: "General Harney, you have done so much that I will not order you to

the frontier, but I do wish you would assume the command and whip the Indians for us.' This to a professional soldier was more than a command. General Harney went at once to Leavenworth, which was the general depot, and made his movement against the Sioux. Moving from Leavenworth up toward the Platte, he came upon the Indian camp. The chief had previously sent him word that he would meet him to shake hands or fight. To fight was General Harney's mission, and he was convinced that any treaty, without first punishing them severely, would be of no effect. Knowing that he was close upon their position, he reconnoitered their camp, ascending to a hill-top from which he could count the lodges. With a full knowledge of the position he made the disposition of his forces for the following day.

About one o'clock at night the cavalry moved and took up a position in rear of the Indians. The next morning he met the chief, Little Thunder, and told him that as he (Harney) had the choice of shaking hands or fighting, he was determined to fight. He then recited to the chief the outrages of which his people had been guilty, and told him he would give him one hour in which to harangue his warriors and make his dispositions for the battle. At the end of that time the infantry commenced the attack in front, and soon drove the enemy back upon the cavalry, when the defeat became a rout. A large number of warriors sought refuge in a ravine, and many of the women and children concealed themselves in a cave. At this time, intelligence reached General Harney of an event that changed entirely the current of his thoughts. A Captain Howe, on his way to join him was fired at from the mouth of the cave, and at once attacked there, killing the inmates indiscriminately. Of these but two little girls escaped. It was not known at the time that any creature had been spared, but the girls were afterward found. The effect of the report upon the old soldier, who was urging on the desperate encounter in the front, was sickening. He at once withdrew his soldiers from the head of the ravine, and allowed the residue of the Indians to escape. Some seventy-eight braves were killed, and the camp, with its equipage, and numbers of women and children, fell into his hands. The Indians had drawn their line to resist the attack on the open prairie, and, as General Harney asserts, had made the most civilized fight of any Indian engagement in which he ever participated.

From the field of this engagement he moved his command to Fort Laramie, and thinking the season of winter (which had already set in) best suited for an Indian campaign, he soon after took up the line of march, skirting the Black Hills, toward the Missouri river. Encounter-

ing snow of considerable depth, and no signs of Indians, he finally abandoned operations for the season, and bent his steps toward Fort Pierre, a trading post of the American Fur Company on the Upper Missouri, and to which point he had caused supplies for his command to be forwarded by steamer during the preceding summer. Arrived at that point he put his troops into cantonments, where they passed the winter of 1855-6 in great comfort.

While at Fort Pierre, the Santee Sioux, a tribe of Indians on the Upper Mississippi that he had never encountered, sent him insulting and taunting messages, inviting him to come and fight them. They said they had heard so much of his fighting qualities that they were anxious to meet him and test them. He wrote repeatedly to Washington for permission to proceed against them, but received no reply. The work of chastising them had to be done some years later.

Had not the instructions received from Washington been positive in forbidding him to cross the Mississippi river, he would have taken the responsibility of proceeding against these hostile bands, and so saved the country a subsequent bloody war, and preserved the lives of many innocent people who were about to fall before the murderous spirit that had been evoked, and which was then growing in boldness.

In the spring succeeding this fight, which has received the name of the battle of Ash Hollow, General Harney made a treaty with the Sioux, some ten bands, or tribes, being represented. He had no special authority to make a treaty, yet he felt confident that his action would meet with approval. He explained his position to the chiefs and told them that he wished to treat with them, subject to the approval of the Government at Washington. This they finally consented to, and terms were made. They agreed to be fast allies of the whites, and General Harney gave the bands a military organization, appointing sub-chiefs from among the braves. Portions only of each band were selected for military service, in proportion to the strength of each. Those whom he made soldiers were to enter the United States service for warfare whenever called upon. In return they were to receive uniforms once a year, and when called into service were to receive pay: the chiefs as commissioned officers, the sub-chiefs (some of whom were appointed by General Harney himself), the pay of non-commissioned officers, and the Indians the same pay as private soldiers.

This treaty met with unqualified approval in all quarters. It was confirmed by the United States Senate, and received the compliment of being referred to by the Secretary of War as a "model treaty."

Unfortunately for its permanence, the Government was lax in fulfilling the obligations which it had imposed upon itself.

It is an important point, one that should not be overlooked, that General Harney fought Ash Hollow with an inadequate force. He had been promised two thousand men for the expedition against the Sioux. A new regiment under Sumner was slow in coming up, but he felt that the battle should be fought at once. His effective force consisted of 800 men, including two companies of the dragoons under Cook. The battle of Ash Hollow was fought with only 600 men. The new regiment, slow in coming up, at last went back without authority, and left him in the heart of the hostile Indian country with his little force.

In the meantime there was trouble again in Florida, and the Floridians wanted him there. President Pierce also desired him to go there, and had already ordered him to do so, when there came in a third party to claim his services. The Administration was desirous that Robert J. Walker should accept the governorship of Kansas. Mr. Walker was willing to go, but coupled his acceptance with the proviso that General Harney should command the troops there.

General Harney had already reached Florida, when he was recalled to Washington. Upon a comparison of his views with those of the President, Mr. Pierce, it was found that they entirely agreed. Their view was, that though there were two hostile factions in Kansas, each desirous of a collision, firmness and steadiness could prevent it, and serve the best interests of both. The event proved the correctness of this view, as in a short time General Harney was able to inform the President that Kansas was quiet, and would remain so. Whatever there had been of danger was passed. Upon this he was ordered to Utah. This order was not distasteful, although he felt that his long service entitled him to an extended leave. He, however, got ready, and told Mr. Walker, who was furious at the thought of his leaving, and exerted his influence to have him retained, which was done. General Harney remained in Kansas until Walker left there, and Albert Sidney Johnson was sent in command of the Utah expedition. The next season General Harney was in Washington, and it was thought desirable to send him to Salt Lake, as the second under command of General Persifer Smith, who was such an invalid that he had to be carried on a litter. General Smith died at Fort Leavenworth. General Harney moved on toward Salt Lake, but heard on the route that the peace commission that had preceded him had made peace; and he secured an order from Washington relieving him from a trip that could have no substantial fruits.

It was during the administration of Mr. Buchanan that troubles arose with the Indians in Oregon, and General Harney was ordered there to the command. No one fact better illustrates his Indian policy—the exact justice which he measured out to them, and the leniency with which he treated them when friendly—than the coadjutor he chose for that expedition. When the tribes committed outrages, he fought them with unexampled fury; yet he fought to gain honorable peace and security for his countrymen, and not to carry on a wanton warfare. On this occasion he requested that Father De Smet, a celebrated Indian missionary and personal friend, might accompany him, in order to bring to bear the pacificatory influence of a divine who, more than any other, had endeared himself to the Indians of North America. The Secretary of War, upon General Harney's request, issued the order which made Father De Smet one of the expedition. The party left New York by way of the Isthmus of Panama, and arrived in San Francisco in due time. A few hours after arrival at the hotel in San Francisco, where they were resting, news came that Colonel Wright, after some skirmishing, had concluded peace. In the preliminary negotiations, Colonel Clark had demanded the surrender of a number of Indians who had been killing whites, but the tribes were not disposed to give them up. Upon this, Major Keys, of the artillery, asked permission to speak to the chiefs, which was granted. The Major then went on to say to them: "A great war chief is coming, and will soon be here. You had better take the terms now offered, as when he comes he will demand more." "His name," he continued, "is General Harney." They had heard of him, and the terror of his name, which had passed beyond the Rocky Mountains, was sufficient to lead them to conclude terms at once.

Terms being concluded, General Harney went to Fort Vancouver, while Father De Smet went out and brought the Indians in to a friendly talk. This was had, and, they all seeming to be peaceably disposed, the General established headquarters at Fort Vancouver, and opened up the country to settlement. The presence of the troops offered security to settlers, and the finding of gold in considerable quantities brought on an excitement which settled up the country very rapidly.

From Fort Vancouver he went up to the Strait of Juan De Fuca, leading into Puget Sound. He was aware that serious differences existed between the United States and Great Britain, as to the proper boundary line, and that the settlement of the question rested upon the finding of the true channel. In order to satisfy himself, General Harney, in a steamer, explored the Strait, and, deciding that the claim of the United

States was right, determined to maintain it. It afterward transpired that the British claim had its origin in the cupidity of the British Governor and his son-in-law, who coveted the island of San Juan for a sheep range. After leaving Victoria, and while the steamer was passing the island, General Harney was informed that that was the territory, the eager desire to possess which had given rise to the trouble. He immediately ordered the captain of the vessel to run into harbor there, when Mr. Hubbs, the United States magistrate, came aboard and introduced himself. The magistrate complained that the British refused to recognize his authority, and otherwise treated him with disrespect. General Harney informed him that his main object in coming there was to redress the grievances of citizens, and to cause the authority of the United States to be respected and obeyed. He also told him that in a short time a very different state of affairs would exist. The next day, General Harney sent a picked force of one hundred men, under Captain George E. Pickett—the same whose division of the Confederate army afterward gained immortality by its bloody charge upon the heights at Gettysburg—and took possession in the name of the United States. It is not doubted that the British commander was then preparing to do the same thing, but his tardiness was General Harney's opportunity. He did not hesitate to seize and garrison the disputed island. The British commander next day sent out a large force in small boats, from the fleet then lying in the harbor, apparently to take possession of the island. But Pickett and his picked men showed no signs of fear, and the boats, after performing some evolutions near shore, but without attempting to land, pulled back to the fleet. Had an attempt to land been made, there is no question that it would have been resisted with force; and thus a long and bloody war between the two most powerful nations of the earth might have been inaugurated.

General Harney returned to Fort Vancouver, and forwarded to the War Department a full statement of what had been done. It was made the subject of diplomatic correspondence between the two Governments, and there were many who thought they saw war as the inevitable result. It is humiliating to relate that the Cabinet of Mr. Buchanan, who was then President, seriously contemplated the propriety of disavowing the step taken, and of giving up the possession of the island as a means of averting war. So great was the interest excited, and in some quarters the alarm, that General Scott was sent out to the Pacific coast with power to supersede General Harney, and disavow his act if deemed necessary. General Harney met him at the boat, and at once discovered

that General Scott's plan of averting threatened war was to agree to a joint occupancy of the island by British and American forces. General Harney maintained that there was not the shadow of a reason for agreeing to a joint occupancy. General Scott persisted, however, in urging it until Harney, no longer able to control his feelings, broke out with the exclamation :

“ General Scott, I have maintained the honor of our country up to this time, and if you now agree to a joint occupancy I shall consider our country disgraced !”

“ Yet,” excitedly replied General Scott, “ we both have our superiors, and must yield to instructions.”

Of course General Harney, after this declaration, could remonstrate no further. He soon returned to Washington, where he did not fail to express himself warmly. The Southern States had now begun to secede, and in graver domestic dangers foreign complications had no hold upon the popular ear. It is gratifying to add, that after the war between the States was ended, the claim to the Island of San Juan was submitted to the arbitration of the Emperor of Germany, who awarded it to the United States. Thus was triumphantly vindicated, after many years, the unerring judgment and unswerving patriotism of one of the bravest officers of the army.

During the remainder of Mr. Buchanan's administration, a period full of stormy events, General Harney was stationed in Washington, with orders to report to the President twice a day for consultation on the situation. He did not fail to give the President his views, who, after seeming to give them his assent, would next day reconsider his determination. This vacillation greatly exasperated General Harney, who had become convinced that the President was listening to other counselors. Unable to stand it longer, he said to the President one day : “ Some one has your ear who is neither a friend of the Union nor a friend of yours.” It was ascertained afterward that this sinister influence was exerted by the then Secretary of War.

In the events which preceded our civil war, and which marked its inception, General Harney was stationed in Missouri. If there was a local pride in the breast of the man who had felt equally at home when stationed in Maine, or when fighting in the everglades of Florida ; who had borne his country's flag with distinction along every stretch of her frontier, from the head waters of our noble river to where the Rio Grande flings its waters to the Gulf ; who had stood unflinchingly at the head of his dragoons when menaced by the combined cavalry of the

Mexican army; and who had participated in the final triumphant entry into the city of the Montezumas—if there was a spot which, more than another, claimed his affections, it was that geographical division that bounded the home of his wife and his children. He had been engaged for nearly half a century in protecting the feeble outposts of civilization, as they moved westward over an empire that had been reclaimed from barbarism. Every instinct of his nature, of his professional teaching, and of his long experience, had taught him to look for enemies from without and not from within. He had seen Kansas pacified, in perilous times, by the exercise of firmness and moderation. He was ever ready to fight any and all enemies of the Government whose uniform he so nobly wore, but he was by no means disposed to first make enemies for the satisfaction of fighting them afterward.

He was convinced from the first that the wrangling of factions in Missouri, was caused by a political ferment that would never develop into disloyalty unless met with irresolution and a teasing, tyrannous policy. There was on each side of him a party not numerous but active, anxious to stir up dissensions and to precipitate a conflict, for real or fancied benefit to themselves. And now between the bluff old soldier and the schemers grew up differences that they were far from being disposed to reconcile. He believed their aggressive policy would be fatal; they believed, or affected to believe, that his policy was unwise.

But as to the question of his devotion to the Union and Government of "these States," there was neithervariableness nor shadow of turning on the part of General Harney, as the following high-toned and statesmanlike letter to Colonel O'Fallon fully demonstrates, and which will ever remain an irrefutable record to his genius and honor.

LETTER FROM GENERAL HARNEY TO COLONEL O'FALLON.

WASHINGTON, May 1, 1861.

MY DEAR SIR:—The report of my arrest at Harper's Ferry by persons assuming to act under authority of the State of Virginia, has no doubt reached you. Upon my arrival at Richmond, under military escort, Governor Letcher immediately directed my release, with assurances disavowing the act of his subordinates, and expressing regret at their mistake or abuse of his authority. The kind attention and civility received from him, from the escort that accompanied me, and other distinguished citizens of Virginia, and esteemed friends whom I there met, compensated for any personal trouble and annoyance, yet I cannot but feel deep mortification and regret that our country should be in a condition to expose any one to such an incident. It has furnished occasion for mistake or misrepresentation in respect to my views and sentiments, which a sense of duty requires to be promptly corrected. No better mode occurs to me than by a letter addressed to yourself as an esteemed personal friend.

It has been represented through the public press that I was a willing prisoner to the State of Virginia; that I designed to resign my commission in the United States army, throw off my allegiance to the Federal Government, and join the forces of the Confederate States.

Forty-two years I have been in the military service of the United States, and have followed, during all that time, but one flag—the flag of the Union. I have seen it protecting our frontier, and guarding our coasts, from Maine to Florida. I have witnessed it in the smoke of battle, stained with the blood of gallant men leading it on to victory, planted upon the strongholds and waving over the capitol of a foreign foe. My eyes have beheld that flag affording protection to our States and Territories on the Pacific, and commanding reverence and respect from hostile fleets and squadrons and from foreign governments, never exhibited to any other banner on the globe.

Twenty stars, each representing a State, have been added to that banner during my services and under its folds I have advanced from the rank of Lieutenant to that which I now hold. The Government whose honors have been bestowed upon me, I shall serve the remainder of my days.

The flag whose glories I have witnessed shall never be forsaken by me while I can strike a blow in its defense. While I have breath, I shall ever be ready to serve the Government of the United States, and be its faithful and loyal soldier.

Without condemning or in any degree criticizing the course other persons have deemed proper to pursue in the present juncture, my line of duty is plain to my own heart and judgment. The course of events that has led to the deplorable condition in which our country now stands, has been watched by me with painful interest. Perceiving that many of my fellow-citizens in the Southern States were discontented with the Government, and desired some change to protect them from existing evils, my feelings have been strongly against *coercion*, and anxious for some compromise or arrangement that would restore peace and harmony. The provisions of the Federal Constitution offered, in my judgment, ample means of redress through a convention of all the States, which might adopt amendments that would reconcile all differences, or, if that could not be accomplished, might provide for peaceful separation in a manner becoming friends and brethren. So long as this hope of peaceful settlement of our troubles could be indulged, I have felt it to be the wise duty of the General Government to bear with patience outrages that no other Government could have endured, and to forbear any exertion of force until the last hope departed. But when the Confederate States, with seven thousand men, under cover of strong fortifications and impregnable batteries, assailed a starving garrison of seventy men in Fort Sumter, compelled the banner of the United States to be lowered, and boasted of its dishonor before the world, the state of the question was immediately changed. Instead of the Government coercing States demanding redress of grievances by constitutional means, the case was presented of revolutionists waging war against their Government, seeking its overthrow by force of arms, assailing public property by overwhelming force, laboring to destroy the lives of gallant officers and soldiers, and dishonoring the national flag. The question now before us is whether the Government of the United States, with its many blessings and past glories, shall be overthrown, by the military dictatorship lately planted and now bearing sway in the Confederate States? My hand cannot aid that work.

Finding ourselves in a state of civil war, actually existing or fast approaching, some of my brethren-in-arms, citizens of seceding States, for whom I have the highest personal respect, have considered it their duty to throw up their commissions and follow their States. In that view of duty I cannot concur. As an officer of the army, and a citizen of the United States, I consider my primary allegiance to be due to the Federal Government; and *subordinate* to that is my allegiance to the State. This, as you are aware, has been the concurring opinion of the most eminent jurists of this country. It was the judgment of the Court of Appeals of South Carolina in the case of Hunt, when the case was discussed with matchless ability. In that case, the highest court of South Carolina deliberately decided that the soldier's and citizen's primary duty of allegiance is due to the United States Government, and not to the Government of his State. Of late it has been contended that the allegiance due by a citizen to the Federal Government was dissolved when his State secedes from the Union. Into that snare many have fallen. But in my judgment there is, and can be, no such right of secession of a State by its own act. The Government of the Union can only be dissolved by the concurrence of the States that have entered into the Federal compact. The doctrine of secession is destructive to all government, and leads to universal anarchy.

But, supposing States may secede and destroy the Government whenever the fancy takes those who are strong enough to set up an arbitrary power in the State, Missouri, the State of my

residence, has not seceded, and secession would, in my opinion, be her ruin. The only special interest of Missouri, in common with the Confederate States, is slavery. Her interest in that institution is now protected by the Federal Constitution. But if Missouri secedes, that protection is gone. Surrounded on three sides by free States, which might soon become hostile, it would not be long until a slave could not be found within her borders. What interest could Missouri then have with the cotton States, or a confederacy founded on slavery or its extension? The protection of her slave property, if nothing else, admonishes Missouri never to give up the Union. Other interests of vast magnitude can only be preserved by steadfast adherence and support of the United States Government. All hope of a Pacific railroad, so deeply interesting to St. Louis and the whole State, must vanish with the Government. Great manufacturing and commercial interests, with which the cotton States can have no sympathy, must perish in case of secession, and from her present proud position of a thriving State, rapidly developing every element of wealth and social prosperity, Missouri would dwindle to a mere appendage and convenience for the military aristocracy established in the cotton States. Many other considerations might be offered to show that secession would be ruin to Missouri. And I implore my fellow-citizens of that State not to be seduced by designing men to become the instruments of their mad ambition by plunging the State into the vortex of revolution.

Whether governed by feelings inspired by the banner under which I have served, or by my judgment of my duty as a citizen, or by interests as a resident and property-owner in Missouri, I feel bound to stand by the Union, and, remaining in the service, shall devote my efforts to the maintenance of the Federal Government, and the perpetuation of its blessings to posterity.

Yours, truly,

WM. S. HARNEY, *Brig. Gen. U. S. A.*

Colonel Jno. O'Fallon, St. Louis, Mo.

General Harney took the ground that there was no necessity for firing a single gun in Missouri, and he was determined that none should be fired until the necessity did exist.

On the 10th of May 1861, it was announced in the city papers that General Harney had been appointed to the command of the Department of the West, and on the succeeding day, the 11th, he arrived in St. Louis, from Washington.

The unfortunate scenes which attended the arrest of the State forces drilling at Camp Jackson, on the memorable 10th, had filled the city with horror and dismay. Citizens who were terror-stricken were leaving the city by every available route, or sending their families away from a danger they could neither measure nor comprehend. The appearance of General Harney re-assured them as nothing else could. His splendid reputation as a soldier, his known firmness, and his stainless honor, were sufficient pledges that peace and order would be preserved. The next day he issued his proclamation announcing his resumption of the command, and his intention to maintain the peace.

Unfortunately there were plenty of turbulent spirits to whom peace was by no means pleasing. Either their occupation was discord, or they hoped to gain an occupation by fomenting strife. Then again, of the two political parties, each furiously exasperated, each was anxious to be protected and yet wished that protection coupled with freedom to harass and oppress the other.

General Harney was the very man for the emergency. He gave protection, indiscriminately, to all, and at the same time curbed the spirit of license that was in danger of becoming prevalent. He had no reputation as a fighter to make: that reputation was too well established on uncounted fields to lead him to look for laurels where they might rather be left ungathered.

The intelligent and the prudent gave him their support, when a cabal, whose plans he interrupted, sought to move him from their path through the exercise of influence at Washington. Messrs. James E. Yeatman and Hamilton R. Gamble, as a delegation representing those of our citizens most entitled to respect, went on to Washington to represent to the President, and those by whom he was advised, that General Harney was proceeding to the true solution of one of the most difficult problems of the day.

On the 14th of May, General Harney's celebrated proclamation was promulgated, breathing the spirit of peace, yet full of determination to conquer a peace, if other means proved unavailing:

HEADQUARTERS DEPARTMENT OF THE WEST, }
May 14, 1861. }

On my return to this Department, I find, greatly to my astonishment and mortification, a most extraordinary state of things existing in this State, deeply affecting the stability of the Government of the United States, as well as the Government and other interests of Missouri itself. As a citizen of Missouri, owing allegiance to the United States, and in common with you, I feel it my duty, as well as privilege, to extend a warning voice to my fellow-citizens against the common danger around us, and appeal to your patriotism and sense of justice to exert all your moral power to avert them.

It is with regret I feel it my duty to call your attention to the recent act of the General Assembly of Missouri, known as the Military Bill, which is the result no doubt of the temporary excitement that pervades the public mind. This bill cannot be regarded in any other light than as an indirect secession ordinance, ignoring even the forms resorted to by the other States. To this extent it is a nullity, and cannot or ought not to be upheld or regarded by the citizens of Missouri. There are obligations and duties resting upon the people of Missouri, under the Constitution and laws of the United States, which are paramount, and which I trust you will carefully consider and weigh well before you allow yourselves to be carried out of the Union, under form of yielding obedience to this military bill, which is clearly in violation of your duties as citizens of the United States. It must be apparent to every one who has taken a proper, unbiased view of the subject, that whatever may be the determination of the unfortunate condition of things, in respect to the so-called Cotton States, Missouri must share the destiny of the Union. Her geographical position, her soil productions, and in short, all her material interests point to this result. We cannot shut our eyes to this controlling fact. It is seen, and its force is felt throughout the nation. So important is this regarded as to the great interests of the country, that I venture to express the opinion that the whole power of the Government of the United States, if necessary, will be exerted to maintain Missouri in her present condition in the Union. I express to you in all sincerity, my own deliberate convictions, without assuming to speak for the Government of the United States, whose authority, here and elsewhere, I shall at all times, and under all circumstances, endeavor faithfully to uphold. I desire above all things, most earnestly to invite my fellow-citizens dispassionately to consider their true interests, as well as their true relation to the Government under which we live, and to which we owe so much.

In this connection I desire to direct your attention to one subject, which no doubt will be made the pretext for more or less popular excitement. I allude to the recent transaction at Camp Jackson, near St. Louis. It is not proper for me to comment upon the official conduct of my predecessor in command of this Department, but it is right and proper for the people of Missouri to know that the main avenue of Camp Jackson recently under command of General Frost, had the name of Davis, and a principal street of the same camp, that of Beauregard, and that a body of men had been received into that camp, by its commander, which had been notoriously organized in the interest of the secessionists, the men openly wearing the dress and badge distinguishing the army of the so-called Southern Confederacy. It is also a notorious fact that a quantity of arms had been received into the camp which were unlawfully taken from the United States Arsenal at Baton Rouge, and surreptitiously passed up the river in boxes marked marble. Upon facts like these, and having in view what occurred at Liberty, the people can draw their own inferences, and it can not be difficult for any one to arrive at a correct conclusion as to the ultimate purpose of that encampment. No government in the world would be entitled to respect, that would tolerate for a moment such openly treasonable preparations.

It is simple justice, however, that I should state the fact that there were many good and loyal men in the camp, who were in no manner responsible for its treasonable character.

Disclaiming, as I do, all desire or intention to interfere, in any way, with the prerogatives of the State of Missouri, or with the functions of its Executive, or their authority, yet I regard it my plain path of duty to express to the people in respectful, but at the same time decided, language, that within the field and scope of my command and authority, the supreme law of the land must and shall be maintained, and no subterfuges, whether in form of legislative acts, or otherwise, can be permitted to harass or oppress the good and law-abiding people of Missouri. I shall exert all my authority to protect their persons and property from violence of every kind, and I shall deem it my duty to suppress all unlawful combinations of men, whether formed under the pretext of military organization or otherwise.

WM. S. HARNEY,
Brigadier General U. S. Army,
Commanding.

Meanwhile, General Harney addressed himself to the task of pacification, and one week later an agreement, which was no compromise on his part and no abatement of what the Government had a right to expect, was entered into between him and General Sterling Price, and formally published on the 21st of May :

The undersigned, officers of the United States Government and of the Government of the State of Missouri, for the purpose of removing misapprehension and of allaying public excitement, deem it proper to declare publicly that they have this day had a personal interview in this city, in which it has been mutually understood, without the semblance of dissent on either part, that each of them has no other than a common object, equally interesting and important to every citizen of Missouri—that of restoring peace and good order to the people of the State in subordination to the laws of the General and State Governments.

It being thus understood, there seems no reason why every citizen should not confide in the proper officers of the General and State Governments to restore quiet, and, as among the best means of offering no counter-influences, we mutually recommend to all persons to respect each others' rights throughout the State, making no attempt to exercise unauthorized powers, as it is the determination of the proper authorities to suppress all unlawful proceedings which can only disturb the public peace. General Price having, by commission, full authority over the militia of the State of Missouri, undertakes with the sanction of the Governor of the State, already declared, to direct the whole power of the State officers to maintaining order within the State among the people thereof. General Harney publicly declares that this object being assured, he can have no occasion, as he has no wish, to make military movements that might otherwise create excitement and jealousy, which he most earnestly desires to avoid.

We, the undersigned, do therefore mutually enjoin upon the people of the State to attend to their civil business, of whatsoever sort it may be, and it is hoped that the unquiet elements which have threatened so seriously to disturb the public peace, may soon subside and be remembered only to be deplored.

W. S. HARNEY,
Brigadier-General Commanding.
 STERLING PRICE,
Major-General Missouri State Guard.

[THE ADJUTANT'S ORDER.]

HEADQUARTERS DEPARTMENT OF THE WEST, }
 ST. LOUIS, May 18, 1861. }

SIR:—In reply to your letter of the 17th inst., to Brigadier-General Harney, Commanding Department of the West, I am instructed to say that prisoners of war on parole are not restricted to any particular locality, unless a condition to that effect is especially set forth in the obligation they assume in giving the parole. No such condition was imposed upon the officers of General Frost's command, who gave their paroles at St. Louis Arsenal, May 11, 1861.

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

S. WILLIAMS, *Assistant Adjutant-General.*

To Colonel John S. Bowen, M. V. M., St. Louis, Mo.

Those who were anxious for war in Missouri saw their opportunity slipping away from them. Harmony was being restored, and the parties to the covenant might well hope for the happiest effects. Yet the opposition side held the winning card, and were only waiting for the time to make the play effective.

In presenting the history of these troubled times, many letters are produced from different parts of the State which speak of the persecution of Union men. General Harney was convinced that many of these letters were written in St. Louis, or inspired by the cabal headed by Blair, and that their object was to treat Missouri as a rebel State, when she was, in fact, a loyal State. An incident which occurred at this time deepened the conviction in General Harney's mind. He received a letter from St. Joseph, stating that ex-Governor Stewart and a number of the most respectable men in St. Joseph had been driven from their homes, and that unless soldiers were soon sent, they (the Union men) would all have to leave. General Harney called upon Colonel Blair with the open letter, and asked him if he knew the writer. Blair merely glanced at it without reading, and replied:

“Oh, yes, he is perfectly reliable. You can believe anything he says.”

“Then,” replied Harney, “I will write immediately to General Price, and ask him to attend to it.”

“Are you going to wait to hear from Price?” asked Blair quickly, with a gesture of astonishment.

“Certainly,” replied Harney.

Two or three days later, Harney received a copy of the *St. Joseph News*, containing a letter written by ex-Governor Stewart, and a marked

paragraph stated in substance: "Neither I nor any other Union man has been driven out of St. Joe."

The cry of "persecution" was still kept up, and one day Harney significantly asked Blair how one man could successfully persecute two? It was well known that the Union men throughout the State were in a strong majority—at the very least, two to one.

On the 31st of May, General Harney received Special Order No. 135, relieving him from duty in the Department of the West, and granting him leave of absence until further orders. The order was dated on the 16th, fifteen days before. It is now a matter of open history that Hon. Montgomery Blair wrote out the memorandum for the order on the day on which it was issued, and handed it to President Lincoln, and that it arrived here on the 20th, among dispatches for Colonel Francis P. Blair.

When General Scott heard of the removal of Harney, he at once expressed the conviction that it would cost the Government millions of treasure and thousands of lives. When it is remembered that the official relations of Generals Scott and Harney had for years been marked by asperities, it becomes evident that General Scott's conviction was a deep and earnest one, and the events which followed show his estimate to have been a moderate one.

General Harney's military career was closed. He felt that his great services had been treated with unbecoming levity, and from that time military affairs became with him but reminiscences of a glorious past. The patriot and the soldier, who had vindicated his manhood and the faith that was in him on unnumbered fields: who had been the trusted counselor of Presidents and of Cabinets: who had stood aloof from intrigue while combining the functions of the statesman with those of the soldier: the fearless denouncer of perfidy in high places, felt that younger men must now bear the responsibilities of action, since his judgment had been questioned upon a point on which he was most competent to decide. In the military annals of the country he had a name which detraction could not reach. He had achieved a reputation which no amount of envy or malice could possibly tarnish. He might well be content. His record was secure;—his motives could not be questioned. A kindly, impetuous and intrepid spirit, Missouri has sheltered no nobler or more unselfish heart, no character more worthy of her lasting honor.

He is still among us, the relic of a generation that was mindful of its honor as of its glory, with no companions of his childhood to narrate the tales of by-gone days. Like some tall oak of the forest, he stands erect beneath the stars, unshaken by storms and time.



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Daniel W. Bell

DANIEL W. BELL.

PROBABLY no man has figured more extensively in the dry goods trade of St. Louis, for the last quarter of a century, than the one who is the subject of this sketch, and no man has done more to make this city the great central market of the West in this branch of business, than himself and his father, whom he has succeeded in one of the largest dry goods trades in the West.

DANIEL W. BELL was born February 27, 1831, in Salisbury, Maryland, and is the oldest son of Henry Bell, Esq., for many years one of the leading wholesale merchants of Lexington, Kentucky. His paternal grandfather, William Bell, was a prominent merchant of Georgetown, Delaware, and his maternal grandfather, the Rev. Daniel Davis, was for forty years a merchant in Salisbury, Maryland, and for the last thirty years of his life a preacher of the gospel. He was a man of very strong and marked character—built his own church—preached without pay; and no man in any community ever stood higher for integrity in business and sincerity in his christian belief and works. Thus he lived and died.

Daniel W. Bell received his business education in the wholesale and retail store of his father in Lexington, Kentucky, where his father was in active business for thirty years, and was the most successful dry goods merchant of his day. His scholastic attainments he received at Transylvania University. Daniel W. began as a salesman, but soon showing the commercial ability which had characterized his ancestors, he was, after a few years, admitted as a partner in the business with his father. He always displayed a thorough knowledge of the trade, and was ever known for honesty, industry and integrity, which insured the confidence and support of his customers.

In 1857, Henry Bell & Son, opened a wholesale dry goods house in this city, the management of the business being intrusted entirely to D. W. Bell, under whose personal supervision the house grew to be one of the most important of its kind west of the Alleghanies. At the beginning of the late civil war, when the credits and business methods were revolutionized, then the house merged into Henry Bell & Son, and so continued until December 1875, when Henry Bell withdrew from the business.

Mr. Bell is still in the prime of life, active and vigorous to an extraordinary degree, just as much so as he was twenty years ago. In every sense he is a Kentuckian, possessing all the generous and noble qualities, the decisive character and high toned principles characteristic of the sons and daughters of that noble State. He embodies an unusual degree of executive ability which is not only strongly manifested in his commercial, but in his domestic relations. He shows much liberality, but not prodigality, not only in the conduct of his business, but in the management of his private affairs. No man in St. Louis has a more thoroughly organized business establishment than that which his commercial house presents. He is a generous friend, but with his positive nature, he readily shows his dislikes and antipathies. Occupying a high social position, with ample means at his command, he almost emulates the prince in the entertainment of his friends and the splendor of the apartments of his palatial mansion.

Mr. Bell is democratic in principle, and in his ways, associations and habits of life never displays the offensive traits of the aristocrat. His business relations and social position have long since interwoven his history with that of St. Louis, and whatever glory may yet attach to the mercantile interests of the city, Mr. Bell will ever be regarded as one of the leading wholesale merchants who have given character and standing to the business of St. Louis.

In all matters of public concern, it only requires his judgment to approve a project to induce him to do his share to build up the real and substantial enterprises of the city.

No citizen of St. Louis has more faith in her future than Mr. Bell, or responds more promptly and liberally to any call made upon him in behalf of any enterprise calculated to promote her prosperity and power. Her good name is dear to him, and on all occasions he is foremost in upholding her reputation for hospitality, progress, and far-reaching grandeur of purpose in all things calculated to make a city or a people great. As we have said, Mr. Bell is a man of marked character, and to many he at times may appear hard and cold. But this is only a defensive armor with which he seeks to protect himself against imposition, and when it is laid aside (as it always is when he meets a friend, or any one worthy of his confidence,) his heart will be found as warm, as generous, and as responsive to all that is best in human nature, as that of any man. St. Louis has in her midst many noble and public-spirited citizens, but among them there are few who have devoted their energies more worthily and successfully than Daniel W. Bell.

THOMAS ALLEN, LL. D.

THE value of men's lives is estimated by the use they make of life, as well as by their actual achievements. Success in their undertakings is considered a criterion of their ability. The biographies of such men are those most sought for. Election to office is not always a reliable indication of merit. The greatest and best do not seek office. Office is temporary, and is often the result of accident or of negative qualities. One generation of office-holders comes and goes after another, but the private station, which is the post of honor, is the one which creates and sustains office, creates productive industry and wealth, and by a beneficent application of them, leaves the condition of the State and country improved and benefited, by the facts of its life and action.

THOMAS ALLEN, the subject of the following brief sketch, is a man of strong and marked character. Without a full comprehension of it, it is not possible to form a fair appreciation of his life and work. He is a man of firm, resolute, persistent nature, patient and steadfast, self-reliant, reserved, but sympathetic. His temper is calm and impassive; his disposition is undemonstrative. His feelings and passions are deep, and rarely manifest on the surface. He is inflexible in all his convictions, and steadfast in all his conduct. Indeed, from whatever point of view we look upon Mr. Allen's career in Missouri, it must be conceded that, for the public importance of his administration, for the vast aggregate of his labors to advance his own and the public interests, few men in St. Louis or elsewhere have higher claims to eminence. For it is with his life in Missouri, and chiefly with his railroad life, that the public are best acquainted, and it is of his services to the people of this State that we propose to add some words of appreciation.

Mr. Allen belongs to a family long known in the history of Massachusetts. His grandfather, after whom he was named, was the first minister in the town of Pittsfield, in that State, having been ordained in the year 1764; and remained pastor until his death, in 1811. He was a zealous patriot in the war of the Revolution; served as chaplain in several cam-

paigns, and with his musket in hand, continued with his people at the battle of Bennington, which took place in 1777. He married Elizabeth Lee, through whom his descendants claim, among their ancestors, William Bradford, the second Governor of the Plymouth colony, and one of the most distinguished of the Pilgrim Fathers.

Of Rev. Thomas Allen's twelve children—nine sons and three daughters—all were of marked character. Of these the Rev. William Allen succeeded his father in the Pittsfield pastorate, and afterward became president of Bowdoin College and an author of considerable note.

Jonathan Allen, the father of the subject of this sketch, was several times Representative and Senator in the Massachusetts Legislature; was Quartermaster in the war of 1812; was one of the founders of the Berkshire Agricultural Society; became one of the earliest importers of fine wool sheep in Massachusetts, and was postmaster at Pittsfield at the time of his death. In a word, he was, through life, a man quite faultless in all the social relations—a devoted husband and father, a kind neighbor, a true and fast friend, a man of thought, enterprise and public spirit. By his first wife Mr. Jonathan Allen had two children; by his second (Eunice Williams Larned, daughter of Darius Larned, of Pittsfield), eight, of which the third—Thomas—was born August 29, 1813.

During the earliest boyhood of Thomas, his father occupied the homestead erected on the glebe of one hundred acres, which with other lands had been assigned to the first minister of the town. Close by stood the village Academy, shaded by the famous old Forest Elm, of Pittsfield, and it was here that Thomas received his first schooling. At a subsequent period, and while employed on his father's farm, which graced the banks of the Housatonic, Professor Chester Dewey, then well known, and since still more distinguished, as a scholar and a naturalist, resigned his chair in Williams College, and established in Pittsfield a seminary of a peculiar character, which, under the name of the Berkshire Gymnasium, immediately took a high rank among similar institutions. At this school, his father having determined to give him a liberal education, Thomas completed his preparatory studies; having the good fortune to be a room-mate for a while with Mark Hopkins, then one of the teachers, and late the venerable and eminent president of Williams College.

Thomas entered Union College in 1829, attaining the requisite age of sixteen between the day of examination and the beginning of his first term.

His college life was distinguished by no remarkable incident, but he maintained with ease a good standing as a scholar, and remembers with

special gratitude the senior year's instructions of President Nott, as having been of great advantage to him through life.

He graduated in 1832, but having left college a few months previous, in order to commence the study of the law, he received no award of honors from the faculty. He, however, in accordance with the election of the Philomathean Society, delivered a farewell address to the class.

His legal studies, which had been commenced at Albany, were interrupted by the approach of the cholera to that city, in its first fearful visitation to America; and, before they could be resumed, family misfortunes, involving much loss of money, had rendered it impossible for him to resume them as before.

The course of the young law student under these circumstances is a happy proof of what good New England blood, education and character, under the impulse of a firm will, can do in the world with twenty-five dollars, which his father had given him, for sole capital. He started for the city of New York, and, arriving there on the evening of October 18, 1832, took lodging at the corner of Wall street and Broadway. Knowing that he had to work his passage into the profession, he kept a vigilant eye out for employment. Through an advertisement in the *Evening Post* of "A Clerk Wanted," Thomas obtained permission to remain in the office of Hatch & Cambreleng, in Wall street, where he could read the books, paying for the privilege in clerical labor. Here necessity, if nothing else, drove him to industry, and he soon won much of the business of the office; becoming firmly installed in a clerkship, with a salary of three hundred dollars per annum. Here he remained for three years, learning the practice of law from the labors thrown upon him, and employing his leisure moments in studying books. Hopefully persevering, he increased his small income somewhat by copying for other members of the bar.

In 1833 President Jackson visited New York, followed a day or two after by the celebrated Indian, Black-Hawk. Thomas wrote an account of the visit of those chiefs, describing their personal appearance and the scenes following them in the city. He also wrote, now and then, a comment or a criticism upon passing events, which he sometimes published in the newspapers.

In September 1834, he became the editor of the *Family Magazine*—a monthly illustrated journal of useful general intelligence—J. S. Redfield, publisher. He edited this magazine, in such moments as he could get from his law pursuits, for about a year and a half. The magazine contributed materially to his support. About this time he was engaged

by the principal law book-selling house of New York to assist in compiling a digest of the decisions of the New York courts, from the earliest times down to that period. Upon this work he labored over a year. For his share of labor in that work, he received a small but select law library.

The *Family Magazine* flourished under his management, and some of his contributions to it have since been published in Sear's illustrated volumes, among others. The Digest, published and republished, was long a standard work.

In 1835, at the age of twenty-one, he was admitted to the bar by the New York Supreme Court, received the degree of Master of Arts from his Alma Mater, and was elected an honorary member of the Phi-Beta-Kappa of New York, an honor not often lightly bestowed.

In 1836, he supported, by addresses in his native town and elsewhere, the election of Mr. Van Buren to the presidency. In the same season, his uncle by marriage, General E. W. Ripley, one of the well-known heroes of Lundy's Lane, and then a Representative in Congress from Louisiana, invited him to remove to that State, offering to resign to him his law office and practice. The offer was accepted; and although not carried out, proved indirectly of great influence upon Mr. Allen's future.

In the spring of 1837, General Ripley's health of body and mind failing completely, Mr. Allen postponed forever, as it proved, his removal to Louisiana, and made a visit to Illinois to inspect scattered tracts of land, which his uncle owned in the military reservation of that State. While at Peoria, he first learned of the general suspension of specie payments and the crushing financial misfortunes which befell the country. While here he received letters from eminent statesmen, urging him to return to Washington and establish a new journal. He at once returned to New York, where, at the continued solicitation of the friends of the enterprise, he consented to undertake it. The prospectus of the *Madisonian* was issued, and Mr. Allen was soon at his post, in Washington, with presses, printing materials and printers. The first number of the *Madisonian* was issued August 16, 1837, and met a favorable reception all over the country. Congress met on the 1st of September, in extra session, and the message of President Van Buren was unexpectedly found to recommend the sub-treasury scheme, which was understood to foreshadow a war upon the currency, and was certain to endow the Executive with excessive patronage and power. The *Madisonian* had assumed its position and maintained it, without regard to the unlooked-for opposition of Mr. Van Buren. An immediate

opportunity to test its strength occurred, and at the election for public printer, and after a hard contest for three days, Mr. Allen was chosen on the twelfth ballot, his opponents being Messrs. Gales and Seaton, of the *Intelligencer*, and Messrs. Blair and Rives, of the *Globe*.

In the preparation of the political campaign of 1840, Mr. Allen preferred as a candidate for the presidency, Hon. William C. Rives, of Virginia, a conservative Democrat; but upon the nomination of Messrs. Harrison and Tyler, finding their real views to differ little from his own, and feeling the folly of maintaining a separate organization in opposition to Mr. Van Buren, he gave them a zealous, laborious and persevering support, as the representatives of true democratic republican principles.

In the midst of the campaign, on the 11th of April 1840, his printing office, with all that he possessed except his library, was burned, as was supposed, by an incendiary. But on the 2d of May, the *Madisonian* re-appeared, announcing itself:

“ Self-born, begotten by the parent flame
In which it burned—another; yet the same.”

Its vigor, as may be imagined, was not diminished by the ordeal of fire, and it reached, during the presidential campaign, the circulation—then very large—of twenty thousand.

Nor was Mr. Allen's voice silent during that contest. He addressed the National Convention of Young Men, at Baltimore, as one of its vice-presidents; spoke at a public dinner given him by the citizens of his native town; and made political speeches in several States.

The result of the election in the overwhelming choice of Messrs. Harrison and Tyler is a matter of history. General Harrison, on his arrival at Washington, cordially acknowledged the great services of Mr. Allen; said that he had correctly represented his views, and consulted him on the formation of his cabinet. Of the sad group who stood by his bedside when the venerable President died, Mr. Allen was one.

Passing over much that is interesting in Mr. Allen's history, we come down to the spring of 1842, when he moved to St. Louis, where on the 12th of the following July, he married Miss Ann C. Russell, the daughter of William Russell, Esq. of this city. He opened a law office here, but soon closed it, and began to devote his attention to public interests, and was mainly instrumental in the establishment of the St. Louis Horticultural Society, of which he became president. In 1848, he began those labors in behalf of internal improvements in Missouri and neighboring

States, which have continued ever since, and have accomplished results which could hardly have been hoped for at that time.

His first effort in behalf of railroads, or at least the first of a public character of which we find mention, was an address to the voters of St. Louis, in behalf of a subscription to the St. Louis and Cincinnati railroad, written at the request of a public meeting in 1848.

In February 1849, at a large meeting of the citizens of St. Louis, called to take action for a line of railroad to the Pacific coast, Mr. Allen reported resolutions strongly in favor of such a national central highway, which were unanimously passed, and were approved by the State Legislature.

In the October following, under a call of the citizens of St. Louis, written by Mr. Allen, a national convention assembled in this city, delegates from fourteen States being present. Senator Benton, Mr. Allen and others made speeches in favor of the enterprise, and to Mr. Allen was intrusted the preparation of an address to the people of the United States and a memorial to Congress.

In January 1850, Mr. Allen called public attention to the charter of the Pacific railroad, which had been procured, and at a called meeting he read an address whose comprehensiveness of view, accuracy and fullness of detail, and earnestness of manner, were irresistibly convincing, and \$154,000 of the stock was taken on the spot. Ground was broken on the road July 4, 1851, and the contractors were fairly at work in September.

In 1850 Mr. Allen was chosen for four years to the Senate of Missouri, where he was immediately made chairman of the Committee on Internal Improvements, and, by persevering efforts, succeeded in obtaining a loan of the State credit in aid of the road, to the amount of \$2,000,000.

In 1852, Mr. Allen proposed a plan which, although the Legislature was not then prepared to accept it as a whole, was subsequently carried out, and a loan of State credit to each, with the exception of one line, was made.

The system comprised the following lines: The original Pacific with a State loan of \$3,000,000, and an assignment of 1,250,000 acres of the national land grant; the Southwestern branch—loan \$1,000,000; Iron Mountain—loan \$750,000; Hannibal & St. Joseph—loan \$1,500,000, land grant, 600,000 acres; North Missouri—loan \$2,000,000.

Thus in three or four years of hard work, a very great part of which fell to Mr. Allen, and under his well-directed influence, the apathy which

had hung over the State in regard to internal improvements was broken up, and a policy established which may well be called liberal.

In 1854, thirty-eight miles of the road being in operation, and over one hundred more under construction, Mr. Allen resigned his position as president and director of the Pacific road. In the same year Mr. Allen also retired from the Senate, and declined a re-nomination, which was tendered him.

In 1857, Mr. Allen was chosen president of the Terre Haute, Alton & St. Louis railroad, but finding it deeply in debt, withdrew and recommended a re-organization.

In 1858, he founded the well-known banking house of Allen, Copp & Nisbet, of St. Louis, he furnishing the capital.

Intrusted by the State of Missouri with \$900,000 of her guaranteed bonds, in aid of the southern branch of the Pacific railroad, he disposed of them to great advantage, and without charge.

When the civil war broke out in 1861, Mr. Allen was found on the Union side, and aided, with all the means at his command, the Union cause.

In 1862, he was candidate for Congress of the "Unconditional Union men" of the Second Missouri District, and was defeated by means familiar enough in those distracted days, but which we will not here discuss.

In 1865, Mr. Allen, with his eldest son and daughter, visited Great Britain and the continent of Europe.

In 1866, he presented a plan for the liquidation of the national debt by a grand patriotic subscription, in commutation of taxes, and also based, in part, on re-payment in public lands.

By purchase, Mr. Allen became the owner of the Iron Mountain railroad in the year 1867, it having been surrendered to the State with only eighty-six miles completed. In spite of great natural and political obstructions, he finished the road to Belmont in 1869, one hundred and twenty miles further. He then extended a branch from Pilot Knob to Arkansas in 1871-'72, and having, with his associates, purchased the Cairo & Fulton railroad of Arkansas, he completed that road in 1872-'73, from Cairo to Texarkana, some three hundred and seventy-five miles. He thus constructed about one hundred miles of railroad every year for six years. While doing so he was president of four different railroad corporations, all of which were consolidated in May 1874, under the title of the St. Louis, Iron Mountain & Southern railway, the whole of which, in the aggregate, were six hundred and eighty-six miles long. Connected

with this extensive property, in which, first and last, some \$24,000,000 have been invested, is a landed estate, in Missouri and Arkansas, of about 1,500,000 acres.

Mr. Allen was a member of and took a prominent part in the organization of the National Board of Trade at Philadelphia and Cincinnati in 1868. In 1871, he endowed a professorship in Washington University, of St. Louis, with the annual interest of \$40,000, at 7 per cent., which is well-known as the "Allen Professorship of Mining and Metallurgy." In 1872 he was elected, and still remains, president of the University Club, of St. Louis, its members consisting of the graduates of all colleges, also embracing other men of culture, and numbering now three hundred and fifty. The same year, he was elected president of the Railway Association of America, which is devoted to railway economy. He has also established a free library in his native town of Pittsfield, Mass., and erected for it a beautiful stone edifice, at a cost of about \$50,000. Here he habitually spends his summers, and amidst his native hills and vales he indulges himself in what he considers the luxury of a farm, and takes not a little pleasure and pride in his Jersey cattle, Southdown sheep, and other fruits of agriculture. He is president of an Alumni Association of his Alma Mater, and, while engaged in an important land litigation in court in Mississippi county in 1873, received from Union College, New York, the honorary degree of Doctor of Laws. He is an honorary member of the Massachusetts Horticultural Society, and a member of several other prominent societies, such as the New York and Wisconsin Historical Societies; a fellow of the American Academy of Design, and of the American Geographical Society. He spent the summer of 1874 in Loudon and Paris, his youngest son accompanying him.

In 1875, becoming possessed of a street railway charter in St. Louis, he built and equipped one of the best models in the city (the Cass Avenue line, four and a quarter miles double track), in about ninety days, and placed his eldest son at the head of it. His address on "The Railroad Problem," the same season, was exhaustive, ran through several editions, and had a marked effect upon public opinion. He has always had a leaning to literary pursuits and intellect culture, and loves the society of his books. He has made many public addresses, which have been published. He is also fond of rural life; and few are more skillful in the use of the rod and gun.

In 1875, he was appointed president of the Board of State Centennial Managers for Missouri, and discharged its duties with fidelity and patriotic

zeal, taking upon himself, alone, for want of public funds, the erection of a headquarters building for the State at Fairmount Park, Philadelphia, in 1876. His thoughts on the progress of the Republic, suggested by the centennial year, embodied in a discourse delivered before the University Club in April 1876, and published by the Club, commanded attention. He was appointed by the Governor to deliver the address for Missouri at the Centennial International Exposition.

While he is the presiding officer of the several corporations mentioned, and of several others not named, he is also the head of a family, reared in Missouri, consisting of his wife, four sons and three daughters, and may be pronounced one of the busiest executive men in the nation. Several thousand persons have, at times, been in his employment, developing the wealth and advancing the civilization of the country, their joint labors with his tending directly to promote the growth of his adopted city. His mind and character have strengthened with his labors. Innumerable questions in law and physics, in political economy, natural and moral philosophy, trade, commerce and finance, are pressed upon him, in the emergencies of his varied business, for practical solution. Some men become doctors of law nominally by favor. Upon him the doctorate is thrust by force of circumstances. To perform his duties successfully requires robust health, clear brain, cool judgment, imperturbable temper, varied knowledge, industry and great experience. He is one who makes history, and his works are his best monument. When they are finished, truly may he say: "*Exegi monumentum ære perennis.*"

Of Mr. Allen it would be faint praise to say that his private relations are above reproach. His personal morality is of the highest type. He is unostentatious, just and honorable. He is exceptionally consistent in all his personal connections. The ties of kindred are intensely strong and close with him, and he fosters the welfare of those to whom they bind him with excessive care. As head of a family, he is a model for men to applaud and copy. It may truly be said of him, that he walks all the common ways of life with the upright carriage of a considerate, kindly, worthy, Christian gentleman.

GENERAL W. T. SHERMAN.

IT is as a soldier that WILLIAM TECUMSEH SHERMAN stands before the world. It is as a soldier that coming history will scan and estimate his services. Those services belong to the whole country, and the time is not distant when he of the cotton fields will make his acknowledgments as warmly as he of the wheat fields, to the man whose restless vigor and rare combinations shortened the agony of the nation when passing through the most stupendous conflict of modern times. It is impracticable in this sketch to give either a review or a narrative of the military record of General Sherman, yet it is quite possible within the space at command to present the man himself, with something more of clearness than purely military biographers aim at. Bred to arms, his ambitions lay in the line of that profession. Devotedly attached to his family, he was not averse in their behalf to entering upon the greater perplexities and uncertainties of civil life. It will at some time be an interesting question, how far that commerce with the world, which in civil life gives so clear an insight into the springs of human actions, influenced and shaped the military activities of General Sherman. Certain it is, that his civil pursuits never detracted from his military precision, and there is good ground for the belief that they gave him a far more correct and comprehensive view of the resources and designs of the enemy, and of his own opportunities for overthrowing them. In our great civil war there were elements entering into the calculations of every leader, other than the arithmetical computation of the opposing hosts. There were hatreds and distrusts such as can only exist among people of the same race and the same tongue. There were jealousies of opinion in the council and in the camp, and he was an able leader who could strike rapidly and surely. No other man of our day combines, as does General Sherman, the reflection of the philosopher with the dash and vehemence of the enthusiast. For the performance of a great part during the war, few had had a better preparatory training, and none had observed with greater care or accuracy.

In 1861, he took up the sword that he had laid aside in 1853. Then followed a series of military exploits, for the recording of which a volume would be too meagre. The American people have not, as yet, attempted to estimate these services, though as a partial and appropriate reward, he has been invested with the command of the armies of the United States.

He was born in Lancaster, Ohio, on the 8th of February 1820. His father, Hon. Charles R. Sherman, for some years a Judge of the Supreme Court of Ohio, died when he was nine years of age. At his father's death he became a member of the family of Hon. Thos. Ewing, and at the age of sixteen entered the United States Military Academy at West Point. He graduated in 1840 with the sixth rank of his class, and was immediately appointed to a Second-Lieutenancy in the Third Artillery, and served the next year in Florida. In November 1841, he was made a First-Lieutenant, and shortly after was ordered to Fort Moultrie in Charleston harbor; Captain Robert Anderson commanded the company.

In 1843, while on a leave of absence and after a stay at his home in Ohio, he made a trip to St. Louis, arriving here by steamboat. St. Louis was then a city of about forty thousand inhabitants, and his stay covered a period of about two weeks. During this visit he made many warm personal friends, went all over the thriving city, and made up his mind that when free to choose he would locate here.

In 1846, when the Mexican war broke out, he was on recruiting detail in Ohio. At his urgent request for orders for active duty, he was sent out to California with Company F of the Third Artillery, instead of being ordered to active duty in Mexico—the position which he most coveted. Leaving New York on the 14th of July 1846, the vessel on which he sailed dropped her anchor in the harbor of Monterey, then the capital of Upper California, on the 26th of January 1847, after a passage around Cape Horn, touching at Rio Janeiro. In the light of the present commerce of the Pacific coast, it is interesting to remember that extraordinary caution was used in approaching the coast, as there was a material difference in the English and Spanish charts, and a discrepancy of fifteen miles in longitude. The changes that a few years were to bring would then have seemed one of the wildest and most impossible dreams. The productions were light, the people not homogeneous, and society was disturbed by continuous warlike broils. The settlement that afterward became known as San Francisco had a population of about four hundred.

The first gold discovered in California by Suttér, passed under Sherman's inspection at the time of the application of Sutter to Governor Mason for a pre-emption of the tract of land on which stood his memorable and never-finished saw-mill. With the circumspection characteristic of army officers as a class, the extent of the deposits was proved by an extended tour of observation to be considerable, before the official report was made to their superiors at Washington. Following the promulgation of the official report, there commenced a wild struggle for fortune, such as the civilized world had never seen—a struggle more beneficent in results and wider in its influence than any other race for gold that history records. Virtually estopped by his official position from any share in the golden shower about him, he yet used his efforts to promote the interests of the Government, and was in no danger of rusting away at his distant post. His published memoirs, detailing his recollection of this important period, are concise and clear, reproducing before us, without ornament, the California of that date.

In 1850 he returned from California with dispatches for the War Department. After reporting in Washington, he applied for and received a six months' leave of absence. He first visited his mother, then living at Mansfield, Ohio, and then, returning to Washington, was married to Miss Ellen Boyle Ewing, daughter of Hon. Thomas Ewing, Secretary of the Interior, on the first day of May 1850. On the death of General Taylor and the inauguration of Mr. Fillmore, Hon. Thomas Ewing was succeeded in the Secretaryship by A. H. H. Stewart, and Lieutenant Sherman took charge of the family on the journey to their old home in Lancaster, Ohio.

At this time, his name was on the muster-roll of Company C of the Third Artillery, stationed at Jefferson Barracks; yet, owing to the cholera being here, he was permitted to delay joining his company. Soon after his arrival at Jefferson Barracks, where he reported for duty to Captain and Brevet-Colonel Braxton Bragg, commanding Company C, he received his commission as Captain and Commissary of Subsistence, and was ordered to take post at St. Louis. Here he had an opportunity of renewing the acquaintances of former years, and was soon joined by his family.

In September 1852, he was transferred to New Orleans. About Christmas of that year, Major Turner of St. Louis, laid before him the particulars of a plan for the establishment of a bank in San Francisco, under the title of Lucas, Turner & Company, in which he embraced the

name of his personal friend, Captain Sherman. James H. Lucas, then banking in St. Louis, soon after laid before him in person the particulars of the California branch bank, and desired him to accept the position of resident and managing partner in San Francisco. The offer was a tempting one, and he applied for and obtained a six months' leave of absence to go to San Francisco and look over the prospect carefully, before venturing upon a step so important to himself and his family. Having satisfied himself of the advantage of the change, he sent in his resignation, which was accepted to take effect September 6, 1853. On the 20th of the same month, he left New York in a steamer with his family to make his home on the Pacific Slope, and had a safe and rather uneventful trip by way of the Isthmus. On his previous voyage, he had suffered shipwreck on the steamship "Lewis," when near the harbor of San Francisco, though fortunately the weather was fair and no lives were lost.

The position of a banker in the years from 1853 to 1857 was no "bed of roses." Nothing short of "eternal vigilance" could secure safety even. That General Sherman so conducted the affairs of the bank of which he had charge, as to save it from any of those stunning losses so common where values are rapidly shifting, must be accounted as a fact very much to the credit of his industry and discernment. In a season of wild distrust in 1855, when every other bank in San Francisco was compelled to close its doors, his establishment stood the ordeal of a "run," and demonstrated its ability to pay all its depositors who wanted their money. During the reign of the "Vigilantes" he came near playing a leading part; but a lack of promised co-operation on the part of General Wool, killed his plan, and disgusted him with California politics.

Early in 1857, he notified his St. Louis partners that he thought the discontinuance of the California branch advisable, and they concurring in his opinion, he closed the business, and, with his family, made his way to Lancaster, Ohio. Upon conference with Mr. Lucas and Major Turner, it was decided to open a branch house in New York, and that was done on the 21st day of July 1857, upon the very verge of one of the most memorable financial panics our country has witnessed. In the fall of that year, the business of the parent house in St. Louis and its branch was closed up without loss to patrons, and without material sacrifice on the part of the partners.

In January 1858, Sherman made another trip to California to expedite the closing up of unsettled affairs there. He returned soon

after, and reached his old home in Lancaster, Ohio, on the 28th of July 1858.

He was now a civilian, out of business, with no brilliant prospect before him, and the necessity of doing something was urgent. Several opportunities were presented, but none of them seemed free from objection. In his dilemma he accepted a partnership with Thomas Ewing, Jr., in a law, collection and agency business in Leavenworth, Kansas. Later, Daniel McCook was admitted to partnership, and the firm became Sherman, Ewing & McCook. While in Kansas, and unsatisfied with the outlook for the future, he made application for the place of superintendent in the proposed Louisiana Military Academy, and in July 1859, was notified by Governor R. C. Wickliff of his election. In the autumn of the same year he reported to Governor Wickliff at Baton Rouge, Louisiana, and from there proceeded to Alexandria, in the parish of Rapides, near which town the building for the school was located. Upon arrival at his post he proceeded to put the building in order, collect apparatus, and otherwise provide for the reception of students.

This is the field in which he was occupied until the signs of preparation for war on the part of the South became unmistakable. It is but natural that here, as elsewhere, he should have made warm friends. An entertaining conversationalist, direct, positive, logical, with opinions matured by culture and a wide experience, it is by no means strange that he was sought and admired among people who never esteemed extreme complaisance as a high social quality. His devotion to the Union was well known among all who troubled themselves to learn his political views, and it does not appear that any hopes were built upon his defection from the flag under which he had been reared. The position was one that suited him, that accorded with his temper, his tastes, and his scholarly inclinations.

After the seizure of the United States Arsenal at Baton Rouge, and while the ordinance for the formal secession of the State of Louisiana was pending, he, on the 18th of January 1861, addressed the following letter to the Governor of the State, defining his position, and rendering back the trust confided to him, a trust of which he could no longer, consistently with his own honor, be the custodian :

LOUISIANA STATE SEMINARY OF LEARNING AND MILITARY ACADEMY,

January 18, 1861.

Governor Thomas O'Moore, Baton Rouge, Louisiana:

SIR—As I occupy a *quasi*-military authority under the laws of the State, I deem it proper to acquaint you that I accepted such position when Louisiana was a State in the Union, and when the motto of this seminary was inserted in marble over the main door: "By the liberality of the General Government of the United States. The Union—*esto perpetua*."

Recent events foreshadow a great change, and it becomes all men to choose. If Louisiana withdraws from the Federal Union, I prefer to maintain my allegiance to the Constitution so long as a fragment of it survives, and my longer stay here would be wrong in every sense of the word.

In that event, I beg that you will send or appoint some authorized agent to take charge of the arms and munitions of war belonging to the State, or advise me what disposition to make of them.

And furthermore, as president of the board of supervisors, I beg you to take immediate steps to relieve me as superintendent the moment the State determines to secede, for on no earthly account will I do any act or think any thought hostile to or in defiance of the old Government of the United States.

With great respect, your obedient servant,

W. T. SHERMAN,

Superintendent.

The farther correspondence which passed in that stormy time, when read in the light of the untroubled present, is full of instruction. The one given here is the first and the key-note to all, yet, in view of the pecuniary renunciation he was making, and the necessities of himself and family, there is something almost pathetic in the position in which his resignation placed him.

His settlements and transfers of property in his charge occupied him about a month, and then, with mutual expressions of confidence and kindness, he parted from his associates, and turned to the path of his paramount duty.

In his anxiety for the future of himself and his family, he accepted employment, secured through the influence of, and proffered by, his old friend, Major Turner, and became president of the Fifth Street railroad in St. Louis. He had, however, gone on to Washington in the meantime, and on the trip was much struck with the contrast between the preparations going on at the South and the apparent apathy of the North. Almost immediately after assuming his new obligations in St. Louis, he was asked to accept the chief-clerkship of the War Department, with the prospect of being made Assistant Secretary of War soon after. This proffer he felt constrained to decline, on account of his new business engagements that he did not feel at liberty to cut loose from, except the emergency was a great one.

The bombardment of Fort Sumter dissipated all doubt, and indicated plainly to him that we were upon the eve of a great struggle that would call out the full military strength of both sections. He then, on the 8th of May, formally offered his services to the Secretary of War, and on the 14th of the same month, was appointed to the Colonelcy of the Thirteenth regular infantry. He was a citizen spectator of the capture of Camp Jackson by Lyon on the 10th of May, and of the lamentable

occurrences succeeding the capture. The description of the events of the day found in his *Memoirs*, is concise and evidently unprejudiced. With his new commission he had drawn the sword; his St. Louis home was abandoned, and his family returned to Lancaster, Ohio. Better than those who shared his councils was he aware that the country was upon the eve of a gigantic war, whilst before him lay a portentous future which no human faculties could forecast.

His record during the next four years of civil war forms of itself a great history: a history so interwoven with, and so largely a part of, the most momentous events of modern times, that no adequate presentation of it can yet be made.

In his stubborn fight at Bull Run he seems to have become conscious that both officers and men had much to learn, and that an experience wider than that of the garrison was necessary before decisive battles would be won. Although dubious of his own deserts, he found himself announced in general orders as a Brigadier-General. With an expressed desire to serve in a subordinate capacity rather than to hold a separate command, his inclination was gratified by an assignment to the Department of the Cumberland, with Brigadier-General Robert Anderson in command. The harassment of the position soon drove General Anderson to relinquish his command, and General Sherman, as the senior officer, was left as the commander of the Department, though against his desire. While his preparations were going forward in Kentucky, Mr. Cameron, then Secretary of War, met him in Louisville for consultation, and seemed overwhelmed at General Sherman's declaration that he needed sixty thousand men for defense, and would need for offense two hundred thousand before he was through.

In compliance with the request of General Sherman, he was relieved from the Department of the Cumberland, and transferred to the Department of the Missouri, reporting for duty to Major-General H. W. Halleck. He assisted in the work of organizing in Missouri until the capture of Fort Donelson, when he was placed in command of the Fifth Division under General Grant. His command consisted of raw troops, to whom he had yet to give the discipline and steadiness necessary for effective operations. The rapidity with which this work was done is attested by their part in the battle of Shiloh, in which his command bore the brunt of the fight. General Grant, in his official report, credits General Sherman individually with the successful issue of the day. Then came the campaign along the Mississippi that culminated in the surrender of Vicksburg. After the fall of Vicksburg he was advanced to the com-

mand of the Army of Tennessee, and conducted the masterly movements in that theater of war up to the spring of 1864, when he succeeded to the command of the Grand Military Division of the Mississippi, vacated by General Grant, who had been elevated to the command of the armies of the United States. This division comprised the Departments of the Ohio, the Cumberland, the Tennessee, and, for a time, Arkansas, and included about one hundred and fifty thousand men, under Thomas, McPherson, Schofield, Hooker, Howard, Stoneman, Kilpatrick, and others of almost equal fame.

The movements that brought him to Atlanta, on a line defended by that masterly chieftain of the Confederacy, General Joseph E. Johnston; his crushing blows on the brave, yet rash and injudicious Hood, who succeeded Johnston; and then that wonder of civilized war, "the march to the sea," which was the virtual, though not definitive, close of the war, must be given with that detail and elaboration that are only possible in volumes, to exhibit the clearness of the great conception, in which each act was consistent with the design. Christmas of 1864 saw him with Savannah in his hands. It was plain that the opening of the campaign of 1865 would crush the Confederacy. General Grant received the surrender of General Lee and his army of Northern Virginia, on the 9th of April 1865. Four days later, on the 18th, an informal agreement was entered into between General Sherman and General Joseph E. Johnston, for the capitulation of the Confederate Armies of the South and West under his command. The final terms were not concluded until the 26th. The basis first agreed upon was disapproved at Washington, and the fact has led to some acrimonious discussion. The truth is, that General Sherman, cut off from communication with Washington, acted under his latest instructions, and really reflected them in his act. But, in the meantime, the most startling and atrocious events had transpired at Washington; Mr. Lincoln was assassinated; Mr. Seward, Secretary of State, was nearly murdered in his bed; and Mr. Stanton, Secretary of War, was aroused to a degree of fury and alarm that seems to have clouded and perverted his judgment.

The war was over, and the soldiers of both armies felt that they could soon return to their homes. Following one grand closing pageant in the city of Washington, General Sherman addressed to the Military Division of the Mississippi his farewell address. The scene in Washington preceding the farewell, was one dear to the heart of a military man. His own words fix the picture in the mind:

Sixty-five thousand men, in splendid *physique*, who had just completed a march of nearly two thousand miles in a hostile country, in good drill, and who realized that they were being closely scrutinized by their fellow-countrymen and by foreigners. Division after division passed, each commander of an army corps or division coming on the stand during the passage of his command, to be presented to the President, cabinet and spectators. The steadiness and firmness of the tread, the careful dress on the guides, the uniform intervals between the companies, all eyes directly to the front, and the tattered and bullet-riven flags festooned with flowers, all attracted universal notice. Many good people, up to that time, had looked upon our Western army as a sort of mob; but the world then saw, and recognized the fact, that it was an army in the proper sense—well organized, well commanded and disciplined—and there was no wonder that it had swept through the South like a tornado. For six hours and a half that strong tread resounded along Pennsylvania avenue, not a soul of that vast crowd of spectators left his place, and when the rear of the column had passed by, thousands of spectators still lingered to express their sense of confidence in the strength of a Government that could claim such an army."

Up to August 11, 1866, General Sherman held the command of the Military Division of the Mississippi, including Ohio, Missouri and Arkansas, with headquarters at St. Louis. On the 25th of July 1866, by vote of Congress he was created Lieutenant-General of the United States Army. In November and December of that year he was sent on a special mission to Mexico. On the accession of Grant to the Presidency he became Commander-in-Chief of the armies of the United States, and resided in Washington, until the reduction of the army to twenty-five thousand men so diminished the responsibility, as to enable him to consult his preferences and fix army headquarters and his residence in St. Louis. This change occurred in 1874. From November 1871 to October 1872, he was occupied in an extended trip through portions of the old world having a military and general interest. During this time he visited Madeira and Gibraltar; made the tour of Spain, Italy and Egypt; visited Constantinople, Sebastopol and the Caucasus, Moscow and St. Petersburg; meandered through Poland, Austria, Prussia and Switzerland, and passed through Scotland and Ireland on the way home. His stay in Egypt extended over about a month.

The most recent important event of his life is the publication of his *Memoirs*, in two volumes. In this he has departed from the usual rule of military men, and in doing so has performed an inestimable service. The sale of this work has been very large. It is clear, concise and direct, forcible in language, elegant in manner. The general orders and other communications which he issued from his headquarters during his operations in the field, are in themselves a valuable addition to the history of the times, throwing light on many subjects not otherwise clear.

Tall and slender in person, prompt and nervous in manner, he is decided without being forbidding. Entirely unassuming, he is as acces-

sible at his headquarters as any business man in the city, and red-tape is evidently not to his liking. In conversation he is rapid and logical, illustrating his views with anecdote and comparison, well-chosen and convincing. The great captain of a great people, he has yet never got beyond being one of the people.

THOMAS H. BENTON.

THE glory which attaches to the history of the United States for the first half of the present century, was achieved by the power and influence of a few of her statesmen. They moulded public opinion, led at will the masses, dictated policies, and gave character abroad to the American name. Individual influence always depends upon the personality, the character and ability of the man, and so will it lie in the future. Inventors, men of science, commercial princes, railroad magnates, public teachers, agriculturists, and skilled mechanics lead to-day, and will largely direct public thought, and hold the power in the America of the future. Education is becoming general. Political, social and scientific questions are discussed on the farm, in the workshop, and everywhere. The people need not a few men to do their thinking for them—they can think for themselves. Hence, cases of individual greatness may not be as frequent in the future as in the past, since the people have become great. But now and then we may expect some giant in intellect to tower above all the rest, and shed glory around him—

“As some tall cliff, that lifts its awful form,
Swells from the vale and midway leaves the storm;
Though round its breast the rolling clouds are spread,
Eternal sunshine settles on its head.”

THOMAS HART BENTON would have been a great man in any age. Nature had, in an eminent degree, endowed him with those gifts which those born to command always possess, and in the course of a long and active life he had cultivated and developed these natural powers to the highest degree.

This distinguished citizen of St. Louis, who shed lustre on the State and nation, was born near Hillsborough, Orange county, North Carolina, March 14, 1782. When he was eight years old his father died, and his mother was not able to provide for him such means for education as she desired. In the course of a year or two, however, he was placed in a grammar school, where he made fair progress. Subsequently he went to Chapel Hill, the State University of North Carolina, but did not complete a regular course, as his mother moved to Tennessee to cultivate a

tract of land left by her husband. But Thomas had no taste for farming. He was fond of reading such books as came in his way, and seemed desirous of adopting one of the learned professions. An opportunity was offered for him to study law, and he embraced it. Entering upon the practice of the profession he had chosen, he soon gained a lucrative business, and arose to eminence. He was elected to the Legislature, served a single term, but during the time he procured the passage of a law reforming the judicial system, and of another giving to slaves the benefit of a jury trial, the same as white men. It was at this time that Benton became acquainted with Andrew Jackson. The latter was a judge of the State Supreme Court, and subsequently Major-General of the State Militia. Benton became his Aid-de-Camp, and, during the war with England, raised a regiment of volunteers. It was from this service that he derived the title of Colonel, which clung to him through life. The intimacy between Jackson and Benton became very close, and continued so until a sudden rupture occurred which endangered the lives of both, and estranged them for many years. The story of this quarrel is thus related by a biographer of General Jackson :

Colonel Benton had a brother named Jesse, who became involved in a quarrel with William (afterward General) Carroll, one of Jackson's intimate friends. The latter challenged Jesse Benton to a duel, and also Jackson to be his second, which he declined until Carroll told him there was a conspiracy "to run him (Carroll) out of the country," when he resolved to interfere, partly from indignation, but more from the desire to prevent a fight. At first, he was successful in his remonstrances with Jesse Benton, but the latter finally resolved that the duel should go on. Jackson acted as Carroll's second. Benton sent an offensive account of the affair to his brother Thomas, who was at Washington attending to some business for Jackson. Others, enemies to General Jackson, sent similar accounts. This led to an angry correspondence between Jackson and Colonel Benton, and the latter made use of the harshest language in speaking of the former, all of which was reported to the General, who threatened he would horsewhip the Colonel the first time they should meet. On September 4, 1813, General Jackson, accompanied by Colonel Coffee, met the Bentons in the streets of Nashville. Bidding him defend himself, and avowing his purpose, Jackson advanced upon Colonel Benton, who sought to draw a pistol, but was anticipated by his antagonist, who drew such a weapon and aimed it at him. Benton retreated, and Jackson followed him, until they reached the back door of the City Hotel, when Jesse Benton fired at Jackson, shattering his left shoulder, the pistol being charged with two balls and a slug. Jackson fell; and Coffee, who entered on hearing the report, fired at Colonel Benton, but missed his aim. He was then about to strike down the Colonel, when the latter stumbled down a staircase. Meantime, Mr. S. Hays, a nephew of Mrs. Jackson, who knew that it was Jesse Benton that fired at the General, volunteered in his relative's behalf, and a fierce conflict ensued between him and Jesse, he making use of a sword-cane first, then a dirk, and throwing him down. Benton was wounded in several places, and would have been killed had not a bystander caught Hay's hand. Jackson suffered severely from this combat. It caused permanent injury to his body, and was the cause of much discussion for many years.

A reconciliation between Jackson and Benton was effected in after years, but they were never intimate friends as before.

After the volunteer militia was disbanded, President Madison appointed Colonel Benton, in 1813, a Lieutenant-Colonel in the army, but on his way to serve in Canada a year or two later, he heard the news of peace, and resigned. Shortly afterward he removed to Missouri, and took up his residence in St. Louis. Opening a law office, it was not long before he had fully established himself in practice.

Politics, however, claimed his attention, and he could not long remain silent. He established a newspaper called the "*Missouri Inquirer*," and was not long in making known his sentiments. His strong language and decided opinions frequently led to fierce altercations, disputes, and sometimes to personal encounters. Duels were usual at this time, and in one of them, which was forced upon him, he killed his opponent, Mr. Lucas, an event he deeply regretted, and all the private papers relating to which he destroyed before his death. •

Colonel Benton's paper took a strong and vigorous stand in favor of the admission of Missouri, notwithstanding her slavery Constitution. His services were rewarded by a seat in the United States Senate, to which he was elected by the Legislature in September 1820. This was the first General Assembly under the Constitution, and it met in St. Louis, at the corner of Main and Green streets, in the building known as the "Missouri Hotel," long since demolished. The assembly was composed of fourteen Senators, and forty-three Representatives. Mr. Benton's colleague in the Senate was David Barton, an eminent man, who had borne a prominent part in shaping the course of the new State, and was president of the Convention which met to form a State Constitution.

The public life of Colonel Benton, so far as his influence in Missouri was felt, may be said to date from 1820. He was at this time in the prime of life, possessing a vigorous intellect, of large and liberal culture, an assiduous student, industrious, resolute, temperate, and endowed with a memory whose tenacity was marvelous. He soon placed himself in the front rank of those who shaped the councils of the nation. One of his biographers says :

"As a representative of the West, with manifold interests of a frontier population intrusted to his care, Colonel Benton forthwith devoted himself to securing a reform in the land system of the General Government. A pioneer himself in early life, he sympathized with the demands of that class, and his familiarity with the administration of government taught him how fallacious and suicidal was the policy of attempting to derive a revenue from such a source. The general distress which prevailed throughout the country in 1820, and which bore with especial hardship upon the land purchasers of the West, attracted attention to this subject, and afforded cause for the initiative which was taken by Congress in liberalizing the system."

Measures for relief were offered, changing all future sales to a cash basis, and reducing the price, besides giving other advantages to actual

settlers. Colonel Benton apprehended the full scope of these changes, and determined to persist in urging them until they should be accomplished. From 1824 to 1828, therefore, he made special efforts for such amelioration of the entire system. A bill embracing these features was moved by him, and renewed annually, until it at last took hold upon the public mind. His speeches at first attracted more attention throughout the country than in Congress, for there his efforts were counteracted by schemes for dividing the public lands or the proceeds of their sales among the States. He became a firm supporter of the administration of President Jackson, and this gave him great weight with the party in power. He was thus enabled so far to impress his views upon the President that they were embodied in one of his messages, and from that date the ultimate triumph of land reform became only a question of time.

In Missouri there were large quantities of saline and mineral lands, which it had been the object of the Government to withdraw from sale and farm out. This injurious monopoly was also aimed at in his measures, and he succeeded in effecting a change which threw all open to occupancy.

Moved by considerations of public interest, he made efforts, during the first term of his senatorial service, to effect a repeal of the imposts upon all necessaries of life. These duties bore with great hardship upon the population of the Mississippi Valley. It was a tribute levied upon them in part to sustain government and in part to protect special interests. In some cases, this was most unequal as well as oppressive, the salt tax, for instance, meeting with more hostility than any other.

During the session of 1829-'30, Colonel Benton delivered the first elaborate argument against this burden upon a prime necessity, and afterward followed it up in such a manner as to effect its repeal. Colonel Benton was also prominent in directing adventure to exploration in the Far West; in fixing the attention of the Government upon the early occupancy of the mouth of the Columbia river, and in encouraging overland transit from the Atlantic to the Pacific. He had given much thought and study to these subjects, and no sooner had he taken his seat in the Senate than he made direct efforts to engage Congress and the public in the great enterprise. It will thus be seen that Colonel Benton became, almost at the outset of his career, the exponent of Western interests, and though largely participating in all the great measures and political struggles that separated parties, he never neglected what was due to his own immediate constituency. He likewise did much to open

up and protect the trade with New Mexico; to encourage the establishment of military stations on the Missouri and throughout the interior; to cultivate amicable relations with Indian tribes, and to favor the commerce of our inland seas that now bear such a wealth of freights. The marking out of post roads, and securing appropriations for their maintenance, was especially a work of his own undertaking, and its benefit has been deeply felt in every branch of Western trade. But upon the wider field of national politics, the career of Colonel Benton was perhaps most remarkable. In the currency disputes which attended the expiration of the charter of the Bank of the United States, the re-charter afterward, and the final veto message of Jackson, he addressed himself to a consideration of the whole question of finance, circulating medium and exchange, and brought forward his propositions for a gold and silver currency as the true remedy for existing embarrassments, and the only rightful medium for Government disbursements and receipts. Upon this subject he made many of the most elaborate speeches of his life. His expositions attracted great attention in Europe as well as in America, and extended widely his reputation as a debater, a thinker, and a practical statesman. His manner of oratory at this time is described as "deliberate and unimpassioned; his matter full to overflowing with facts, figures, logical deduction and historical illustration; but almost wholly devoid of that exuberance of wit and raciness of humor which characterize his later discourses." It was from the financial policy which he thus enunciated that he derived the sobriquet of "Old Bullion," which never forsook him and which he never forsook.

As the mover of the "expunging resolutions," Colonel Benton made himself especially obnoxious to his political opponents, but finally achieved success and gained a great personal triumph. The motion was, to strike from the journals of the Senate a resolution of censure upon General Jackson, and the subject was then deemed one of great importance. No act in Benton's life was more striking than the courage, persistency and devotion to his party which he displayed in this occasion. In all the great questions that arose during the Van Buren, Tyler, Taylor and Polk administrations, he bore a leading part. His speeches were remarkable for boldness, logic, and incontrovertible facts.

During the Mexican war, his services and intimate acquaintance with the Spanish provinces of the South, to whose history he had devoted much attention, proved most useful to the Government. The acquisition of Mexican territory brought on disputes in Congress touching the question of slavery, which, after threatening the peace of the country,

were adjusted by the compromise acts of 1850. Colonel Benton opposed this compromise, offered by Mr. Clay, as being a vicious system of legislation, as fraudulent in regard to the Texas donation, and as defective and ill-judged in its clause in regard to the fugitive slave law. In the violent rupture which took place between General Jackson and Mr. Calhoun, Colonel Benton at the very outset espoused the cause of the former. He became the leading Democratic opponent of Mr. Calhoun upon this question in the Senate, and the difference thus commenced widened, and the feelings engendered grew more hostile between them. The question itself was compromised for a time, but broke out afresh in the shape of the slavery agitation some years later. Although representing a slave State, Colonel Benton did not deviate from the positions he had maintained on former occasions. It was the beginning of a warfare which, one of his friends said, "was eventually to prostrate himself at home and drive him from the seat he had so long filled in the Senate."

Mr. Calhoun, as is well known, on February 19, 1847, introduced a set of resolutions in the Senate, declaring the doctrines he wished to insist upon in regard to the territorial powers of Congress, the admission of States, and the use of common property—all bearing directly upon the slavery question, and exciting issues that had been evoked by the proposed restriction known as the "Vilmot Proviso," which required the exclusion of slavery from all the new territory to be acquired by the United States. Colonel Benton immediately denounced them as "firebrand resolutions." Mr. Calhoun expressed his surprise, stating he had expected the support of Colonel Benton, as he was from a slave State. The latter replied that he had no right to expect such a thing. "Then," said Mr. Calhoun, "I shall know where to find the gentleman." To which Colonel Benton responded, "I shall be found in the right place—on the side of my country and the Union." Although the resolutions never came to a vote in the Senate, they were sent to the Legislature of every slave State, were adopted by some of them, and became the source of much conflict and the basis of party re-organization. They were sent, of course, to Missouri, and confided to hands unfriendly to Colonel Benton's re-election. By shrewd management, and without exciting suspicion, they were passed in both branches of the Assembly, and sent to Washington. As soon as Colonel Benton received the instructions, he denounced them as not being expressive of the sense of the people; as containing disunion doctrines, and as designed to produce an eventual separation of the States. He announced that he would

appeal from the Legislature to the people, and on the adjournment of Congress returned home for that purpose. His canvass of the State is well known. In every county where meetings were held, he made speeches which, it is said, "for bitterness of denunciation, strength of exposition and caustic wit, have scarcely their equal in English language." At first he was supported in his position by the Whigs, but finding a prospect of reaping a triumph of their own from the divisions of the Democracy, they changed front and affiliated with the "Anties," as the Democratic opponents of Colonel Benton were called. The result was the return of a Legislature, in 1849-50, largely Democratic, but composed of opposite wings—the Benton men being the plurality. A contest for the senatorship then commenced, and many ballots were had without compromise. But a bargain was at length made between Whigs and "Anties," and sixteen of those chosen by the people as Democrats, but unfriendly to Colonel Benton, voted for Henry S. Geyer, who was elected. Although Mr. Geyer was a Whig, he had committed himself to the Anti-Benton party in a letter prior to his election. To vindicate his position, and to break up the ascendancy which the so-called nullification party was thus acquiring, Colonel Benton, in 1852, made a more direct appeal to the people in the First Congressional District, where he resided, announced himself a candidate for Congress, and was elected over all opposition. In the session following he at first gave a support to President Pierce, but regarding the Administration as under the Calhoun influence, he withdrew it. The Administration in turn withdrew its patronage from him, displacing from office all his political friends in Missouri. The agitation of the repeal of the Missouri Compromise soon followed, and became a party measure in the shape of the Kansas-Nebraska bill. Colonel Benton exerted himself against this with all his strength, delivering a memorable speech in the house that did much to arouse the people of the country against the act, but failed to defeat its passage.

Colonel Benton, at the next election, in 1854, was defeated in his district by Luther M. Kennett, through a combination of his old opponents, with the new American party that had just arisen. He resolved to devote his attention thenceforth to literary pursuits, but in 1856 was prevailed upon by his friends to allow the use of his name for Governor. He put on the armor once more and rushed into the conflict. Immense crowds of people gathered to hear him speak in all parts of the State, and the utmost enthusiasm prevailed; but a third list of candidates was in the field, representing the American party, and Colonel Benton's vote was divided. Trusten Polk was elected by a small plurality vote.

In the presidential election of November 1856, Colonel Benton supported Mr. Buchanan in opposition to his own son-in-law, Colonel Fremont, assigning as a reason that Mr. Buchanan, if elected, would restore the principles of the Jackson administration, and the success of Fremont might engender sectional parties fatal to the permanence of the Union. He saw not long afterward good reason for changing his views.

From 1856 to the close of his life, Colonel Benton devoted himself almost exclusively to literary pursuits. His "Thirty Years' View," begun some years previous, was continued and finished. Then he undertook the laborious work of condensing, revising and abridging the debates of Congress from the foundation of the Government to the latest date. At the age of seventy-six he performed almost incredible labors, and no doubt injured his health. He also wrote a review of the Dred Scott decision, that attracted much attention.

The death of this distinguished man occurred in Washington on the 10th of April 1858, of cancer in the stomach. He continued his literary labors even up to the time of his last sickness, and, it is related, "upon his very death-bed he dictated and revised the final portions of his 'Debates' in whispers, after he had lost the ability to speak aloud."

Colonel Benton was married to Elizabeth, daughter of Colonel James McDowell, of Rockbridge county, Virginia, by whom he had four daughters; Mrs. William Carey Jones, Mrs. Jessie Fremont, Mrs. Sarah Benton Jacob, and Madam Susan Benton Boileau.

Mrs. Benton was an invalid for many years, and went but little into society. Her husband exhibited toward her a marked degree of tenderness and affection, and denied himself many of the pleasures of society on her account.

During the latter years of his residence in St. Louis, Colonel Benton lived in the family of Colonel Brant, a brother-in-law, whose elegant mansion was then in the center of a plot of ground between Third and Fourth Streets and between Green street and Washington avenue.

The great Senator was buried at Bellefontaine Cemetery, in a family lot beside the remains of his wife, who died in 1854. A monument to his memory, in the shape of a colossal statue, by Harriet Hosmer, may be seen at Lafayette Park.

But to such a man monuments contribute little worth; for his name has gone to history. His life-work is interwoven with the legislation of the nation. And it is with the succeeding generations of the living that his name and deeds are to be associated and be a part of the honor and greatness of the people, and not with the dead. Those to whom he

gave laws, and those whom he honored by his great name may now neglect his tomb: may thoughtlessly forget to place a respectable marble over his grave in Bellefontaine, but other generations more mindful of their benefactors, will add new glory to the name of the statesman and sage of Missouri, Thomas Hart Benton.

ST. LOUIS, MISSOURI, 10 July, 1876.

L. U. Reavis, Esq.:

DEAR SIR: In reply to your request, I hand you here two or three anecdotes about Colonel Benton:

In the fall of the year 1849, pursuant to appointment, he addressed the people of Perry county, Missouri, at Perryville. I was present on that occasion, and heard his speech. Among other things, Colonel Benton said:

"Citizens: No man since the days of Cicero has been abused as has been Benton. What Cicero was to Cataline, Benton hath been to John Caldwell Calhoun. Cicero fulminating his philippics against Cataline in the Roman forum, Benton denouncing Calhoun on the floor of the American Senate. Cicero against Cataline; Benton against Calhoun."

Again, after the address was over, and he came down from the stand, I went up to him, and after shaking hands, said to him, "Colonel, I believe you have made an impression on these 'people.'" To which he replied, "Always the case! always the case, sir. Nobody opposes Benton except a few black-jack prairie lawyers. Fellows who aspire to the ambition of 'learning how to cheat some honest farmer out of a heifer in a suit before a justice of the 'peace, sir.'"

If I had time I could furnish some more anecdotes and incidents illustrating the life and character of Colonel Thomas H. Benton.

I am with great respect, etc.,

JOHN F. DARBY.

GENERAL FRANCIS P. BLAIR.

THE BLAIR family in America has a distinguished history. It has numerous branches spreading over different sections of the country, yet the members of each have found important places in politics, law, science and literature. In the early history of Virginia, we find that James Blair, a native of Scotland, was a missionary of great learning and piety, who took such a deep interest in the colonies that he made a special visit to England, after the accession of William and Mary, to raise funds and obtain a patent for the erection of a college. He succeeded beyond his expectations, and on his return superintended the building of an institution which he named after the reigning sovereigns, and of which he was president nearly fifty years.

Another member of the family, named John Blair, was one of the Associate Justices of the Supreme Court of the United States appointed by Washington.

Another, James Blair, was a lawyer of considerable ability, who was born in Virginia, and practiced his profession for some time at Abingdon, in that State. He afterward moved to Kentucky, and was made Attorney-General of that State. He was the father of Francis Preston Blair, known for so many years as the editor of the *Washington Globe*, and friend and adviser of Andrew Jackson. This eminent man, still living at Silver Springs, Maryland, at the advanced age of eighty-six, has probably seen more of American politics than any man living, and in all the important movements of the past fifty years has had more or less to do.

His son, FRANCIS PRESTON BLAIR, JR., was no less conspicuous in public affairs; and, for the part he bore in the Free-labor movement, and in defense of his country during the late civil war, will ever be held in grateful remembrance by all in Missouri who cherish the Union and love freedom. He was born in Lexington, Kentucky, February 19, 1821. When he was nine years of age his father moved to Washington, District of Columbia, to take charge of the *Globe*. Here his boyhood was passed in attending primary and preparatory schools, in which he

made good progress in learning. His collegiate course was commenced at Chapel Hill, North Carolina; but, for good reasons, he afterward entered Princeton College, New Jersey, where he graduated with high honors at the age of twenty. Returning to Kentucky, he began the study of law under Lewis Marshall; but failing in health, he came to St. Louis on a visit to his brother, Judge Montgomery Blair. On his return to Kentucky, he completed his legal education at the Law School of Transylvania University. In 1843 he again came to St. Louis, to begin the practice of his profession; but his health was so delicate that he was forced to abandon all literary work, and take a trip to the Rocky Mountains to recuperate. This he did with trappers and traders, and in 1845 he accompanied Bent and St. Vrain to their fort in New Mexico, now Colorado, and remained in that wild and hostile country until the expedition under the command of General Kearney reached that region, when he joined the enterprise, and served to the end of it in a military capacity. In 1847 he returned to St. Louis, his health being completely re-established, and resumed the legal profession. The same year he was married to Miss Appoline Alexander, of Woodford county, Kentucky.

In 1848 his father gave him a liberal amount of money, which he invested judiciously, and from it derived a competent and abundant fortune. This enabled him to devote a portion of his time to politics, for which he evinced a decided fondness. He became an active politician and a prominent leader of the Free-soil party. In those days, making speeches against slavery on slave soil was somewhat dangerous; but Mr. Blair understood the temper and mettle of his opponents, and knew how much to say and when to say it. It was not long before his political enemies discovered that he was courageous, and would not be put down by threats. He was elected to the Legislature in 1852, and again in the following year. During his legislative term he made several speeches in favor of the Free-labor system, arousing a strong sentiment against the exactions and encroachments of slavery. His bold words inflamed the Pro-slavery party, and created, of course, a strong feeling of hostility against him and his supporters; but he was not alarmed, nor deterred from the work he had undertaken. While the Free-labor movement made but little headway in the State, it gained a strong foothold in St. Louis, where the large German element existed, and in the spring of 1856 the Free-soil party was so well organized and drilled, under Blair's leadership, that it nominated a municipal ticket, and triumphantly elected it. The same year Mr. Blair was elected to Congress from the First District, and boldly advocated the doctrines of his party—but

taking the position, which Henry Clay had taken years before, that the slaves when emancipated, should be transported to Africa.

In 1858, Mr. Blair was nominated for re-election to Congress, but was beaten by J. Richard Barret, the candidate of the Democratic party. Mr. Blair contested the right of Mr. Barret to the seat, and after a lengthy examination of the case, the House of Representatives referred the matter back to the people. A new election was ordered for the remainder of the term, and for convenience, the election for the next term was held at the same time. It resulted in the election of Mr. Barret to the short term, and Mr. Blair to the long term.

He was subsequently elected to the Thirty-eighth Congress, in which he served as chairman of the Committee on Military Affairs, and as a member of other important committees. His influence at this time, both in Congress and at home, was unbounded. A Southern man himself, a former slaveholder, and possessing many of the Southern traits of character, the cry of Abolitionist could not be raised against him, and he stood the most consistent promoter of anti-slavery doctrines in the United States. Says a recent writer: "His calm, argumentative manner in the debate even of an inflammable political question, amazed his adversaries, while his personal courage was so great that any attempt to overawe or intimidate him was labor lost."

In June 1860, at Mr. Blair's suggestion, a meeting of the Republicans of the State was called, to send delegates to the Chicago Presidential Convention. He was chosen as one of the delegates, and took an active part in the proceedings of that body. When a difficulty arose between the friends of Hon. Joshua R. Giddings and others, as to the propriety of adopting a certain resolution as part of the national platform, and the chairman of the Convention, Mr. Ashmun, had decided the question against the Giddings party, so that a division was imminent, Mr. Blair raised a point of order which brought the resolution fairly before the Convention again. This time it was so amended as to satisfy a majority of the delegates and still retain its force; and its adoption saved a split in the Republican party.

On returning to St. Louis after Mr. Lincoln's nomination, Mr. Blair addressed a ratification meeting, held at Lucas Market, but was so much interrupted by the "roughs" of the Democratic party, that he began to consider how similar scenes of violence might be prevented in future. His fertile brain conceived the idea of the "Wide Awakes," who were uniformed, provided with torches, and maintained order at Republican gatherings. The other party also formed clubs, known as "Minute

Men," and collisions between these two parties were of frequent occurrence. The "Wide Awakes" often accompanied Blair on his country electioneering tours, and prevented many a stoning which he and his companions would otherwise have received.

With the election of Mr. Lincoln, the war seemed inevitable, and General Blair was the first to perceive the necessity of enlisting troops. No man was so active in the movement as he. He was the captain of the first company of Union soldiers enlisted in Missouri, and materially assisted in defraying the expense of providing the men with suitable arms and accoutrements. When companies multiplied and grew to regiments, he was as active as before, and was by unanimous consent elected Colonel of the First regiment of Missouri Volunteers. While these troops were being organized, the Southerners were collecting a force at Camp Jackson to attack and take the Arsenal and make use of the large amount of stores placed there. General Blair's quick discernment unearthed the plot, and acting on his advice, General Lyon moved several regiments of volunteers and companies of regular United States soldiers from the Arsenal and Jefferson Barracks, and captured the camp with all therein. The unfortunate killing of citizens at the close of the day was deeply regretted by General Blair, but the insults of the mob were so wanton and their firing upon the troops so unprovoked, that the latter could not be restrained and in fact were not considered blamable. General Blair was censured by some conservative Union men at the time for the part he took in the capture of Camp Jackson. They claimed that the State troops were legally organized and called into service by the Governor, and had no intention of joining in rebellion against the United States Government. But General Blair knew, and subsequent events developed the fact, that the encampment was a well-laid plot to get control of the State and to seize United States property. General Blair nipped the conspiracy in the bud, and saved Missouri to the Union.

During the greater portion of 1861, General Blair's time was occupied in looking after the interests of Missouri. At his instance General Harney was removed from the command of the Missouri Department, because he thought the safety of the State and good of the public service required it; but when General Fremont, the successor of Harney, managed military affairs in a way that seemed to General Blair detrimental to the interests of the country, he demanded his removal also, and secured it, notwithstanding a majority of the Germans, as well as a large number of prominent American Republicans, were in favor of Fremont's retention as Department commander. This act of securing

Fremont's removal was the cause of a division in the ranks of the emancipationists. Those who favored the immediate emancipation of slaves in the State, and were the strongest supporters of Mr. Lincoln's administration, became hostile to General Blair, and, notwithstanding past relations, both personal and political, denounced his action in unmeasured terms. He gained friends, however, from Conservatives, gradual Emancipationists and Democrats, and with the Administration at Washington seemed stronger than ever. General Blair, in the mean time, continued to aid the cause of his country, both in the field and in the halls of Congress. Believing that he could be of more service to the Union cause in the army, he remained with his troops during the spring and summer of 1862; but later in the year he returned to St. Louis, and decided to test his political strength by offering himself again as a candidate for Congress. He made a strong canvass, and did not hesitate to deal hard blows against his old-time associates, who were now arrayed against him. Mr. Samuel Knox was the candidate of the Radical Emancipationists, opposed to him, and the official vote of the election gave Blair 4,743; Kox, 4,590; Bogy, Democrat, 2,536. The Radicals elected their legislative and county ticket. M. Knox subsequently contested Blair's right to the seat, and it was awarded to him. General Blair resumed his place in the army, having been promoted to the rank of Major-General of Volunteers November 29, 1862, and determined to let political affairs at home take care of themselves. The breach that had been made in the Republican party in Missouri, however, was never healed so far as General Blair was concerned. He asked no quarter and would give none. His sentiments, so far as he expressed them, were against immediate emancipation, and his influence went to aid the opposition party.

At the close of the month of December 1862, an organized plan was put in operation for the capture of Vicksburg. Troops were accordingly sent up the Yazoo river in large numbers, under four experienced division commanders, and the whole expedition was under General Sherman's immediate control. General Blair commanded the First Brigade of the Fourth (Steele's) Division, and in the order of attack was given the right center. When the command was given to advance he did so promptly, and made the assault on the enemy's line. The Record says:

The first movement was over a sloping plateau, raked by a direct and enfilading fire from heavy artillery, and swept by a storm of bullets from the rifle-pits. Undauntedly the brigade passed on, and in a few moments drove the enemy from their first range of rifle-pits, and took full possession of them. Halting for a moment, the brigade pushed forward and took possession of the second

line of rifle-pits, about two hundred yards distant. The batteries were above this line, and their firing still continued. A prompt and powerful support was necessary to make the attempt to capture them. Simultaneously with the advance of General Blair, an order was given to General Thayer, of General Steele's division, to go forward with his brigade. He crossed the bayou by the same bridge as General Blair, and entered the abatis at the same point, and, deflecting to the right, came out upon the sloping plateau about two hundred yards to the right of General Blair, and at the same time. As he reached the rifle-pits, with a heavy loss, he perceived that only one regiment, the Fourth Iowa, Colonel Williamson, had followed him. After his movement commenced, the second regiment of his brigade had been sent to the right of General Morgan as a support. The other regiments had followed this one. Notice of this change of the march of the second regiment, although sent, had failed to reach General Thayer. With little hope of success he bravely pushed forward into the second line of rifle-pits of the enemy on the right of General Blair. Here, leaving the regiment to hold the position, he hurried back for reinforcements. Meanwhile, General Blair, vainly waiting for support, descended in person to persuade the advance of more troops. He and General Thayer both failed in their efforts, and were obliged to order their commands to retire. While General Blair was urging the advance of more troops, his brigade fought with desperation to win the way to the top of the crest. Meantime, a Confederate infantry force was concentrated to attack them, and after a sharp struggle, they were forced back to the second line of rifle-pits, when General Blair's order to retire was received.

The failure of the forces under General Grant to act in concert with those under General Sherman in this attack on Vicksburg caused the latter to withdraw, and on January 2, 1863, the troops were embarked, and moved down to the mouth of the Yazoo river. Throughout this short campaign General Blair acted with great gallantry, coolness and prudence.

From this time until the final siege and capture of Vicksburg, General Blair was doing efficient service as a division commander. Whenever a difficult movement was to be made, he was selected to lead it, and when hard fighting was necessary, his men were sure to be near. During the siege of the city, by order of General Grant, the division under Blair laid waste the country for fifty miles around, drove off the white inhabitants, burned the grist mills, cotton gins and granaries, and destroyed the crops. This course was distasteful to General Blair, but it was necessary in order to cut off the enemies' supplies and force capitulation, and he obeyed orders to the letter, his command acting as a "besom of destruction."

On the death of General McPherson, General Blair was advanced to the command of the Seventeenth Army Corps. He had, during the fall and winter of 1863, participated in the active and successful campaigns of Sherman in Tennessee, and with the opening of spring these successes were followed up by a further advance into the enemy's country. At the battle of Kenesaw Mountains, on the 27th and 28th of May, General Blair held the extreme left of General McPherson's line, and rendered important service against the enemy. The army under

Sherman, though temporarily defeated here, soon recuperated, and following up the enemy, prepared for a siege against Atlanta. The history of that siege is familiar to all. In the operations before that city, General Blair bore a most conspicuous part as commander of the Seventeenth corps. His discipline was perfect, his judgment never at fault, and his courage inspired all his comrades. In the celebrated "March to the Sea" under Sherman, Blair's men were always in advance and always skirmishing with the enemy. They never went hungry if there was anything in the way to forage on, and for this reason were frequently accused of doing bold and wanton acts, but as their record for fighting was so good, their little eccentricities were overlooked by all good Unionists.

With the capture of Savannah, on the 22d of December, the winter campaign of Sherman's army closed, and with the opening spring of 1865 the war virtually terminated. At the close of the great campaign to the sea, General Blair returned to his old home in St. Louis, where he was received with the warmest demonstrations of friendship and affection by all classes of citizens.

In reviewing the career of this eminent man we cannot do better than to quote a portion of the speech made by Colonel Thomas T. Gantt, before the State Convention at Jefferson City on the 10th of July 1875, when the fact of his death was announced :

"Since 1848 General Blair has been always in public life. If a fault can be imputed to him it is that in his zeal for the service of the State he has almost culpably neglected the care of his own household. In 1848, by means of the investments which the liberality of his father enabled him to make in the rapidly-increasing city of St. Louis, he was possessed of a competent, nay an abundant fortune. He entered with ardor into public life. With a cool head, a warm heart and intrepid courage, he cherished as the dearest object of honorable ambition the wish to distinguish himself in the service of the State. He aspired to this service, looking to the consciousness of duty performed as a sufficient reward for the nights and days of toil which he devoted to its performance. Of course he was not indifferent to the fame that follows such performance; but for this fame, not for the vulgar and sordid remuneration which consists of the emoluments of office, he was more than willing to "scorn delights and live laborious days." Devoting himself thus to the public service, he did not, in servile fashion, seek to accommodate himself to the prevailing prejudice of the community. Never was a man less of the time-server than Frank Blair. He entered

upon the political arena when what was called the 'Wilmot Proviso' agitated the country. He thought he saw in the efforts of some statesmen a menace to the perpetuity of the Union. He scented this danger afar off, and while others considered his apprehensions imaginary, he denounced boldly and loudly the measures from which he augured the coming peril. Those who lived then and partook of the events of that day know well how little of the idle alarmist was Frank Blair. It required the highest courage to contemplate and to consider the threatened danger. It is the part of a timid man to shut his eyes and his ears to danger when it is distant and when forethought may provide against it, but to be bewildered and dismayed when it closes upon him. Frank Blair belonged to that heroic band whose fears and deliberations, whose doubts and misgivings, are confined to the council chamber, but are banished from the field of action. He looked forward to and took measure of the threatened calamity; he made provision against it, giving all credit for capacity to hurt, while it was yet too distant to strike; but when he was confronted by it all doubt had vanished, all deliberation had ceased. The time for council had passed, the hour of action had arrived, and to the demands of that hour he never had an inadequate reply. By reason of having considered exhaustively the proportions of an evil while it was yet distant, he was unappalled by its near approach, and thus events of the most startling nature never found him unprepared. What many attributed to the endowment of an almost miraculous presence of mind was really due to patient and laborious provision and preparation. Like another heroic man whose name stands for the admiration of preceding ages, he was '*Sevis in tranquillibus undis*' 'tranquil amidst tumult because he had dared to fear in tranquillity.'

"I have remarked upon the intrepidity of his character. There never was a man who took less counsel of his fears. If he was accessible to a feeling which Turenne declared to be a part of human nature, he never allowed it perceptibly to sway his conduct, and over and over again he distinguished himself by assuming and performing tasks from which, on one pretext or another, all others shrank. In his earlier political life, he led in an enterprise which was beset with obloquy and peril. For a long time he had very few followers. Those who sympathized with his views and avowed their sympathy, gave a conspicuous proof of their own courage; but all such will acknowledge that his leadership was never challenged. I will not dwell on the events of the years between 1852 and 1861; but, coming to the latter period, I think I may say that to him more than to any man living or dead, it is

due that Missouri, and by consequence Kentucky, stood where they did in the eventful years that followed. I think also that he takes a short-sighted and imperfect view of our history who does not perceive that had these two States stood with Virginia in the terrible struggle that followed, the result of that struggle would have been widely different; and all who believe that it was a benefit to the whole country that it should exist undivided, must recognize a debt of immeasurable magnitude to Frank Blair.

"In the bloody war which marked the attempt to accomplish this division, Frank Blair played the part of a gallant soldier, but of a soldier whose sword was drawn only against the enemy who stood with arms in his hands. He never pillaged, nor permitted his command to pillage. He fought to secure the supremacy of the Constitution and the perpetuity of the Union. When that was accomplished he sheathed his sword. So far as he was concerned, the contest was over, the triumph was ended as soon as his opponent lowered his weapon. The moment this was done, he was once more the friend and brother of those against whom he was lately arrayed in deadly strife. In his eyes nothing but necessity justified a resort to arms. And when the necessity was over, all further justification ceased. Those who did not know these convictions of the heroic man whose death we commemorate, can hardly understand his conduct in 1865 and 1866.

"While insurrection was in armed resistance to Federal authority, he treated insurrectionists as enemies with whom it is idle to argue, and whom it was necessary to strike down with the deadliest weapons at the command of the national resources. But when resistance ceased, he was transformed from the inexorable enemy of disunionists into the most gracious and indulgent friend of his misguided countrymen, who had ceased to attempt what he had regarded in the light of hideous crime. Accordingly, when he returned to St. Louis in 1865, after the close of the war, to find many thousands of those who had been, and then were his fiercest political enemies, were disfranchised, his first act was to protest energetically against the outrage; to commence in the courts of this State a litigation, the object of which was to demonstrate the illegal character of this disfranchisement, and to enter upon efforts, which did not cease until they were successful, to remove the yoke which rested on the necks of his enemies. All know what he did in 1865, 1866, 1868 and 1870: but few understand the nobleness of his purposes and aims. By many he is supposed to have simply pursued a personal end by means which he considered calculated to attain it. It is considered by a large

proportion of mankind that he was, like other political adventurers, aiming at popular favor, by assuming the advocacy of a numerous class. Surely nothing can be more unjust than this. It is contradicted by his whole history. While it was dangerous to avow Republicanism in Missouri, he did not shrink from the avowal. When Republicanism was in the ascendant, and Radicalism under the command of Fremont, commenced its reign of terror and martial law in Missouri, he forsook the dominant party, and exposed himself to obloquy and persecution, nay, to the extremity of personal danger, by withstanding the tyranny of this department commander. When Mr. Chase discriminated against St. Louis and in favor of Chicago and Cincinnati in his treasury regulations, he at once throttled him, and earned for himself all the consequences of that opposition. Returning from the army at the close of a war in which he had commanded a corps, at the head of which he bore back the fiery onset of Hood on the 22d of July 1864, there was no political preferment in Missouri in the gift of the dominant party to which he might not reasonably have aspired. Did he seek to utilize this position? Did he appeal to the dominant party for such preferment? The world knows that he did nothing of the kind. He saw that this party rested upon injustice, against which his soul revolted. He refused to hold any communion with those who were guilty of this injustice. He refused to profit by this iniquity, and ranged himself, not with the powerful oppression, but with the feeble victim of the wrong. He did not confine himself to empty protest. He threw himself into the thick of angry and dangerous contests; and it may be doubted whether, in all the bloody campaign of 1864, he fronted more peril from the casualties of war than he encountered in 1866 from the animosities of those who then held Missouri with the armed hand, and enforced the subjection of her people by military violence—all who remember those days know that he electrified all hearts by his eminently dauntless spirit. The springing valor with which he met and put down the ruffianism by which he was encountered on this memorable occasion, was in its effect on those whose cause he espoused, like that which, in a darker age, would have been ascribed to supernatural influence. It was, indeed, something divine. It was the work of the most precious gift which God makes to humanity—the gift of an heroic spirit which rises to meet a deadly emergency, which grapples with an evil which will otherwise undo a people, and which, by the aid of that power which always helps those who manfully help themselves, achieves the deliverance of mankind.

The gratitude of the State selected Frank Blair to represent Missouri

in the Senate of the United States, after he had freed her citizens, in 1870, from the odious discriminations imposed on them by the Radicals of 1865. How well he served the State in that exalted sphere need not be stated here. His acts belong to the story of the country. I have not attempted to chronicle them either in his civil or military career. Time does not permit it, but this much I may say; Frank Blair went into public life a rich man. He left it impoverished and destitute. He was never suspected by the bitterest enemy of unlawfully appropriating to his own use a single penny, either from the treasury of the public, or as a gratuity from those who beset the halls of legislation, and in one shape or another, give to men in public stations bribes for the betrayal of public duty. He leaves to his children an unspotted name in lieu of a wordly wealth. It is a precious and it is an imperishable inheritance.

"Among all the men I have ever known, I rank the departed as supreme in generosity and magnanimity. Rancor and malice were foreign to his nature. The moment he had overcome his enemy his own weapons fell from his hands. Any one who had seen him only when a stern duty was to be performed: when mistaken lenity would have been the greatest cruelty, might imagine that he was all compact of flint and iron. The moment that firmness had done its work and there was no longer occasion for rigor, he was the surest refuge for all who had ceased to resist. To those who had been guilty of wrong and treachery toward himself, he was forgiving to a degree which bordered on weakness. It is an honorable distinction that this is the worst censure that can be passed upon his heroic nature."

The events of the years of General Blair's life have been mentioned by Colonel Gantt in appropriate terms. He did not long hold the position of Collector of Customs, to which he was appointed by President Johnson, but magnanimously yielded it to an old friend. Subsequently, he was Government Railroad Commissioner for the Pacific railroad.

His short term in the United States Senate was distinguished for the same boldness and honesty of purpose that characterized his earlier congressional career. If he had been more moderate and less honest on some occasions in his utterances, his prospects for the Vice-Presidency would have been more flattering.

With the close of General Blair's senatorial term, his health completely failed. He suffered from a slight attack of paralysis in 1871, but recovered sufficiently to perform his usual duties. A second attack, a year or two later, prostrated him to such an extent that he never

recovered. His family indulged the hope that a residence at Clifton Springs, New York, would be beneficial to him. He was taken there, and, for a time, derived some benefit from the waters and pure air of that place. On his return to St. Louis, he showed signs of recovery, and walked the streets again to the great delight of his old friends. Over-exertion, however, both mental and physical, caused a relapse, and he was confined to his house again. His condition grew gradually worse, and, after many remedies had been tried without affording much relief or giving much encouragement to his friends, the process of transfusing blood from a healthy person to his veins was commenced, with beneficial results. It was repeated from time to time, and—Dr. Franklin, the attending physician, thinks—would have proved entirely successful had it not been for an accident he met with on the 8th day of July. The physician relates the circumstances :

“About six o'clock yesterday evening I was called to see him, and found him suffering from the effects of a fall he had received about a quarter past four o'clock in the afternoon. He had been in the habit of walking about his room, and even down stairs. He had been improving rapidly, and the family placed him at the window, supposing he would remain there, while they were down stairs, I suppose, attending to their domestic duties. He was alone in the room but a little while, when he attempted to walk across the floor. In doing so he fell, and, striking his head, received quite a severe blow. He experienced much pain from the concussion, and his paralyzed side was rigid with spasms. He was breathing turgidly and suffering from the effects of coma—unconscious, unable to swallow anything, and the slightest pressure of his hand produced a violent spasm; it was impossible even to touch him. I told the family to watch, knowing he could not live long. At nine o'clock I found his pulse was sinking, and becoming constantly more and more weak—all these symptoms foretelling a fatal termination. General Blair had no apoplexy, but paralysis and softening of the brain. The fall produced a tremendous shock to his system, and probably ruptured vessels in the interior of the brain. That is my diagnosis; there was pressure on the brain, and he died from the effects of compression.”

The death of General Blair produced profound regret and sorrow in St. Louis and throughout the country. Meetings were held by the St. Louis Bar, the ex-soldiers of the Missouri Volunteers, the City Council, and other bodies, at which speeches eulogistic of the deceased soldier and statesman were made, and resolutions passed in honor of his memory.

The State Convention, in session at Jefferson City, unanimously adopted the following resolutions :

1. That in his death the State of Missouri has lost one of her most useful and eminent citizens, distinguished alike for his private virtues and his brilliant record as a soldier and a patriot.

2. That the deceased was strongly marked by the possession of those high qualities which adorn the man, the character of truth, honesty, sincerity, courage and magnanimity, and which justly gave him a firm hold upon the affections and confidence of his fellow-countrymen.

3. That the dark shadow which the unwelcome messenger, death, has thrown around the domestic circle has awakened our deepest sympathy, and we tender to his venerable parents, his bereaved widow and children, and his numerous friends, our sincere condolence for the irreparable loss which they have sustained.

4. That the President of this Convention cause a copy of these resolutions to be presented to the family of the deceased, and with an expression of our sympathies as here set forth.

5. That these resolutions be spread upon the journal of this Convention, signed by the President and Secretary, and the public press of the State be requested to publish the same.

6. That, in respect to the memory of our departed friend, this Convention do now adjourn to to-morrow at eight o'clock.

At a meeting of ex-Confederates in St. Louis, the following resolution was adopted :

Resolved, That we, the ex-Confederates here assembled, do as deeply mourn his loss, and as heartily acknowledge his high character and great abilities, as can those who never differed from him in the past great struggle; as soldiers who fought against the cause he espoused, we honor and respect the fidelity, high courage and energy he brought to his aid; as citizens of Missouri, we recognize the signal service done his State as one of her Senators in the National council; as Americans, we are proud of his manhood; and as men we deplore the loss from among us of one in whom was embodied so much of honor, generosity and gentleness, and we remember with gratitude that so soon as the late civil strife was ended, he was among the first to prove the honesty of his course by welcoming us back as citizens of the Union he had fought to maintain, and that he never thereafter ceased to battle for the restoration and maintenance of our rights under the Constitution.

General Blair's funeral, on Sunday, the 11th of July, was attended by a very large concourse of people. All classes were represented, and the public buildings and many private residences displayed emblems of mourning. The services were held at the First Congregational church, Tenth and Locust streets, Dr. Post preaching an eloquent and appropriate discourse. Dr. J. H. Brooks also delivered a short address on the occasion.

General Blair had, a year or two previous to his death, publicly professed the Christian faith, and united with the Presbyterian Church. He left a family consisting of the sorely-bereaved widow, five sons and three daughters, namely: Andrew A., aged twenty-six; Christine, aged twenty-three; James L., aged twenty-one; Frank P., Jr., aged nineteen; George M., aged seventeen; Cora M., aged seven; Evelyn, aged five; and William Alexander, aged two.



Western Engraving Company of St. Louis

Henry S. Allen

HENRY TAYLOR BLOW.

THE history of a city consists chiefly of the histories of the persons who compose its society, and these histories, because of their number, cannot be known or written. We can select individuals here and there as samples of the whole, and in making such selections, we almost unavoidably chose those who are most prominent and best. The very qualities which cause us to select them, distinguish them from the mass as superior; and in judging of the whole body of society from the evidence of these histories, this superiority must be borne in mind.

In the city of St. Louis, for more than a third of a century, HENRY T. BLOW was prominent and well known, as men know one another. Such knowledge as man may possess of another the biographer should have of his subject, in respect of his person and physical powers and health—his domestic and social relations and condition; his thoughts and modes of thinking and reasoning; his religious sentiments and faith; his emotions, passions, and disposition in all his acts; the state of the society of which he was part, and its changes; the social condition and the avocations and peculiarities of his parents and family (for there is an heredity of other than physical qualities), and all other circumstances which might incite or repress effort and increase or diminish the difficulties of success. In addition, he should possess in himself a profound and philosophical knowledge of mankind, and capacity to understand and appreciate all the influences which affected the subject, and deduce from the whole a correct idea of his character and express it in fit language.

In this case these conditions do not exist, and a full and just biography of Mr. Blow will not be attempted. For the present purpose, a mere sketch, truthful and just, so far as it goes, will suffice, from which, incomplete though it be, it is hoped the reader may be able to form some idea of his character, and perhaps learn a useful lesson.

St. Louis came into the possession of the United States in 1804, a small French village, peopled by a few hardy families, who maintained on the very frontier of civilization, and in the immediate neighborhood

of savage Indians who might at any moment become cruel and bloody foes, their national characteristics of light-hearted gayety, adventurous spirit, and contempt for danger, privation and hardship. These people universally professed the Roman Catholic faith, and with more or less rigor obeyed the teachings of the Church. Immediately thereafter, Americans of English descent, and speaking the English language, began to come into the village and adjacent territory. This influx was not at first great, but after the war of 1812 it grew greater, and continued with constantly increasing ratio. This immigration was at first chiefly of young unmarried men; but they were soon followed by whole families, many of whom were refined and intelligent people, and necessarily of enterprise and force of character, till in 1830, the city contained about seven thousand people of nearly all civilized nations, languages and religions. In 1817, the common law of England had been adopted as the law of the land, and in 1830 the laws, language, manners and customs of the English-speaking people preponderated the French. The descendants of the early French settlers continued to be numerous and influential. Among the immigrants at this time were Mr. Peter Blow and his family, from Southampton county, Virginia. They were of English descent, and tracing their ancestry back to the time of Charles I., were always in respectable positions in society. Mr. Blow and his wife both died in a few years after coming to St. Louis, she preceding him. Of their whole number of twelve children, they left seven surviving, with small means and among strangers, and all young. There were three daughters, one of whom still lives, the respected widow of an honored citizen, Joseph Charless, and two are dead. One of them was the first wife of Hon. Charles D. Drake, lately an United States Senator from Missouri, and now a Judge of the United States Court of Claims, and the other died unmarried. The four sons, Peter E., Henry T., Taylor and William T., all became active men of business and well known in the city. All are dead but the last named. The family love among these brothers and sisters was always so strong as to be remarkable.

The second son, Henry Taylor Blow, was born in Southampton county, Virginia, on July 15, 1817, and at his father's death, in 1831, was fourteen years of age. He was at that time a student in the St. Louis University, a Roman Catholic institution of high reputation, and then the only place in St. Louis where the higher branches of education were taught. He remained there for several years, and, it is understood, had designed to prepare himself for the profession of law. This purpose must have been soon abandoned, for at the early age of nineteen years he

became a partner with his brother-in-law, Joseph Charless, in commercial business, as dealers in drugs, paints, oils, etc. The nature of the business suggested to the partners the idea of manufacturing some of the articles in which they dealt, and they set up small mills for the manufacture of castor oil and linseed oil, and at the same place works for making white lead. After a few years (in 1844) the partnership was dissolved, Mr. Charless retaining the commercial business and Mr. Blow the manufacturing business, which he continued successfully and enlarged, until he associated others with himself and formed a corporation styled "The Collier White Lead and Oil Company," which continues to be one of the largest manufacturing concerns in the city.

From the earliest settlement of Missouri, lead mines were worked to some extent, and the possibility of large profits attracted to the business many men of enterprise. Mr. Blow, from dealing in white lead, had been induced to make it from metallic lead, and very naturally directed his attention to the making of metallic lead from the ores.

Before the late civil war, his elder brother, Peter E. Blow, had been engaged in mining and smelting lead in Washington county, in the eastern part of the State, and very shortly before the war had removed to Newton county, in the southwestern part of the State, and there had started important mining and smelting works in connection with Hon. Ferdinand Kennett, and in this business Henry T. Blow had an interest. At the very beginning of the war, that region of the State was overrun by armies, and their works and accumulated property destroyed and the prosecution of the business rendered impracticable. During the war, Mr. Kennett died, and his interest in that property was bought by the brothers Peter and Henry Blow. After the war, they associated other persons with them, formed a joint stock company styled "the Granby Mining and Smelting Company," and renewed their operations in Newton county, under the principal management of Mr. Peter E. Blow until he died, in 1862, after which time Mr. Henry T. Blow, who had always been president of the company, took the chief care and management of the whole business. Since his death the Granby Company still continues to do a large, and, it is understood, lucrative business. These constitute the most important enterprises of mere business in which Mr. Blow engaged, and by means of which he accumulated a fair fortune.

Mr. Blow was genial, social, and benevolent, and ambitious but not selfish, and therefore participated in many enterprises disconnected from business. He thought, felt and acted for others as well as for himself.

He did much for his immediate friends and for society, for the city and the state, and, as his ability grew, for the nation. In the government and improvement of the city, and especially in its moral and social condition, he took a lively interest. One of the public schools bears his name. He founded an association (which the bustling times have not permitted to thrive) for the encouragement of art and to promote the love of it. With the merchants he joined, often as a leader, in every undertaking by associated effort, for the advancement of commerce. He advocated and assisted the construction of railroads, and was at one time president of the Iron Mountain Railroad Company. He worked heartily for the improvement of the river navigation, for the development of mines, for the mechanic arts and manufacturing industries of the city, and, in conjunction with his good wife, for every practical enterprise of benevolence—to relieve the needy, to comfort the distressed, to enlighten the ignorant and to encourage the unfortunate.

In American society, at least in the West, such a man necessarily becomes something of a politician. Even if he would, he cannot withhold his interest from a subject in which all other men are deeply concerned; and being interested he must think and act. In early manhood Mr. Blow was a Whig, and upon the formation of the Republican party he was one of its members: at a time when, in Missouri, it was so weak that scarcely a hope of its success could be entertained, and the opposition to it so violent as to endanger his business and disturb his social relations.

In 1854, he was elected a member of the State Senate, and although one of a small number of members of a party heartily disliked and despised by the majority, he was still, on account of his personal qualities, able to command respect and do much for the general good. In 1860, he was a member and one of the vice-presidents of the Republican Convention which nominated Mr. Lincoln for President, and in the early part of 1861, during the fearful days of the beginning of the war, when all was doubt, uncertainty and vague apprehension of a dreadful future, he participated in the counsels of the leading Union men of Missouri, and assisted in raising and equipping troops. Later in the year he was appointed minister to Venezuela. Not anticipating the terrible struggle produced by the rebellion, and hoping he might be able to accomplish something of special advantage to the commerce of the Mississippi Valley with that country, he accepted the mission. But he did not retain it long. As the civil war progressed, and its great and dreadful character became clearer, his interest in it became too deep and

strong to permit him to remain at a distance ; and after about a year's service he resigned his mission and returned to Missouri. Immediately, in the fall of 1862, he was elected a member of the House of Representatives of the 37th Congress, and two years afterward was elected to the same position in the 38th Congress.

The four years of these two Congresses are the most memorable in congressional annals. In them, it devolved upon that body to provide for the conduct of the war and the suppression of the rebellion, and to initiate the measures needed at the return of peace. No greater responsibility has ever rested upon the Congress, and no greater powers can be exercised by it. In each of these Congresses Mr. Blow occupied important positions. In the first, he was a member of the Committee of Ways and Means, upon which devolved the duty to provide the very sinews of the war which was at its height, with least detriment to the country. In the second, he was a member of the Committees on Appropriations and on Reconstruction. When it is remembered that in these two years the war was brought to a close and provision was to be made for the restoration of the seceding States to their functions in the Union : for the return of many thousands of soldiers to the avocations of civil life ; for the revival of domestic industry and for all the wants of a state of peace, the importance of Mr. Blow's duties can scarcely be over-estimated. It is enough to say that he performed them with recognized usefulness to the country and credit to himself.

Upon the expiration of his second term in Congress, he declined to become a candidate for re-election, but he could not thus avoid public employment. In 1869, he was appointed minister to Brazil. There occurred nothing, during his residence at Rio Janeiro, to make his representation there of the nation especially memorable. He could only cultivate friendly relations between the two Governments and stimulate commercial intercourse between their citizens. The present relations of the two countries and their citizens are evidences of the success of his efforts. In 1871, he returned to his home with the hope that he would be permitted to pass the remainder of his life in a private station. He was in this disappointed. Twice, the party which had conferred upon him offices of distinction needed his services, and his punctilious honor compelled him to accept positions in which he could gain neither honor nor emolument, and yet was subject to invidious criticism. There being discord in his party when an important election was approaching, he was required to become the chairman of the Republican State Central Committee. He did so, and faithfully performed the duties of the place

until after the general election in 1872. Again, in 1874 the affairs of the District of Columbia were in a sadly disorganized and unfortunate condition, exciting much discontent and comment, not only among the citizens of the District, but throughout the whole country. Because of his experience in public affairs, his business capacity and sound sense, and the universal recognition of his probity, he was selected as one of the commissioners to administrate the government of the District. He remained but a few months in this position, but that short time sufficed to a considerable extent to restore order and confidence. He resigned at the end of the year, and here may be said to have ended his political career, though to the time of his death many of his friends looked to his attaining a yet higher position and proposed to present him as a candidate for Vice-President of the United States.

Mr. Blow married in 1840, when twenty-three years of age, Minerva, daughter of Colonel Thornton Grimsley, an old citizen of St. Louis, honored by all who knew him. She was in every way his worthy spouse, his companion, friend and help-meet in the struggles of early youth and the triumphs of maturer age; his associate in acts of benevolence, as in the sacred feelings that prompted them; his sympathetic counselor in all troubles, and partaker with him of all the griefs, as well as the joys, which attend life. Death did not long part them. She died on the 28th of June 1875, and he followed on the 11th day of September. They left surviving them four daughters and two sons.

Mr. Blow was of medium stature, round-limbed, active and quick in movement. Slender in early manhood, he became in his latter years more robust, without impairing his agility. His hair and eyes were dark, his features small and refined, his skin smooth and delicate, easily flushing to redness. In manner, ever a courteous gentleman, he was often quick and impulsive (never rude), cordial and kind to his friends, and very tender to those still more dear to him—to both always pleasant and often merry.

His tastes were refined and elegant; his love of art sincere. His house and grounds (formerly a few miles from this city and now included in it,) are exquisite manifestations of his love of beauty.

His parents being Virginians, of the class of opulent planters, hospitality was to him inevitable, and his was large, genial and graceful; and he, too, was often the guest of others, to whom his worth, and the charm of his society made him ever welcome.

Religion seemed a part of his nature, pervading his being, and not worn as an outer garment. It formed part of his daily life, and accom-

panied him in his business transactions and in his intercourse with men. Never obtrusive, it tempered his opinions and acts with that charity which thinketh no evil, and imparted a kindly tone to his inflexible truth and justice. His religion was one of love and joyousness. It did not make him sad, nor the cause of sadness in others. For many years he had been a member of the Presbyterian Church.

Mr. Blow was an observant, thoughtful, prudent man. In business, scarcely any operation of his can be justly called a speculation, and yet some of his ventures were very bold. Such was the establishment of oil mills in St. Louis at that time. Not only was the business a new one, but the material on which to operate was not here, and it required that he should induce farmers to produce the oil-bearing seeds. The cultivation of flax for the seeds had been very small, and that of the castor-bean was wholly unknown. He himself learned, and then taught to the farmers, the mode of cultivation, and adhering persistently to his plans, attained success. The introduction of the manufacture of white lead was also a bold venture. The material for use could be easily procured, but the processes by which it was corroded and prepared for use were obscure, and thought to be very dangerous to health and life. He persevered, and was successful in a business sense, and also made such improvements in some of the processes which were most unhealthy as to render them almost innocuous.

He was a liberal man. Not merely in the giving of money for patriotic, scientific, artistic, religious, benevolent and charitable purposes—but in his judgment of the character and conduct and motives of others. During the great war of the rebellion, he was in prominent and responsible positions, and no man could exceed him in firm devotion to the Union, and determination to suppress the rebellion, and yet he was ever without personal acrimony. Probably no man exerted himself more actively and successfully to relieve the distresses of suffering public enemies. Very much of his valuable time was employed in examining the cases of individuals of whose sufferings he had learned, and procuring relief for them, often in the form of pardon and release from imprisonment.

Such is a brief sketch of the life of Mr. Blow, and it is hoped that enough is told to interest and perhaps instruct the casual reader, and to furnish to the philosophical inquirer the elements from which to deduce a just opinion of his character.

Mr. Blow was a successful man—some say, a fortunate man. His labors were less seen than their results. In business he accumulated an

ample fortune. In public political life he attained positions of high honor, and established an exalted reputation. In social life, he had very many warm friends, and in his domestic ties was most happy.

In the vigor of mature manhood he was suddenly taken from this life. We dare not murmur at the decrees of Him who doeth all things well.

After the death of his wife, in June 1875, the pleasant home of the family was so full of sad reminders that they left it for a time and scattered to different places. On the 11th of September, being at Saratoga, he was suddenly stricken with fatal disease, and in an hour was dead,—leaving a memory without a stain.

He was buried at St. Louis, with public and private expression of the love and honor in which he was held.



Louis V. Ruzzy

LOUIS VITAL BOGY.

LOUIS VITAL BOGY, our worthy representative in the United States Senate, is the descendant of one of the old French families which, long prior to the foundation of St. Louis by Pierre Laeclde Liguest, in 1764, came from Canada and settled in the ancient towns of Cahokia, Kaskaskia, St. Phillip, Prairie Du Roher and Fort Chartres, on the eastern bank of the Mississippi river, then a part of the vast territory owned by France in the New World.

His grandfather, Joseph Bogy, came from Canada, and first settled in the town of Kaskaskia, where, a few years after his arrival, he was married to Miss Placy. About the year 1786 or 1787, he left Kaskaskia, with his family, to go to the country now known as Arkansas, and settled at the Old Post, then the home of a few French Canadians, pioneers, who, like himself, had been drawn there by the Indian trade, and being then truly the home of the wild Indians. At this place, he engaged in the Indian fur trade, and for many years he carried on this business with the different tribes who were roaming over this extended region, hunting the game of the forest. For a long time, he had his trading establishment at a place called Bogy Depot, a point at present of some note in the Choctaw country.

In a country so new, and where there were so few white people, the facilities for educating the rising generation were of course very limited; indeed, it may be said there were none at all. Joseph Bogy, the father of Louis, was consequently sent to New Orleans to be educated. By the peace of 1763, all the country west of the Mississippi river passed to Spain; at the same time, Canada and all the land east of the same river were transferred to England. Owing to the fact that all the inhabitants in the newly acquired territory were of French blood, Spain felt it to be to her interest to treat the people with great kindness, so as to attach them to the new Government; and hence, soon after taking possession of the country, Spain established in the city of New Orleans a large school, maintained at Government expense. To this school Joseph Bogy, as well as several other young men from the same section of country, were

taken, and there he was educated. All boys educated at this Government school had the right to enter the army of Spain, or secure employment in a civil capacity under the Government. In accordance with this regulation, Joseph Bogy entered the civil service, and was, for a time, one of the private secretaries of Governor Morales, then the Governor-General of Louisiana.

Joseph Bogy was born at Kaskaskia, and was, perhaps, six years old when his father moved from there to his new home at the Post of Arkansas. In the year 1805 he came to this State, then a Territory, and settled in the town of Ste. Genevieve, which was at the time a very important place, as it was the commercial point for the lead mining region. Mr. Joseph Bogy filled many public stations during his long residence in this town, and was a member of both branches of the Legislature under the Territory and State. He was truly a man of intelligence, and of high character and standing, and died in February 1842, leaving seven children—four sons and three daughters. In the year 1805, soon after he came to this country, he married Marie Beauvais, the daughter of Vital Beauvais, and mother of Louis, the subject of this sketch. This venerable lady is yet living, at the age of eighty-eight, and with her intellect clear and sound.

The Beauvais family came to this country from Canada at a very early period, perhaps about the year 1740, or even before. They were, therefore, also pioneers, attracted here, like all the other settlers from Canada, by the Indian fur trade. Louis, the subject of this sketch, is consequently a descendant, on both his father's and mother's side, of pioneers, a bold and brave race of men, who, upward of a century ago, penetrated the vast solitude of the West, and daily encountered the no less wild savage, who roamed across the wilderness of the new world as its owner and master, and yielding sullenly to these white intruders. It was, consequently, a life of constant exposure and peril, in which many of the new settlers lost their lives.

LOUIS VITAL BOGY was born on the 9th of April 1813, in the town of Ste. Genevieve, Missouri. The facilities for education at that early day, were very limited. The French was the language of the people, there being yet but few Anglo-Americans in the country, and the few who came there found it necessary to learn the French, but not the French the English. It was under these disadvantages that the subject of our sketch grew up from boyhood to manhood. Fortunately for the young people of the town, about the year 1822 or 1823, a teacher by the name of Joseph D. Grafton came there from the State of Connecticut. He

opened a school for boys and girls. He was a good English scholar, and kept a very good school. This school continued for years, and at it all the boys and girls of the town were educated. Young Louis was sent to this school, where he continued for perhaps one year. About the year 1826 his father sent him and a younger brother, named Charles, to a school in the country, kept by a Swiss by the name of Joseph Hertich. He continued at this school about one year, when he was attacked with a white swelling in his right thigh bone, which kept him closely confined to bed between two and three years.

In 1830, although yet very lame and walking on crutches, he was sent for six months to a Catholic College in the adjoining county of Perry. This was the last school he attended. It will be seen that his advantages for an education were indeed very limited, and how he has overcome such appalling obstacles is a subject of wonder, and worthy of imitation by the young men of the day who may, like him, not be blessed with advantages. During his long sickness he read much, and laid up a store of desultory and miscellaneous information which has proved of the greatest utility to him in his after-life. After leaving the school in Perry county, he engaged himself as clerk in the store of a merchant, in the town of Ste. Genevieve, of the name of Bossier, at a salary of two hundred dollars a year; one-half of which was payable in store goods. His habits of economy, however, enabled him to purchase some books from his scanty income, and thus could he indulge his passion for reading and study, to which he devoted all his evenings, and, now and then, a large part of the night.

On the expiration of this clerkship he decided to read law; and so as to do this without the distraction which would necessarily surround him if he remained with the associates of his youth, he concluded to leave his native town, and pursue his studies elsewhere. He consequently made an arrangement with Judge Nathaniel Pope, of Kaskaskia, in Illinois, to enter his office. On the 16th of January 1832 he left the paternal roof for Kaskaskia, crossing the Mississippi river on the ice. As evidence of the singular tenacity of purpose of this young man, we give place here to a most singular document, the original being in his handwriting, and exhibited to us:

STE. GENEVIEVE, January 16, 1832.

On this day I left home, under charge of Mr. William Shannon, an old friend of my father, to go to Kaskaskia, to read law in the office of Judge Pope. My education is very limited, but with hard study I may overcome it. I am determined to try; and my intention is to return to my native State to practice law, if I can qualify myself; and, while doing so, to work to become United States Senator for my native State, and to work for this until I am sixty years old. I will pray God to give me the resolution to persevere in this intention. I have communicated this to my mother, and given her this paper to keep. So help me God.

LEWIS V. BOGY.

The original of this paper, we saw in the unformed handwriting of a boy. It is certainly a singular and remarkable document, showing as decided a purpose as we ever saw or heard of. And it is strange that a purpose apparently so wild, and we may say, unreasonable, should have been so singularly realized by the youth who made it. The limit for the termination of the period within which he had given his pledge to strive for the position of United States Senator was to be the age of sixty years; and it is again very singular that he should realize this life-long ambition in his sixtieth year, and within a few months of the expiration of the period he had fixed. He was elected in January 1873, and in April following he was sixty years old. We dwell on this remarkable occurrence in the history of this man, so as to commend it to the young men of the present time, for it teaches this great lesson—that perseverance and labor will overcome any obstacle, however great. For the long period of forty-one years he labored to attain the object of his early ambition, and, as he informed us, thinking of it—it may be said every day, and having it all the time in contemplation.

Judge Pope was the District Judge of the United States for the District of Illinois, and had a well-selected library. Besides pursuing his law studies, Judge Pope urged him to acquire a knowledge of Latin, as being necessary to a professional man. In his youth he had been an altar-boy in his native town, and had acquired a knowledge of the responses at the Mass. He sought the acquaintance of the Catholic priest at Kaskaskia, the Reverend Father Condamine, who was, as is generally the fact with the clergy of that Church, a good Latin scholar, and with him he made an agreement to serve as the altar assistant at all the masses and funerals, on condition that he on his side gave him a lesson every day in Latin. Both faithfully carried out their agreement. For this good priest he entertains to this day a sentiment of the greatest veneration, for the care and kindness which he bestowed on him at that early period of his life.

In the month of May 1832, the Indian troubles in the northern part of the State of Illinois and Territory of Wisconsin, known as the Black-Hawk war, occurred. Governor Reynolds, of Illinois, issued his proclamation for volunteers to suppress these savages. Although yet lame from the white swelling with which he had years before been afflicted, he immediately volunteered as a private soldier. He joined the company of Captain Jacob Feaman, which soon marched to the field. This company formed a part of the regiment commanded by Colonel Gabriel Jones, which on the complete organization of the

volunteer forces, at the rendez-vous at Fort Wilburn, was one of the regiments in the brigade commanded by General Henry. Both Jones and Henry were good officers; the same can be said of Captain Feaman. No part of the army did more service than this brigade, and at the battles of Wisconsin Heights and Bad Axe, it did most efficient service. The celebrated Indian chief, Black Hawk, was captured in the last engagement, which terminated the war. Abraham Lincoln, afterward President of the United States, was a volunteer in this war, and a private in the brigade of General Henry.

On the termination of the war, the subject of this sketch returned to Kaskaskia, and resumed his studies with Juge Pope, as well as with Father Condamine. Here he remained, studying with great assiduity, until December 1833. At this time, by the advice of Juge Pope, he left this place to proceed to Lexington, Kentucky, to attend the law school of Transylvania University, of which Judge Daniel Mays was professor. Professor Mays was not only a man of great ability, but was considered the best special pleader in the State. He remained here till the spring of 1834. An unusually large number of the young men attending the law lectures at this institution, during this session, became in after-life quite distinguished. Among those remembered now may be mentioned: Bell, Thompson, Manifee, Tompkins, Powell, Allen and Wickliffe, of Kentucky; Shackelford and Tupper, of Mississippi; John G. Miller, James S. Rollins, William M. McPherson, of this State. Bell and Manifee became members of Congress, and were considered leading men of that body. Indeed, Manifee was looked upon as the rising great man of his State, who in time was to be the worthy successor of Henry Clay. Tompkins died young, but already considered one of the ablest lawyers in his section of the State.

Powell was elected Governor, and was United States Senator from Kentucky for six years, and ranking as a man of decided talents. Thompson became Lieutenant-Governor of the State, and United States Senator for six years, ranking in that body with the leading minds in it. Allen was distinguished for his literary attainments, and Wickliffe was Minister from this country at the Court of Sardinia, and was considered one of the ablest writers in his State. Shackelford was a judge of reputation in Mississippi and Tupper was ranked with the best lawyers of the State. Of him we shall have something more to say hereafter. Rollins and Miller, after acquiring distinction in the Legislature of this State, became distinguished members of Congress. McPherson, who died in the city of St. Louis about two years ago, acquired distinction as

a great business character. He was certainly a man of large views and of creative mind, backed by a cool head and a firm purpose. It is indeed sad to think that all but two of this large list of distinguished men, who, in their youth, were so ambitious for distinction, are now dead, and their names nearly forgotten; and it is with the view of rescuing their names from complete oblivion that they are so particularly mentioned here. Rollins and Bogy are the only two surviving, and both have passed the meridian of life. It is a pleasure to say, that while during this long period, these two men have most of the time belonged to different political parties, being together in the Legislature of their State, and necessarily meeting each other in those political conflicts and discussions which occur in such bodies, they have nevertheless, during all this time, maintained the relations of close personal friendship which were formed in early life at the law school.

On the termination of the winter session of this school, he formed the project to become a school teacher, and to get a school in some of the interior counties of Kentucky, so as to get the means to attend another session at this University. He and Tupper, whose name has already been mentioned, formed a partnership for this purpose. Hearing that there was an opening for a school in the town of Monticello, in the county of Wayne, they left Lexington early in the spring for this place. On arriving here they had no trouble in getting a good school of boys and girls. Tupper was a graduate of the University of Vermont, and was a very good classical scholar. Here they remained till fall, when they both returned to Lexington to enter the law school, and remained there till the end of the session, when both graduated in the law department: Tupper then going to the State of Mississippi to seek fortune and fame, and the subject of this sketch returning to his native State.

It will not be out of place in this sketch to say a few words in relation to Tupper, as a very close friendship existed between the two, up to his death. His name was Tullius Cicero Tupper, a native of Vermont, and a graduate of the University of that State. He went to the State of Mississippi to acquire wealth and fame, and succeeded in obtaining a fair share of both. But his career in that State was truly a sad one. It was his misfortune to have two personal encounters, in both of which he slayed his antagonist. Yet he was a man of the most amiable disposition, and incapable of doing wrong to anybody, or of being the aggressor. But his purpose was fixed and settled, when he decided to become a citizen of a Southern community, and particularly of the

State of Mississippi at that day; he had made up his mind to be governed by the social law then in force in that community, which was never to submit to a personal insult, or fail to exhibit individual courage, even although it might be at the expense of human life. Therefore, when assailed, he slayed his antagonist. Being a man of refined feelings and cultivated tastes, it cannot be doubted that these misfortunes clouded his life, which, but for them, would no doubt have been a very brilliant one.

Mr. Bogy returned to his native town, reaching there in the month of March 1835. His father urged upon him to go to New Orleans to practice his profession, giving as his reason for this that the French population was quite large in the State of Louisiana, and the French language yet in use in the courts of the State. This, however, was not the plan of life he had laid down for himself, which was to remain in his native State. He therefore declined going to New Orleans, and concluded to move to St. Louis. He departed at once, arriving in the city on the first day of April 1835. He immediately applied to Judge Wash, one of the Judges of the Supreme Court, for a license, which he obtained. He purchased a few law books, took an office, and very soon got into a good practice, and continued to devote himself to his profession until 1849. He became a candidate for the Legislature in 1840, and was elected; and took his seat as a member of that body in November following. This was during the Harrison presidential campaign, which passed over the country like a tornado. The excitement of the campaign was of course felt in the Legislature; the consequence was, that the session was a very excited one. He was then only twenty-seven years of age, and, perhaps, the youngest member of that body. He took a leading part as a working and business man, and a ready speaker. Several young men, who became distinguished in the State afterward, were members of this body also:

John S. Phelps, from Greene county, then quite young, was there. He was kept in Congress by his constituents for eighteen consecutive years, and acquired during this long period the reputation of an able legislator; he was at one time chairman of the Committee of Ways and Means, a position never given to any one not considered able and industrious; and in addition to all this, he was considered an honest man, beyond the reach of those sordid influences which, unfortunately for the fame of our public men, so many have yielded to.

John G. Miller, of Cooper, was also there. He, too, was elected to Congress from his district, and was kept there till death overtook him,

while yet in the prime of life. He also acquired, while in Congress, the reputation of an honest and an able man.

James S. Rollins, of Boone, was also there, and he, too, went to Congress from his section, and, like the others, took a high stand among the able men and orators in that body. As an orator, he has not his superior, if his equal, in the State.

Thomas L. Anderson, of Pike, was there also, and he, too, was elected to Congress, and exhibited talents, while he was there, not inferior to his colleagues.

Sterling Price, from Chariton, was also a member, and was the speaker, for which position he was particularly adapted:—a man of fine and commanding person, and handsome and intelligent face. He, like the others, became a member of Congress, but served but a short time in that body, as, the war with Mexico occurring during the first session of the term for which he was elected, he was appointed by the United States a Brigadier-General in the army, went to Mexico and served with great distinction. Some years afterward he was elected Governor of this State; and, on the breaking out of the war between the North and the South, cast his fortunes with the latter. He soon became a Major-General in the Confederate army, where he acquired great distinction for personal courage and military talents of a very high order.

Alexander Doniphan, of Clay, was a member that session, also. His services during the Mexican war, as the bold leader of that small band of heroes who traversed the republic of Mexico from the northern limits to the Gulf, fighting overwhelming odds all the way, have made his name immortal.

There were many other members of this body, who, although not as famous as those enumerated, were yet men of good talents and solid abilities. No legislative body ever met in this State, and indeed it may be said, none ever sat in the United States, in which a larger number of distinguished men were brought together.

In the year 1837, Mr. Bogy formed a partnership for the practice of the law with Mr. Logan Hunton, of Kentucky. Mr. Hunton came to this State with the reputation not only of a very sound lawyer, but a man of ability, having served with distinction in the Kentucky Legislature. This partnership continued for several years, and was, while it existed, one of the leading firms of St. Louis. Mr. Hunton afterward went to New Orleans, where he acquired a still greater reputation in his profession, and also realized a handsome fortune.

In 1839, Mr. Bogy made a trip to the Indian country, traveling the

whole distance there and back on horse-back, sleeping out-doors for some seven months, with his saddle-blanket for his bed. During this trip he passed through the countries of the Osages, Quapaws, Senecas, Cherokees, Choctaws, Chickasaws, Creeks and Seminoles, and as far west as the Comanches, near the line of Mexico.

In the year 1849, he decided to engage in politics: having acquired a handsome fortune by his profession, he no longer felt the necessity of devoting himself to its practice. And believing that a better field was presented in his native county than in St. Louis, he moved to that county that year, and bought a handsome farm near the town for his future home. The St. Louis Congressional district at that time extended south to the Arkansas line, therefore, in moving to the county of Ste. Genevieve, he did not get out of the district.

The Democratic party was then already divided between the slavery and anti-slavery elements. The Wilmot proviso was the question on which this division had taken place. Colonel Benton was then one of the Senators from this State, David R. Atchison being the other. Benton had voted for this *proviso*, as it was called. A portion of the Democracy of Missouri was decidedly opposed to his vote on this question, and did not hesitate to manifest its opposition. The Legislature which sat following this vote, passed the famous resolutions known as the Jackson resolutions, disapproving of his vote. Benton therefore appealed from the Legislature to the people, and soon after traversed the State to address them, vindicating his vote, and in the most violent manner arraigning the course of his opponents. The Benton and Anti-Benton parties grew out of this controversy, and the Democratic party was in consequence split in two hostile fragments. Mr. Bogy sided with the Anti-Benton party. He became a candidate for the Legislature in Ste. Genevieve county, and went through a most exciting canvass. The opposition he encountered was most virulent, and personally very bitter. There were many reasons why this was so. The combined forces of the Whig and Benton parties were too strong for him, and the consequence was that he was defeated by an old friend of his youth, of the name of Sifroid E. Roussin, who was a Whig. The election of a United States Senator was to take place at this session of the Legislature, and he was very anxious to be a member of this body, to take part in that important contest. His defeat, therefore, was looked upon by him as one of the most serious events of his political life. Colonel Benton was of course a candidate for re-election. Some of the leading Democrats continued to support him, but the younger members of the party were generally

opposed to him. He was not re-elected. Thus, after thirty years of continuous service as the Senator from this State, dating back to the time when the Missouri controversy was at its height, he was compelled to return to private life. He and David Barton were elected in 1820, as the first Senators from this State, both being Southern men by birth, and both pro-slavery. It may therefore be said that this truly remarkable man was both made and unmade, politically, by the slavery question.

At the next election for members of the lower house of Congress, Colonel Benton announced himself a candidate. The Democratic party met in convention in the city of Cape Girardeau, and was presided over by one of the leading Democrats of Southeast Missouri of the name of Johnson C. Clardy. It, no doubt, honestly represented the true sentiment of the party. It nominated Lewis V. Bogy, of Ste. Genevieve, as its candidate in opposition to Colonel Benton. The Whig party put in nomination Samuel Caruthers, of Madison county. The contest was very animated; every county in the district was visited. In the lower counties Bogy carried the majority, but in the upper counties and St. Louis, Benton carried the day. The consequence was that Benton was elected, although by a small majority. The fact that Bogy was selected by his party as the opponent of Benton, shows in what esteem he was held by them. The ability he displayed during this contest justified the wisdom of their choice, and, no doubt, the reputation he then acquired largely contributed to his election as United States Senator, twenty years after; as his most steadfast and truest supporters were the members from Southeast Missouri, the old district where he met Benton and discussed with him the great questions agitating the public mind.

Two years after this, he was again a candidate for the Legislature in the county of Ste. Genevieve. He was opposed, as before, by the combined forces of Whigs and Anti-Benton men. After a most animated and bitter contest he was elected, and took his seat as a member of the Legislature which met the following fall. The elements composing this Legislature were singularly mixed. The Democratic party was divided between Benton and Anti-Benton, and the Whig party between the Old Line Whig and those having Know-Nothing proclivities and affinities, and a fifth party of Free-Soilers. After many efforts to elect a Senator, the contest being between Benton and Atchison of the Democratic party and Doniphan of the Whig, the subject was laid over, and the consequence was, there was no election that session, and for a time Missouri was unrepresented in the Federal council.

There was a large number of distinguished men who were members at this session of the Legislature—some of them were already famous, others became so afterward. The following are the names of those who are remembered at this day: F. P. Blair and B. Gratz Brown, Free-Soilers, from St. Louis, formerly Democrats; Henry T. Blow, Charles S. Rannels, Samuel M. Breckenridge, also from St. Louis, and members of the House—all Whigs, the former, however, exhibiting very marked Free-Soil tendencies; C. C. Zeigler, in the Senate from Ste. Genevieve district, an Old Line Whig; Solomon G. Kitchen, a Whig, from Stoddard county, in the Senate; from Clay county, the distinguished Alexander Doniphan, Old Line Whig; James S. Rollins, from Boone, a Whig; Charles H. Hardin, from Callaway, also a Whig, at this time the Governor of the State; John W. Reid, from Jackson, one of the most gallant captains in the Doniphan campaign through Mexico, a Democrat; James H. Britton, a Democrat from Lincoln, lately Mayor of St. Louis; Wm. Newland, from Ralls, a Whig. He was elected Speaker of the House, and made a most excellent presiding officer, prompt, fair in his rulings, and maintaining good order, and all with personal dignity. Sterling Price was the Governor of the State. Most of the Whigs who were members of the General Assembly were either members of the new organization then spreading with great rapidity throughout the country, and designated as Know-Nothings, or had very decided tendencies toward it. There certainly was a very cordial understanding between them. Without egotism, it may be said that no State could boast of a larger number of distinguished men serving at one time in its councils. It can well be imagined, with such characters in the body, the session was both very interesting and, now and then, necessarily exciting. Although a large amount of business was done, an adjourned session was nevertheless found to be necessary. At this adjourned session, the subject of State aid to facilitate and encourage the building of railroads in the State, was the absorbing question. It was much discussed and perfected, and also enlarged.

In 1848 Mr. Bogy, with others, purchased the famous Iron Mountain, known as the Pilot Knob, in the southeastern section of the State. To this enterprise he devoted for ten years a large portion of his time, and invested in it a very large part of his private fortune. Owing to many obstacles which presented themselves, this enterprise was not a success, but it would be of no interest to the public to detail them here. It was, as it turned out, a most unfortunate undertaking, for after ten years of great labor, and the expenditure of hundreds of thousands of dollars, he

was compelled to relinquish the enterprise, and retire with the loss of his entire private fortune, and a large debt to be paid; and that required years of labor afterward to liquidate. He has the gratification, however, to have been able to pay this debt, and also to have again amassed a reasonable independence for himself and family.

On his retirement from the Pilot Knob enterprise, he again resumed the practice of law, with the intention of continuing to make it his exclusive pursuit. He continued to practice law until the war, and for a short time after its beginning. Being, however, unable to subscribe to the oath which was required by the Radical element, then in power in this State, he was compelled to relinquish the practice.

He then remained in private life till 1863, when the Democracy of the city of St. Louis called on him to be a candidate for Congress. The opposing candidates were F. P. Blair and Samuel Knox—both Republicans, but the latter a little more radical than the former. It was well known that no Democrat could possibly be elected; indeed, it was at the peril of life for a Democrat to speak to the people—the feeling prevailing at that day did not permit any one to speak in opposition to the Administration. The test of loyalty was adhesion to it, right or wrong. Mr. Bogy, however, made the canvass, encountering throughout the most bitter and violent abuse from the opposing candidates and their friends. It is well to say that the object of running a Democratic candidate at this time was with the view of explaining the position of the party, and so as to prevent, if possible, hereafter, the various persecutions with which it had been so terribly visited. This object was accomplished; and from that time a more tolerant feeling was exhibited toward the members of the party. He was of course defeated.

From that time he continued in private life until he was called to the head of the Indian Bureau by President Johnson in 1867, as Commissioner of Indian Affairs. In this office he displayed very great administrative abilities. At the time he took charge of this most important branch of the public service, the Indians were in a state of quasi-war throughout their whole country: this being caused by the frauds and rascalities of the Indian Agents. These Mr. Bogy in many cases removed, and at the time he left the office peace reigned over all the extended country occupied by the Indians. In the short time he remained in this service he acquired a national reputation.

Mr. Bogy then returned again to private life, until he announced himself a candidate for the United States Senate, a short time prior to the meeting of the Legislature, in January 1873, upon which devolved

the election of United States Senator in place of Hon. F. P. Blair, whose term of office would expire in March following. This Legislature was largely Democratic in both houses, which had the effect of bringing forward as candidates for the position, all the prominent men of the party in the State. It is with pride that we refer to so long a list of distinguished characters, candidates for the office, any one of whom would have represented Missouri in the National Assembly with honor to the State and to himself. General Blair was a candidate for re-election, and, with the following gentlemen, made up the list of candidates: Judge Napton, Colonel Vest, Lieutenant-Governor Reynolds, Governor Woodson, Judge Norton, Governor Phelps, Colonel Thos. L. Anderson, Colonel Broadhead and Mr. Bogy. The contest in the caucus was animated, but was confined principally to Blair, Phelps and Bogy, and finally, on the last ballot, was between Bogy and Blair, the former receiving sixty-four votes to the latter's fifty-seven. On the next day, January 15, the two houses voted separately, as required by the law of the United States, with the following result: In the Senate — Bogy, 15; J. B. Henderson (Radical), 10; majority for Bogy, 5. In the House — Bogy, 86; J. B. Henderson, 32; majority for Bogy, 54. Thus was Mr. Bogy elected by the large majority of 59 votes.

He conducted his canvass at Jefferson City for two weeks prior to the election, with remarkable skill and ability. Mr. Bogy had been a very active and prominent party man for many years before, and as closely identified with his party as any man in the State, but during the entire war he was quiet, taking no part in politics, although his sentiments during that eventful period are well known.

He took his seat as Senator from Missouri on the 3d of March 1873, at a called session of the Senate. The Forty-third Congress, which met on the first Monday of December 1873, was one of the most important ever held in this country. Many very important questions were presented. The subjects of finance, national banks, tariff, internal revenue, the opening up of water routes from the interior of the continent to the ocean, the levees of the Mississippi river, and the opening of its mouth, all came up, and were duly considered. On all these broad subjects, Mr. Bogy showed a knowledge which even surprised his most intimate friends, speaking always with great clearness and marked ability.

He and his colleague, General Schurz, disagreed upon the financial question, the General being in favor of obtaining the resumption of

specie payment by way of contracting the amount of outstanding paper money; while Mr. Bogy was equally anxious to obtain the same end, although not by contraction, but by appreciating the paper circulation so as to make it equal to gold.

Mr. Bogy is justly entitled to the credit of being the first Senator who advocated the taking of legal tender notes in payment of duties on imports, and we are informed that it is his intention, during the approaching session of Congress, to bring this matter still more prominently before the Senate. He believes this would settle our financial troubles, as it would create a demand for the legal tenders, and in the same proportion do away with a demand for gold, thus bringing them to a level; and this being effected, the gold now in the country, amounting to from \$160,000,000 to \$170,000,000, would at once go into circulation. This would bring about a large increase in the medium of circulation, now so much needed by the whole country.

Mr. Bogy's speech made during the second session of the Forty-third Congress, on this subject, is truly an able argument. On the financial question, Mr. Bogy has proven himself to be more in accord with the sentiments of the people of the State than his colleague, and, it must be admitted, exhibits great familiarity with this most difficult subject.

It may be said that Mr. Bogy has more than fulfilled the anticipations of his friends. He has shown greater familiarity with all public questions than was expected of him, thus proving that during the long years of his quiet life during the war, he was devoting his time to reading and study. He is looked upon among his colleagues as the representative of Western interests.

He has been the unflinching advocate of all matters looking to the improvement of the Western waters, such as the opening up of the continent from the interior to the ocean by water routes, and the improvement of the mouth of the Mississippi by the jetty system. It was Mr. Bogy who got the bill through, compelling the Union Pacific Railroad to prorate with the Kansas Pacific, thus giving to St. Louis and Missouri a direct line of communication, by the way of Denver and Cheyenne, with California and the Pacific Slope.

Mr. Bogy is a child of Missouri; was born and reared in the midst of her institutions. He has, through a long course of successful life, shown himself eminently worthy, and the State that has the honor of his birth may still look for great results from his talents, patriotism and integrity. His step is just as elastic as it was twenty years ago; and so remarkably hale and healthy is his appearance that no one would suppose him verging

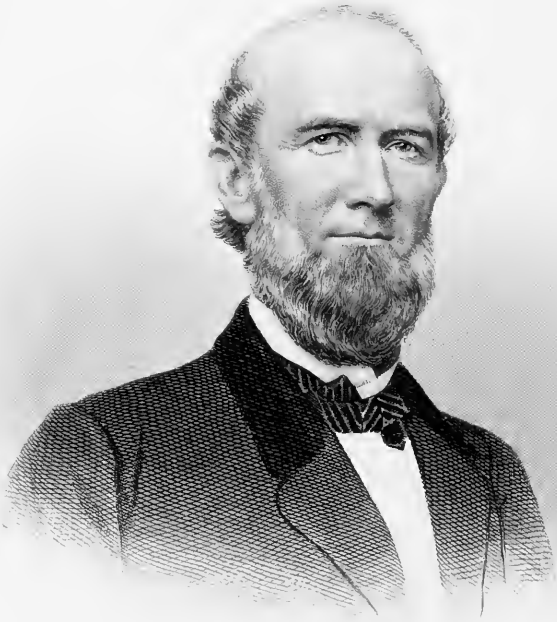
on three-score years. In all his relations in life, Mr. Bogy is peculiarly happy. In early life he married a daughter of General Bernard Pratte, who has been his faithful companion ever since. He is one of the men of St. Louis whose life has not been lived in vain, and a citizen of whom Missouri is justly proud. He has but three children, one son and two daughters—all married.

Mr. Bogy being emphatically the most distinguished descendant of the early French settlers, it would not be inappropriate, in a sketch of his life, to say a few words concerning these people, who first came to this interior portion of the new world. Much has been written and said in relation to the early settlers of the New England States, and also of Maryland and Virginia, and the brave men who, led by Daniel Boone, first met the savages on the dark and bloody ground of Kentucky; yet, long prior to the day when Boone crossed the Blue Ridge of the Cumberland Mountains: long before Washington's early visit to the then distant shores of the Ohio, the Canadian French were living in happy communities in the towns of Cahokia, St. Phillip, Prairie Du Rocher, Fort Chartres and Kaskaskia.

These French Canadians were more truly pioneers in the wilderness than any other people; and with them followed civilization, religion, and the polite manners and sociable habits of the French nation. Their system of emigration was peculiar and most excellent. They moved together in families, taking with them their priest. They settled in towns; and one of the first buildings erected, after their own log houses were ready, was the church of the parish, and close by it the parochial residence for the priest. This priest was the guardian of the orphans and protector of widows, and was, in the main, the educator of the people in the duties of religion. He it was who taught the boys and girls the catechism, baptized all the infants, and performed the sacrament of matrimony. He was, in truth, the *father* of the whole community, and with them personally from the cradle to the grave. Besides this, he participated with them in all their innocent enjoyments. One instrument of music, and only one, was known, and that was the fiddle. They knew not how to read music, but played by the ear, and sweeter music was never heard in the wilderness of the new world.

This system of emigration was attended with marked good results. Although this people had no, or but little, education, they all had fine, and indeed, graceful manners, and the ladies had a grace peculiar to themselves. Happier communities existed nowhere in the world. It was a renewal of the Arcadian age. From these different communities

the trappers and hunters and Indian traders annually proceeded. And the bold *coureur des bois*, now famous in history, was the veteran of these early settlements. These people were remarkable for honesty, piety and sobriety. Vice was unknown among the women. These early Canadian French are truly and justly entitled to the honor of being the first settlers, the true pioneers, of the Valley of the Mississippi. And as the subject of this sketch is one of the descendants, we have thought due to him, as well as his ancestors, to place on the pages of history in connection with his name, the facts we notice. While he has just reason to be proud of such frontiersmen for his ancestors, they, on their part, would be no less so in witnessing one of their descendants occupying, with honor to himself and usefulness to his country, one of the most elevated and distinguished positions in this Government—that of Senator of the United States.



Jos. B. Eads

JAMES B. EADS, C. E., LL. D.

IT is the great boast of the American people that they number within their ranks so many "self-made men." The number is legion, of those who, by keen mother-wit and untiring industry, have slowly but surely climbed to the top-most round of the ladder of fortune and fame. Yet there are exceptional individuals, who cannot rest satisfied with the wealth and rank which energy and perseverance might command for them, but while fighting the battle of life, have the indomitable will to find time and opportunity, by close study and indefatigable effort, to store their minds with useful learning, and so master the secrets of mathematics, the mysteries of science and the wonders of nature, as to enable them to assume leading positions among the scientific men of the world. Such culture, enabling the possessor to suggest and achieve great public enterprises, ranks him not alone as a benefactor of his age, but perpetuates his fame to generations yet unborn. Energy and mind thus employed are more worthy of admiration than the genius and skill of conquerors. The life of the distinguished citizen of St. Louis has been devoted to great works, and the people who have enjoyed, and will enjoy, their benefits, honor themselves in honoring him.

JAMES B. EADS was born in Laurenceburg, a small town in southern Indiana, May 23, 1820. His early education was acquired in the schools of Louisville and Cincinnati, but before he had mastered much more than the rudiments, his father met with reverse of fortune, which necessitated his withdrawal from school, to which he never returned.

In September 1833, the steamboat on which his father and family had embarked, to seek a home farther West, was burnt, and the subject of this sketch found himself in St. Louis, with the urgent need of doing something to aid in the support of his parents. There was no time to seek for employment such as his taste dictated; but the prominent characteristic of his future life—promptness and decision—at once manifested itself, and the boy of thirteen made his advent into business life as a peddler of apples, in a city which he was destined to make famous as his home.

It is not known how he succeeded in this, his first business enterprise, but very soon after his arrival, he succeeded in obtaining more congenial employment in a mercantile house.

When but nine years of age, his fondness for that science the pursuit of which has given him a world-wide reputation, began to develop itself, and the mechanical contrivances made by him at this early stage of life, are still remembered and referred to by those who knew him then, and have watched his subsequent career. So quick was the facility with which he acquired knowledge of the laws of mechanism, that, while still a school-boy, and with only the explanation of the workings of a steam-boat engine from the engineer in charge, during a short trip on the river, he was successful in constructing a miniature working steam engine.

Mr. Barrett Williams, the senior partner of the firm with whom he secured his first position, perceiving the tastes of his young clerk, soon gave him free access to an excellent library; and this opportunity he used with such diligence as to acquire a more complete knowledge of mechanics, machinery and civil engineering, than many young men bring with them from the graduating halls of Harvard or Yale. In after years, when fortune had smiled upon his work, it was one of his greatest pleasures to return the kindness and make comfortable and happy the last days of his old employer.

After a few years' service in the mercantile house, Mr. Eads passed two years as a clerk on a Mississippi steamer, and while attending to the duties of that position, lost no opportunity of studying the mysteries of the great river, his intimate acquaintance with the vagaries of which, has proved so useful to him since.

In 1842 he formed a co-partnership with Case & Nelson, boat-builders, for the purpose of recovering steamboats and cargoes—sunk or wrecked in the river. The machinery and appliances of the firm were of the most primitive character, and quite inadequate to the great work they had to perform; yet the fertility of resource and energy of Mr. Eads, under whose personal supervision that branch of the work was placed, enabled them to pursue the wrecking business so successfully, that in a few years the operations of the firm extended the whole length of the Mississippi, and their property grew, in the short space of ten years, from little more than a nominal value to be worth nearly a half million of dollars.

In the winter of 1855-6, Mr. Eads made a formal proposition to Congress to keep open, for a term of years, the Western rivers, by removing all obstructions, and keeping the channels free. A bill,

embodying his proposal, was passed in the House by a large majority, but by the influence and management of Jeff. Davis, then Secretary of War, and Judah P. Benjamin, then a Senator from Louisiana, it was defeated in the Senate.

On account of ill-health, Mr. Eads retired from business in 1857, having prepared himself, however, by a life of activity, energy and success, for the more important part he was destined to take in the affairs of the country in the construction of the Western iron-clads.

When, during the first year of the war, the Federal Government decided upon equipping a fleet of novel construction, for service upon the Mississippi and its tributaries, Mr. Eads was called to Washington for consultation with the President and Cabinet, and received the contract for building the first seven of these boats. The contract was signed on the 7th of August 1861, and specified that the vessels were to be ready for their crews and armaments in sixty-five days. Habituated, as we now are, to the contemplation of the achievements of the war, and the singular examples of energy which it often developed, the building of seven iron-clad steamers in sixty-five days, when the wood of which they were to be constructed was yet standing in the forest, and the rollers were not yet fashioned for shaping the iron for their armor—is an undertaking, the possibility of which many able men might gravely question. Yet it was done. On the 12th of October 1861, the first United States iron-clad, with her boilers and engines on board, was launched at Carondelet (now within the limits of the city of St. Louis) in forty-five days from the laying of the keel. She was named the "St. Louis," by Admiral Foote, in honor of the city. When the fleet was transferred from the War Department to the Navy, the name was changed to "Baron De Kalb," there being at that time a vessel commissioned in the Navy called the St. Louis. This vessel had the honor to be in more engagements than any other on the waters of the Western rivers. In ten days after the "De Kalb," the "Carondelet" was launched, and the "Cincinnati," "Louisville," "Mound City," "Cairo" and "Pittsburg" followed in rapid succession.

An eighth vessel, larger, more powerful, and superior in every respect, was also undertaken before the hulls of the first seven had fairly assumed shape.

It is to be regretted, however, that the promptness and energy of the man who thus created an iron navy of the Mississippi, was not met on the part of the Government by an equal degree of faithfulness in performing its part of the contract. On one pretext after another, the

stipulated payments were delayed by the War Department, until the default assumed such magnitude that nothing but the assistance rendered by patriotic and confiding friends enabled the contractor, after exhausting his own liberal means, to complete the fleet.

It was mainly by the aid of these vessels, at the time his own property, that the brilliant capture of Forts Henry and Donelson was accomplished; and the ever-memorable midnight passage of the Island No. 10, which compelled the surrender of the redoubtable stronghold, was achieved several months later by the "Pittsburg" and "Carondelet," two of the vessels furnished under the same contract, and at that time unpaid for.

Without following in detail the labors of Mr. Eads in the construction of vessels during the war, it is enough to say that he created a navy especially adapted for service on our Western waters, and differing entirely from anything that had before existed. Whatever its merits, it is sufficient to say that it accomplished its purpose, and that its builder was the man who made possible its brilliant achievements.

As a recognition of eminence in his profession, the Missouri State University two years ago conferred upon Mr. Eads the degree of LL. D. He was twice elected president of the St. Louis Academy of Sciences, and has held positions of honor and trust in several of the most important corporations in the State, among which we may name the National Bank of the State of Missouri, the St. Louis, Kansas City & Northern Railway, the St. Charles Bridge Company, the Third National Bank, etc.

The magnificent bridge across the Mississippi at St. Louis, is a notable landmark in the engineering progress of the age in which we live. It not only exemplifies that mechanical and engineering skill which belongs to this quarter of a century, but is an imperishable proof of the audacity of a man whose splendid genius conceived, and whose enterprising liberality consummated it. Its history has been told again and again, but will be heard with undiminished interest until narratives of great achievements cease to attract the attention of man.

James B. Eads was the chief engineer of the Illinois and St. Louis Bridge. He was its head and front—its originator and creator. Whatever its value, and it is already known to be greater than was estimated, its construction is mainly due to the unflagging zeal, tireless energy and marvelous preception of this modest and unassuming man. Linked with his, it is true, are the names of others, who performed their part of the work nobly. But his was the genius which conceived the plan upon a principle untried in the science of engineering. And he was the organ-

izer who drew around him associates, and inspired them with something of his own enthusiasm to erect a structure which shall serve the uses of millions of people to the end of time.

The bridge was formally thrown open to travel on the 4th of July 1874. The event was duly celebrated. There was an immense procession extending fifteen miles in length, and in it every trade and calling of the city was represented. The stores were closed, and all business was suspended. Several distinguished statesmen, including the Governors of Illinois and Missouri, spoke to a vast audience, and every incident of the day demonstrated that as long as the arches of tempered steel which stretch their graceful web over the noblest river that serves the purposes of man, shall endure, so long shall the name of James B. Eads be remembered and honored.

Even before the completion of this great work, Mr. Eads had maturely considered and proposed a plan for obtaining, at the mouth of the Mississippi river, sufficient depth of water and width of channel to permit the unobstructed passage of the largest ocean vessels. Operations upon and beneath the surface of that river—lifting wrecks from its bottom, building war vessels to open, and keep open, its communications, and finally building that bridge, which renders it no longer an obstacle to the transverse trade of the country—have filled the active period of his life, and peculiarly fitted him for the execution of the plan he has conceived. That plan is the construction, at one of the passes, of jetties, which, in Mr. Ead's language, "are simply *dykes or levees under water*, and are intended to act as banks to the river, to prevent its expanding and diffusing itself as it enters the sea. It is a notable fact that where the banks of a river extend boldly out into the sea, no bar is formed at the entrance. It is where the banks or *fauces terre* (jaws of earth) are absent, as is the case in delta-forming rivers, that the bar is an invariable feature. The bar results from the diffusion of the stream as it spreads out fan-like in entering the sea. The diffusion of the river being the cause, the remedy manifestly lies in contracting it, or in preventing the diffusion."

It is not essential to a correct understanding of the jetty plan that a detailed description of the phenomena of the Mississippi river, or the geography of its mouth, should be given here. It will be presumed that every intelligent reader knows that the river finds its way into the Gulf of Mexico by three main outlets, or *passes*, and that at the mouth of each of them is a bar, formed of the comminuted sand, clay and earth which the stream has brought down in suspension, and

deposited where the current loses its momentum. Inasmuch as these bars have greatly hindered navigation, and practically restricted it to vessels of comparatively light draft, the problem of how to remove them, and keep them from forming again, has puzzled the minds of scientific men ever since the commerce of the South and West has been of sufficient importance to command national consideration.

Congress took up the subject of improving these outlets in 1837, and in 1838 elaborate surveys were made under Colonel Talcott, but led to discussion rather than to any efficient action. In 1861, the able and comprehensive exposition of the "Physics and Hydraulics of the Mississippi," by Humphreys and Abbott, was published by the Government, with beautiful letter-press, and profuse illustrations. It was the first work of the kind which ever appeared in regard to any river in the Western Hemisphere, and contained a vast number of interesting facts, the treatment of which in the text was, in general, highly creditable to the dual authorship. But the compilers, although officers in the Corps of Engineers, United States Army, of which the first named, General Humphreys, is now the Chief, contented themselves with discussing theories, without compressing them into absolute recommendations, and did not positively indicate any particular mode of improvement at the mouth of the river as, in their opinion, so likely to be successful as to merit preference above all others. They gave the results of consultations of a board of Engineers, composed of Major Chase and Captains Barnard and Beauregard, of the Army, and Captain Latimer of the Navy, but did not specially indorse any one of them. This board, known as the board of 1852, had recommended :

1. That the process of stirring up the bottom by suitable machinery should be tried.

2. If this failed, dredging by buckets should be tried.

3. If both these failed, that jetties should be constructed at the Southwest Pass, to be extended annually into the Gulf as experience should show to be necessary.

4. Should it then be needed, the lateral outlets should be closed.

5. Finally, should all these fail, a ship canal might be resorted to.

Dredging, both by stirring and by buckets, was tried at an early day ; and in 1856 "one insecure jetty of a single row of pile planks about a mile long"—as Humphreys and Abbott tell us—was built by Craig & Rigtor at Southwest Pass, but was not completed, although it had, even in its incomplete state, an appreciable effect on the depth of water near its lower end. But dredging was the main reliance, and for many

years past has been carried on at a heavy annual cost, but without results of value. In the meantime, ocean vessels have been greatly increased in size and draft, so that the navigation at the delta is relatively worse than when the improvement of the river's outlet was first undertaken. Ships of a size to carry cheapest, cannot get in or out, and our enlarged commerce, in its way to and from the sea, finds that its difficulties increase with its growth. This fact has co-operated with east and west railroad development to relatively diminish the river commerce, which is less now, in proportion to the population and business of the region drained by the river, than it was twenty years ago. The attainment of an enlarged outlet to the Gulf has, therefore, an importance not equaled by that of any other measure relating to cheap transportation; and the people of the great Valley have been unanimous in demanding efficient and permanent works, because they know that the river is the natural and only adequate competitor with the east and west railroads, and that its proper improvement is the best statute to regulate them.

But the question, as to which of the various proposed plans for the improvement of the river was the proper one, was difficult of satisfactory solution. Each method had its advocates, until, in the course of time, the ship canal had outstripped all others, and had gained the support of a majority of a Government Board of Engineers in 1873. The press and the people of the Lower Mississippi Valley, especially of the city of New Orleans, indorsed it with almost entire unanimity, and the Senators and Representatives from that section pertinaciously pressed it upon the favor of Congress. The appropriate committees of the two bodies had heard arguments in behalf of its adoption, and the House committee actually had reported a bill unanimously for the construction of the Fort St. Philip canal, when Mr. Eads came forward, single-handed and alone, to fight for his plan of the jetties, and wage war upon the mistaken recommendation of the United States Engineers. He insisted that a ship canal was not the proper remedy; and in February 1874 made a formal proposal to Congress to create, by the use of jetties, a deep and permanent channel; receiving pay only as the work should prove successful. Congress having refused to pass the canal bill, and being not then prepared to adopt the jetty system, he suggested the appointment of a select mixed commission of civil and military engineers, to consider and decide all questions relating to the mouth of the river. The Act of June 23, 1874, provided for the Commission, and upon the adjournment of Congress it was appointed by the President. It soon after went to

Europe to personally inspect the jetty system as applied to many of the great rivers there.

Mr. Eads also went for the same purpose, but not with the Commission. He was accompanied only by Mr. James Andrews, who, having been his contractor on most of his engineering works, had unbounded faith in his scheme. They and the Commission returned to the United States in the month of November. The Commission, in January 1875, reported to Congress, unanimously except one member, in favor of the jetties. Their report, however, recommended their application to the South instead of the Southwest Pass, as Mr. Eads desired. But it decided the vexed question between the ship canal and the jetties, and on March 3, 1875, Congress passed the bill, fully intrusting the improvement to the entire judgment of Mr. Eads; and thus ended the dispute forever in his favor.

By its terms, a depth of twenty feet of water is to be given to the South Pass within two and a half years. He is then to press forward and increase the depth, within a specified time, to thirty feet. Upon the completion of the work, he and his company will receive from the Government the sum of five million two hundred and fifty thousand dollars. The first installment of half a million is to be paid when he has obtained a channel two hundred feet wide and twenty feet deep, and the last when the channel has been made three hundred and fifty feet wide and thirty feet deep. After obtaining a depth of thirty feet, he is to receive one hundred thousand dollars per annum for twenty years for maintaining this depth.

As an illustration of the energy and ability of Mr. Eads, it may be stated that in less than two months after the passage of the Act, the building of the jetties was let to Messrs. James Andrews & Co., and preparations for the work were in active progress. While thus engaged, he was tendered, and accepted, the honor of a complimentary banquet by the leading citizens of St. Louis. It was given at the Southern Hotel, on the 23d of March, and was presided over by the Mayor of the city. From his eloquent response to the principal toast of the evening, the following extract is selected as a fitting close to this sketch:

If the profession of an engineer were not based upon exact science, I might tremble for the result in view of the immensity of the interests which are dependent upon my success. But every atom that moves onward in the river, from the moment it leaves its home amid crystal springs or mountain snows, throughout the 1,500 leagues of its devious pathway, until it is finally lost in the vast waters of the Gulf, is controlled by laws as fixed and certain as those which direct the majestic march of the heavenly spheres. Every phenomenon and apparent eccentricity of the river, its scouring and depositing action, its curving banks, the formation of the bars at its mouth, the effect of the waves and tides of the sea upon its currents and deposits, are controlled by laws as immu-

table as the Creator, and the engineer needs only to be assured that he does not ignore the existence of any of these laws, to feel positively certain of the result he aims at. I therefore undertake the work with a faith based upon the ever-constant ordinances of God Himself; and so certain as He will spare my life and faculties for two years more, I will give to the Mississippi river, through His grace and by the application of His laws, a deep, open, safe and permanent outlet to the sea.

Early in June, the contractors were at the South Pass, and on the 14th the first pile of the work was driven. Houses and wharves were built, and every preparation rapidly made for the energetic prosecution of the enterprise. A number of steam vessels and barges were bought and chartered for service at the works; and so vigorously have the contractors done their part, that the jetties are now nearly completed for a distance of about twelve thousand feet from the land's end. A wide and deep channel has already been cut by the current through the original bar, and the entire success of the undertaking is assured. There is no advance of the bar seaward as the opponents of the jetty system asserted would be the case; but on the contrary, there has been actual deepening of the Gulf bottom in front of the jetties.

In 1845, Mr. Eads married Miss Martha N., daughter of Patrick M. Dillon, of St. Louis, who died in 1852. He was subsequently married to Mrs. Eunice S. Eads, his present wife. He has five daughters, one of whom is married to John A. Ubsdell, of New York; one to Estill McHenry, and one to James F. How, of St. Louis. The two remaining daughters are unmarried, and with their mother, make the home of Mr. Eads a bright spot, never to be forgotten by the thousands of his neighbors, and by many strangers who visit the city and enjoy his cordial welcome.

During the last summer, the *Scientific American*, appreciating the genius, acquirements and character of Mr. Eads, suggested his name as a candidate for the office of President of the United States, and numerous journals throughout the country seconded the nomination. But Mr. Eads had no political aspirations. The great undertakings in which the prime years of his life have been, and are, being spent, had left him no time for political study; and while appreciating the compliment bestowed by those friends who had suggested his name, he felt that his duties called him in a different direction, and he gave the matter no encouragement.

In private life, Mr. Eads is one of the most estimable of men; easily approached, and kind, courteous and affable to all who come in contact with him. His physical constitution, intellectual activities, temperament, habits—all seem to mark him out as a man destined to close his career, as he has long conducted it, in the very midst of labors on works of incalculable value to the country.

HON. CARL SCHURZ.

NO citizen of Missouri, born in a foreign country, has ever attained such a degree of political influence, or occupied so prominent a position before the country, as Hon. CARL SCHURZ. Indeed, but few possessing the advantages of American birth and education have gained a stronger hold upon the admiration and respect of the better class than he. He has not, however, made use of the means employed by demagogues to gain influence and position; he has won both position and reputation by his own talent and merits.

CARL SCHURZ was born in Liblar, near Cologne, Germany, March 2, 1829. His parents, though not wealthy, were in good circumstances, and highly respectable. They placed their son in the gymnasium of Cologne, where he passed through the full course of studies preparatory to entering the university. At the age of seventeen he entered the University of Bonn, where he remained two years, taking a course of history, philosophy and ancient languages. On the outbreak of the revolution of 1848, Schurz, with other students, took an active interest in the prevailing agitation, and having become acquainted with Gottfried Kinkel, then professor of rhetoric at the University, he joined him in the publication of a liberal newspaper, which was conducted wholly by Schurz while Kinkel was absent as a member of the Prussian Legislature. In the spring of 1849, having made an unsuccessful attempt to produce an insurrection at Bonn, both Kinkel and Schurz were obliged to flee, and betook themselves to the States called the Palatinate, where a body of revolutionary troops was already organized. He entered the military service again in a few months as Adjutant to Gustav Nikolaus Tiedemann (son of the great professor of medicine), and participated in the defense of Rastadt. That fortress was obliged to capitulate, and Schurz became a prisoner. His commander, Tiedemann, was condemned to death and shot August 11, 1849, but Schurz succeeded in escaping from the casemates of the fortress to Switzerland, by the following device: He concealed himself for three days and nights, without food, in a sewer, through which he passed to the river Rhine, which he crossed, and

arrived in Switzerland at the beginning of August, where he remained in seclusion at Zurich until the following May. His friend Kinkel, in the meantime had been captured, condemned to twenty years imprisonment, and shut up in the fortress of Spandau. After long correspondence with the wife of Kinkel, Schurz determined to undertake his rescue, and for this purpose made his way secretly back to Germany in May 1850, spending much time in preparation in Cologne and Berlin, and remaining in the latter city three months endeavoring to establish relations with the guards who watched the prisoner. The rescue was accomplished in the night of November 6, 1850, Kinkel's cell being broken open and he brought out upon the roof of the prison, whence he was successfully lowered to the ground. The scheme was a bold one, and it was hinted, without good reason however, that the Government must have winked at it. The fugitives escaped the same night across the frontier into Mecklenburg, and thence made their way to Rostock; and after remaining concealed there for some time, took passage in a small schooner for Leith, where they arrived December first. Schurz then went to Paris, where he remained as a correspondent of German journals until June 1851, when he went to London, and taught music and languages till July 1852. About this time he married the daughter of a rich merchant of Hamburg, Miss Margarete Meyer, and shortly afterward came to America, landing in Philadelphia. He remained in that city two or three years, familiarizing himself with the English language, the laws of the country, its history, etc., and then removed to Watertown, Wisconsin, where he had bought a farm.

In the presidential canvass of 1856, Mr. Schurz became known as an orator in the German language. In 1857, he was nominated by the Republican State Convention as a candidate for the office of Lieutenant-Governor of Wisconsin, but failed of election.

In 1858, on the occasion of the contest between Mr. Douglas and Mr. Lincoln for the United States Senatorship in Illinois, he delivered his first English speech, which was widely republished by the journals in various parts of the country.

In the spring of 1859, he was invited to the celebration of Jefferson's anniversary in Boston, and delivered a speech on Americanism in Faneuil Hall. He was at this time living at Milwaukee, engaged in the practice of law, but during the winter of 1859-'60, frequently lectured before lyceums and literary societies in various parts of the country. Mr. Schurz was a delegate from Wisconsin to the Republican National Convention which met in Chicago in June 1860, and exercised considerable influence,

especially in securing the adoption of that portion of the platform which related to citizens of foreign birth. During the canvass which followed, he was constantly employed in speaking throughout the Northern States, both in the English and German languages, his principal speeches being one on "The Irrepressible Conflict," delivered in St. Louis, and one entitled "The Bill of Indictment Against Douglas," delivered in New York. After the inauguration of President Lincoln, Mr. Schurz was offered the mission to Spain, accepted it, and left the country for Madrid during the summer of 1861.

In December 1861, as he read the news from the United States, the war fever seized him, and he wrote to the President asking to be relieved from diplomatic duties, that he might join the army of the Union. The desire was granted, and a commission of Brigadier-General of volunteers was tendered him. He entered the army in Sigel's corps in time to distinguish himself in the second battle of Bull Run, and fought bravely also at Chancellorsville and Gettysburg, where he won the rank of Major-General. It should also be mentioned that after his return from Spain, he delivered in New York City, March 6, 1862, a speech on the necessity of abolishing slavery in order to restore the national unity, which was regarded by many as the ablest of his public discourses.

During the summer of 1863, General Schurz was ordered to join General Sherman at Chattanooga, and on his arrival there, was placed in command of a division, which position he held to the close of the war.

In the latter part of 1864, he obtained a short leave of absence to make speeches in favor of Mr. Lincoln's re-election. His voice had the same power and attraction as in the campaign of 1860, and it is, perhaps, owing in some measure to his influence, that many of the Germans were induced to leave the independent movement, made at Cleveland against Mr. Lincoln, and support the regular nomination.

After the assassination of Lincoln, President Johnson sent General Schurz through the Southern States on a tour of inspection, to gain information as to the social and political condition of the people. Schurz traveled in all parts of the South, conversed with people of all classes, and made a complete report of what he saw and heard, and suggesting such remedies for existing evils as in his judgment seemed proper. Johnson was not pleased with the report, as it conflicted with the "policy" he had marked out, and he tried to suppress it. The newspapers, however, gave it to the people, and General Schurz was sustained.

In 1866 he removed to Detroit, to take charge of the *Daily Post* newspaper, but remained only a few months. In the spring of 1867 he took up his residence in St. Louis, bought an interest in the *Westliche Post*, and became a principal editor. General Schurz was cordially welcomed to Missouri by the Republican party, and from the beginning of his residence here took an active part in politics.

At the National Republican Convention of 1868, he was a delegate, was chosen as temporary chairman, and had much to do with constructing the platform. He took the stump for the Republican ticket during the summer of 1868, and spoke with his accustomed vigor and eloquence in many of the principal cities of the Union.

In January 1869, the Legislature of Missouri met in joint session to elect a United States Senator. General Schurz was presented to the party caucus as a candidate for the nomination, and although strongly opposed by Charles D. Drake, then holding a seat as Senator, and who came from Washington especially to defeat him, was nominated and afterward elected by the joint session. His German friends throughout the country hailed his election to the Senate with signs of delight, and congratulations from all classes poured in upon him. He did not have the pleasure of Mr. Drake's society, however, as a colleague in the Senate, for that gentleman soon after was appointed Presiding Judge of the Court of Claims of the District of Columbia, and resigned his seat.

General Schurz' career in the United States Senate was a brilliant and successful one. He pursued a moderate course, and disagreed with the party in power on many questions; but his opposition was manly, and his reasons for action were clearly and eloquently set forth to the country. He became an intimate friend of Sumner, and on most of the leading questions agreed with him. While many Republicans regretted that General Schurz opposed the President, they conceded the fact that he was governed by high and disinterested motives, and displayed courage on all occasions. His speeches were prepared with much care, and gave evidence of scholarship and research. Generally, when it was announced that he was to speak, the galleries were crowded, and his fellow-senators paid the most respectful attention to what he had to say. Though claiming still to be a Republican in all essential principles, he did not hesitate to defeat measures introduced into Congress whenever they appeared to him injurious to the public interests.

These motives controlled him in his course in Missouri in 1870, when

he favored the removal of disfranchisement from those who had participated in the rebellion. He must have known that placing political power again in such hands would hurl him from office, which indeed was the result; and yet he did not hesitate to join in the liberal movement to secure enfranchisement for that class. He was bitterly denounced for his course on this occasion, and still later, in 1872, for the support he gave to the National Liberal movement. He was chosen president of the Cincinnati Convention, and afterward made speeches for the ticket there nominated.

During the summer of 1874, General Schurz aided in organizing the People's Reform party in Missouri, for the purpose of defeating the Democracy then in power. He was the author of a large portion of the platform which the Convention adopted, and took the stump for William Gentry, candidate for Governor, traveling over a large portion of the State and making eloquent and fearless speeches. The ticket received a large vote, but the Republicans in some sections of the State were indifferent, and the movement was unsuccessful. General Schurz, at the close of the campaign, resumed his editorial duties. The Legislature elected General Cockrell, an ex-rebel, to fill his place in the United States Senate, and he gracefully retired. After a short lecturing tour in the Northern States, he made a visit with his family to Europe. But the coming winter will undoubtedly find him busy again filling engagements with lecture committees, and performing editorial work, for which he has a decided liking.

He is in the enjoyment of mental and physical vigor, and is destined still to fill an important place in the country's history. Certain it is that no great political movement will be made in the country without his influence either for or against it.





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Ever Your friend,
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HON. JAMES S. ROLLINS, LL. D.

WHITE HALL, MADISON COUNTY, MAY 12, 1876.

L. U. Reavis, Esq., St. Louis, Mo.:

DEAR SIR:—I am glad to hear that you are about to give my friend, the Hon. James S. Rollins, a prominent place in your mention of eminent Missourians. He was my schoolmate and friend in boyhood, and I have watched his whole life with interest. Although he has filled so many posts of trust and honor, he has never been understood by his countrymen as he deserves. Courageous, unselfish, and eminently patriotic, not as pretentious as some, but well balanced in all his moral and intellectual powers, a little bitter towards enemies, but warm and faithful to his friends; few men in America have deserved a higher appreciation by the public, none have been more loved by those who know him as he is. Kentucky claims him with pride as her own, and when he failed to be made Governor of your great State, we all felt that Missouri had done herself more injustice than Rollins himself. We felt, almost more than ever in life, the much remembered saying that “Republics are ungrateful.”

What you shall say in his behalf—is not only just in itself—but I trust, it may place him yet before the people of Missouri, that it may not yet be too late for that State, and the Union itself, to do him a crowning appreciation, before his sun has set.

Yours truly,

C. M. CLAY.

OF all the distinguished men who have shed lustre upon the State of Missouri, whether born within her boundaries or on other soil, none has a better record, a brighter fame, or a stronger hold upon the affections of the people than JAMES S. ROLLINS. His life has been one of unselfish devotion to the best interests of his fellow-men, and his chief aim has been to advance the greatness and prosperity of his adopted State. Most men of distinction attain their high position by pursuing one object, or in advocating some special theory; but he has been equally devoted through his life to all measures that seemed for the public good, and the elevation of man. Thus in the earlier part of his political career we find Mr. Rollins favoring, and earnestly advocating, those measures for internal improvement which were presented by the Whig party. The colonization and emancipation views of Henry Clay also enlisted his sympathies, and later in life, when the salvation and integrity of his country demanded the emancipation of all the slaves and their subsequent advancement to citizenship, he did not hesitate to give his aid to the movement by voice and pen, though incurring the displeasure of old associates, and at the sacrifice of his own personal interests.

His interest in the cause of education had led to the establishment of the State University, the Agricultural College and Mining School, and to the perfection of the grand system of education which is to-day the pride and boast of Missouri. The record of such a life is well worth preserving, and in it the coming generation may find much for instruction and improvement.

JAMES SYDNEY ROLLINS was born at Richmond, Madison county, Kentucky, on April 19, 1812. His paternal ancestors were of Irish origin, his grandfather having been born in the County of Tyrone, Ireland. His father, Dr. Anthony Wayne Rollins, was a distinguished physician in Kentucky, and his mother, whose maiden name was Rodes, came from good Albemarle county, Virginia, stock. There were seven children in his father's family, two of whom only are living—Mr. Rollins and his youngest sister, the wife of Hon. Curtis F. Burnam, at present Assistant-Secretary of the Treasury of the United States.

Young Rollins commenced an academic course at Richmond Academy, and continued until fifteen years of age, when he went to Washington College, Pennsylvania, and commenced a regular classical course, entering the Sophomore class. At the close of the Junior year, the distinguished president, Reverend Dr. Wylie, was called to take charge of the State University of Indiana, at Bloomington, and several of his more advanced students, who were devotedly attached to him, resolved to go with him to the new institution. Among them was Mr. Rollins, who entered the Senior class, and graduated in September 1830, at the age of eighteen years. After graduating he came to Missouri, where his parents had previously emigrated, and took up his residence in the county of Boone, which has ever since been his home. His father had purchased a fine farm and was cultivating it when his son came home from college, and he was engaged to assist in its management for one year. The monotony of farm life did not harmonize with his ambition and plans for the future; and he sought the law as a profession better suited to his tastes.

Entering the law office of Hon. Abiel Leonard, afterward one of the Supreme Judges of the State, he spent two years in study; but desiring to obtain a thorough knowledge of the law, he went to Kentucky, and studied two years at the Transylvania Law School, at Lexington, graduating in the spring of 1834. He returned to Missouri, and commenced the practice of his profession at Columbia, in Boone county; but owing to bad health, could not devote his entire time to its severe and exacting duties. He purchased a farm in the suburbs of Columbia, and gave a portion of his time to its improvement and cultivation.

At the breaking out of the Black-Hawk war, Mr. Rollins volunteered as a soldier, and served six months, being assigned to duty as an Aid-de-camp on the staff of Major-General Richard Gentry. General Gentry, it may be mentioned here, fell at the battle of Ocheechee, Florida, on the 25th day of December 1837, in defense of his country, and for whom the county of Gentry was afterward named. The command to which Mr. Rollins was attached was sent to the Des Moines river to guard the northeastern frontier of the State. There was but little opportunity given the Missouri troops to distinguish themselves, yet they faithfully performed their duty until the Indian troubles were ended.

On returning home, Mr. Rollins engaged actively in his profession, and not long afterward was married to a charming and accomplished lady, Miss Mary E. Hickman, a native of Howard county, Missouri. The marriage occurred on the 6th of June 1837, and of this happy union have been born eleven children, eight of whom are now living, the eldest being Captain James H. Rollins, of the Ordnance Corps, United States Army.

In politics, Mr. Rollins was originally an earnest and ardent Whig, devoted to the principles and policies as presented by Henry Clay and Daniel Webster. He entered public life at the age of twenty-six, by accepting a nomination from the Whigs of Boone county as a candidate for Representative in the General Assembly, and was elected by a large majority.

On taking his seat in the Legislature, although perhaps the youngest member, he took a prominent part in the debates of the session, and was regarded with respect by all his associates. Among his fellow-members were Hon. Henry S. Geyer, Hon. Wilson Primm, Hon. John S. Phelps, and others who have since become distinguished in the councils of the State and Nation. He particularly distinguished himself during the session of 1838-9 as the friend of popular education. The first bill he ever wrote was one providing for the location and establishment of the University of Missouri; and the first speech he ever made in a legislative body was in support of this bill. The bill was passed, and the University was established, to his great delight and to the satisfaction of his constituents, in the county of Boone, represented by him.

If we stop to consider the circumstances that surrounded young Rollins at the age of twenty-five, and when the State had only a population of 383,702 at the time he led in the cause of education west of the Mississippi river, we are compelled to regard his beneficent views and

labors far in advance of his fellows. Education had not yet found universal support in New England. Horace Mann had just organized a comprehensive system of culture in Massachusetts, and the elementary spelling book had just begun to find its way over the land. Yet, far away from the New England shore, on the soil of Missouri, we find a young legislator actuated by motives and impulses unusual to the people of his State.

This young statesman of Missouri, although born in a slave State, where education was confined to the rich and the aristocratic, had been, by a purpose of Providence, educated in free States where the seeds of the future culture of the nation were being sown, and which have since germinated and taken root and bloomed all over the prairies of the West. Comprehending the spirit of education and its future growth in the new land of liberty, young Rollins, true to that spirit of progress destined to secure the intellectual redemption of the Republic, gave the full measure of his talent and official position to redeem and regenerate the commonwealth of Missouri, devoting his talents and efforts to organize a system of education and engraft it upon the commonwealth, and make it an organic element in the government of the State. The man who led in this cause forty years ago west of the Mississippi, was far in advance of his times, and must be written as a benefactor, whose soul has gone out over the State for the benefit of her children, and whose labors are impressed upon her statutes for the benefit of all.

It is a matter of no ordinary concern, to him who wishes well to his people, that he be written in the history of his State as the founder of her educational system. But long years after the close of the century just gone by, when other millions, actuated by higher aspirations, inhabit this State, it will be written that James S. Rollins founded the system of education in Missouri.

His first presidential vote was cast in 1836 for General William Henry Harrison. At the next election, in 1840, Mr. Rollins was nominated for the Legislature again by the Whigs, and elected by an increased majority. In the session of the Legislature of 1840-41 he had as associates a new class of men, then rising to distinction in the State, among whom were General Alexander W. Doniphan, David R. Atchison, Thos. L. Anderson, L. V. Bogy, John G. Miller, Samuel B. Churchill and Beverly Allen. This Legislature was regarded as composed of the most prominent and ablest men that ever assembled in the State.

At this session of the Legislature, Mr. Rollins again demonstrated his foresight and public spirit, by his bold and fearless advocacy of the

development of the State, by urging legislation in favor of a general system of internal improvements. Inspired by the great doctrines of the Whig party, as expounded by Henry Clay and Daniel Webster, he did not hesitate to give his vote in favor of making public improvements at the public expense. And yet his whole labors in the interest of internal improvements were not induced by the evidence of any benefits which experience had demonstrated, for no State had yet sufficiently advanced in public improvements to prove their supreme importance. Mr. Rollins based his conviction on something more profound than experience, more convincing than example. He realized that every step in legislation that tended to provide cheap and ready transportation for the products of the people of the State and of the Nation as well, and thus facilitate their ready sale and return of profits, together with the cheap and rapid inter-communion of the people of one part of the country with those of another, would contribute largely to the intelligence, wealth and power of the State. These results he foresaw, with a higher and broader perception than experience could afford, and that, too, long before a single rail had been laid in the State, and when Missouri was scarcely surpassed in illiteracy by any other State in the Union. If we turn back nearly forty years ago, we find Mr. Rollins while just maturing to manhood, standing up in the Missouri Legislature, and pleading for education and for internal improvements at a time when the State had scarcely advanced beyond the traditionary period of its history.

At the close of the session of 1841, Mr. Rollins returned to the practice of his profession. In 1844 he was appointed a delegate to the Baltimore Convention that nominated Henry Clay for the Presidency. During the following campaign he canvassed the State for the Whig ticket, and performed effective service. In 1846 he was nominated by the Whigs for the State Senate, to represent Boone and Audrain counties, and was elected by a handsome majority. During this session of the Legislature, Mr. Rollins continued his labors in the cause of education, and aided in founding the benevolent policies of the State. He was also the principal advocate of the bill to establish the first insane asylum, which was located at Fulton.

By this time Mr. Rollins had become known to all the people of the State, and was regarded by his party as a trusted leader; and when the convention met at Boonville, in 1848, he received the nomination for Governor. His Democratic opponent was Hon. Austin A. King, of Ray county. The candidates agreed to joint canvass, and commenced a vigorous campaign. It was also the year for the election of President,

and Mr. Rollins advocated the election of General Z. Taylor, while Mr. King urged the claims of Mr. Cass. Large crowds of people attended the political meetings during the campaign, and excitement ran high. Mr. Rollins devoted his attention to educational questions and internal improvement, and, in his efforts in behalf of these interests, without a doubt did more to lay the foundation for the growth and enlightenment of the State than any other man. It is a matter of much regret that his views were not earlier adopted and more thoroughly engrafted upon the public mind. The State of Missouri was Democratic, and Mr. King was elected Governor, but by a greatly reduced majority.

At the session of the General Assembly 1848-49, Mr. Rollins was voted for by the Whigs as their candidate for the United States Senate, but the Democrats having a large majority, the Hon. David R. Atchison was elected.

In 1850, Mr. Rollins was appointed by President Fillmore to visit West Point as one of the Board of Examiners, which position he accepted; and in 1852 he was nominated as an elector on the Scott ticket, and made an active canvass of the State.

In 1854 he was again nominated by the Whigs of his county for the Legislature, with Hon. Odon Guitar, a young and promising lawyer of Central Missouri, as his colleague. Their opponents were Hon. P. H. McBride, formerly Supreme Judge of Missouri, and Col. A. O. Forshey. The chief question of the canvass was the extension of slavery. The Democratic candidates contending for its establishment in the Territories, and Mr. Rollins and General Guitar taking the ground that Congress had the right, and ought to prohibit its extension. The Whig ticket was successful, and the election of Rollins and Guitar was considered a great triumph in a part of the State where slavery had such a strong hold. The session of 1854-5 is memorable in the history of Missouri, on account of the excitement caused by slavery agitation, and the troubles in Kansas. At the session of this Legislature an exciting senatorial contest took place. Mr. Benton, Mr. Atchison, and Mr. Doniphan, being the chief candidates. Mr. Rollins earnestly advocated the election of his friend General Doniphan to the Senate and it was in the discussion growing out of this contest, that the celebrated debate between Mr. Rollins and Mr. Goode, a prominent and able member from St. Louis, arose, which attracted great attention and gave the former, justly, the reputation of being one of the most polished and forcible speakers in the State. It was during this session of the Legislature that the agitation of the slavery

question foretold the coming storm that swept over Kansas, and inaugurated the "Irrepressible Conflict," and this frontier struggle to force slavery on Kansas, was the precursor of the great struggle to destroy the American Union. There were many able men in this Legislature, among whom were, F. P. Blair, Brown, Stewart, Doniphan, Newland, Goode and others. Hon. Trusten Polk having been elected Governor in 1856, and immediately upon his inauguration, having been elected to the United States Senate, a vacancy occurred in the gubernatorial office, which required a new election. Mr. Rollins was again nominated by his political friends to represent them in the canvass, as candidate for Governor. Hon. Robert M. Stewart, of Buchanan county, was nominated as the candidate of the Democracy. These two gentlemen made a joint canvass of the State in 1857, which was exciting to the highest degree; and at its close, Mr. Stewart was found to be elected, after great delay in getting the returns from various counties, by a majority of two hundred and thirty votes. It was claimed by the friends of Mr. Rollins that he was fairly elected Governor, and should have been sworn into office, but the returns were so manipulated that Mr. Stewart was counted in. It was the first time in the history of the State that the large Democratic majority had been overcome, and the triumph of Mr. Rollins was as great as though he had gained the office.

In 1860, he was nominated by a convention of his political friends to represent the Ninth district of the State in Congress. This district was composed of eleven counties lying in the forks of the Mississippi and Missouri rivers. It was the year of the Presidential campaign, and Mr. Rollins supported Bell and Everett. His opponent, the Hon. John B. Henderson, supported Douglas and Johnson. It was suspected then, however, and has leaked out since, that both of these gentlemen had no special objection to the election of Mr. Lincoln. The canvass was conducted with vigor and ability, the candidates being champions and desirous of success. Probably it was one of the most interesting Congressional campaigns that ever occurred in the Mississippi Valley. Both the gentlemen were able and eloquent speakers, and canvassed the entire district together, addressing immense crowds of people and discussing thoroughly every political point at issue. The debates took a wide range, and as the candidates had been known to entertain liberal views on the question of emancipation, they were obliged to perform some very skillful trimming in order not to commit themselves before the people. Their conduct was no doubt excusable, as the district was strongly pro-slavery, and the most important thing for each gentleman was to get

elected, if possible. After a heated campaign, Mr. Rollins was elected by a majority of 250 or 300 votes. The slavery question which Mr. Rollins had so often discussed was now about to culminate in rebellion.

He took his seat at the called session of the Thirty-seventh Congress in July 1861, and announced himself promptly and firmly on the side of the Government and the Union, regarding the rebellion as both causeless and infamous, and secession as wrong in theory and practice, finding no warrant of justification in the Federal Constitution. During his service in the Thirty-seventh Congress, he sustained the Government in its efforts to put down the rebellion, by voting for every war measure. He deprecated the war "forced upon the country by the disunionists of the South," and he did all in his power to avert the storm and prevent a collision between the two sections of the country. But the war having commenced, he knew of no other means of meeting the issue than by overthrowing the rebellion by force of arms.

He was also the warm and able advocate of the bill approved July 2, 1862, known as the Agricultural College Bill, and by which appropriations of the public lands were made for the endowment of agricultural and mechanical colleges in the different States; and he has ever since earnestly advocated the policy of devoting every acre of the public land remaining unsold to the education of the children, male and female, of the different States, reserving the rights of the homestead and the pre-emption. On February 5, 1862, Mr. Rollins introduced into the House of Representatives, "*A Bill to aid in constructing a railroad and telegraph line from the Missouri river to the Pacific ocean, and to secure to the Government the use of the same for postal, military and other purposes.*" This bill was referred to the Special Committee on the Pacific Railroad, and, with very few amendments made to it, was reported back with a recommendation that it should pass, and finally became a law in July 1862. It was under this law that the Union Pacific, Kansas Pacific and Central Pacific Railroad of California were all constructed, there being some amendments made to it from time to time as the work progressed, but it remained substantially the same bill as it was when offered by Mr. Rollins.

In the midst of the war, the people of Mr. Rollins' District again called upon him to be a candidate for re-election to the Thirty-eighth Congress, to which he assented. The Hon. Arnold Krekel, now United States District Judge for the Western District of Missouri, was his competitor. Judge Krekel was in the military service of the Government, and was a firm and decided patriot. Mr. Rollins was

elected by a majority of five or six thousand votes, and took his seat in the Thirty-eighth Congress, continuing his earnest support of the Government. He was gratified to meet at Washington City, in 1862-63, the Hon. John B. Henderson, his old competitor for Congress, who had been first appointed by Governor Hall, and afterward regularly elected to the Senate of the United States from Missouri. These two gentlemen, one in the House the other in the Senate, who had formerly been political opponents, now cordially co-operated in the maintenance and support of the Union by the destruction of the rebellion. Mr. Henderson was the author of the Thirteenth amendment to the Constitution, abolishing slavery in the United States, an act which will make his name historic. Mr. Rollins, in the House of Representatives, delivered what President Lincoln pronounced one of the ablest speeches of the time in favor of the amendment, and the general question of emancipation.

Under an existing rule of the House of Representatives, no member was allowed to speak longer than one hour, without first obtaining the unanimous consent of the House. This rule is rigidly enforced; but on this most thrilling and interesting occasion, involving as it did the abolition of slavery in the United States, when Mr. Rollins had spoken an hour, a motion was made by Mr. Ashley of Ohio, asking the unanimous consent of the House, that he might proceed with his remarks, and which was promptly given. Another hour being consumed, the same motion was again repeated, that Mr. Rollins be allowed to proceed with his remarks, and the unusual courtesy was again extended to him, and he was permitted to go on. The following is the peroration of this eloquent and powerful speech in favor of the Thirteenth Amendment to the Constitution of the United States:

MR. SPEAKER: I have but one other thought to express, and I pledge the House, that I will then conclude these remarks, not, however, without thanking all the members, for the great and unusual courtesy which has been extended to me, as well as for the attentive hearing which I have received alike from the House, and from these crowded galleries. Mr. Speaker, if we can get through this wicked rebellion satisfactorily; if we can go safely between Charybdis on the one side, and Scylla on the other, of the dangerous passage through which we are now steering; if we can survive the storm and the strife which imperils our country, and march safely through the dark and dreary wilderness of civil war; and if we can come out of it, with the American Union as formed by Washington and his compatriots unbroken, and our free and matchless Constitution maintained substantially in all his parts; if we can come out of it, and still preserve our American nationality, and with the further boast that though we have passed through these great trials and dangers, we have not only saved the Union and the Constitution, but we have caused the bright sun of freedom to shine on an additional four millions of human beings; and if the old ship can once more be righted, and set sail on calmer seas, smooth and tranquil, where is the man, who feels a just pride of country, and who can not realize the great influence which the American

Republic, with freer institutions, and a broader Christian civilization, shall exert on down-trodden humanity, in every land, and beyond every sea? Aye sir, let *ours* be the chosen land, let *ours* be the land where the weary wanderer shall direct his footsteps, and where he can enjoy the blessings of peace and freedom. Let ours be the "bright particular star," next to the star that led the shepherds to Bethlehem, which shall guide the down-trodden and oppressed of *all the world*, into a harbor of peace, security and happiness. And let us, kneeling around the altar, all thank God that whilst we had our trials, we have saved our country; that although we have been guilty of sins, we have wiped them out; and that we at last stand up, a great and powerful people, honored by all the earth, "redeemed, regenerated and disenthralled by the genius of Universal Emancipation.

Mr. Rollins was always admired by President Lincoln and the great men of his party, and was regarded as a true man and co-laborer in all the great issues of vital concern to the union of the States and the promotion of the national welfare. In 1864 Mr. Rollins declined a re-election to the Thirty-Ninth Congress, and, the war closing in the spring of 1865, he returned to his home near Columbia, and devoted himself to business and private affairs, which had been greatly disarranged during the long and bloody civil war. In 1866 he was again called upon by the people of Boone county to represent them in the Lower House of the General Assembly of the State, to which he assented, and received nearly the entire vote which was cast at the election. During this session and the subsequent adjourned session of the Legislature, Mr. Rollins devoted himself mainly to revising the laws of the State, so as to re-adjust them in harmony with the new Constitution which had been adopted in 1865, and in adapting our whole system of laws to the new order of things growing out of the war, and abolishment of African slavery. He also co-operated earnestly with the friends of education, in perfecting the common school system of the State, and in placing the State University on a firm and solid foundation, which had been broken up during the war and its buildings occupied as a military post and barracks.

He was the author and eloquent advocate of a bill which after great opposition, became a law, establishing a Normal Department in connection with the University, and also appropriated ten thousand dollars for the rebuilding of the president's house, which had been destroyed by fire, and appropriating also one and three-fourths per cent. of the State revenue annually, after deducting therefrom twenty-five per cent. for common school purposes, to the support and maintenance of the State University. From this source the institution received annually between \$16,000 and \$17,000, which placed it upon a firm and solid foundation.

During the same session of the General Assembly Mr. Rollins introduced a bill establishing the Agricultural and Mechanical College as a

department of the University, and turning over to the curators the 330,000 acres of land granted to the State of Missouri by the General Government for the purpose of endowing the same. A long and bitter contest ensued in regard to this important measure, some advocating the policy of establishing a separate institution by the State, others being in favor of dispersing the fund and dividing it among the common schools of the State; and Mr. Rollins advocated the policy of concentration by connecting the Agricultural College with the University. This contest continued through the entire sessions of the Legislature, and excited great interest. The bill was finally defeated at the adjourned session of the Twenty-Fifth General Assembly, in consequence of a failure to receive a constitutional majority, which required a majority of the votes of all elected, and not simply a majority of all those voting. The failure of the passage of this bill was a sore defeat to Mr. Rollins, after his long and severe labors, running through two entire sessions of the Legislature in its behalf.

Having introduced the bill into Congress, under which the road was built, in 1867 President Johnson appointed and commissioned Mr. Rollins one of the Government Directors of the Union Pacific railroad, which position he accepted, but resigned it in the fall of 1868, having been elected to the State Senate from his Senatorial district.

In 1868, in consequence of the disfranchisement of Mr. David H. Hickman, who had been nominated for the State Senate in the district composed of the counties of Audrain, Boone and Callaway, the name of Mr. Rollins, contrary to his wishes and only a few days before the election, was substituted for that of Mr. Hickman. He was elected by a decided majority, although eight-tenths of the voters of the district had been disfranchised by striking their names from the registration list of voters: the same person being the Superintendent of Registration and also his competitor for the Senate, and the Superintendent of Registration possessing the power at that time under the law, with the county registrars, of disfranchising the people. In spite of all this, Mr. Rollins' seat was contested by his competitor; but after a long and bitter contest, and a thorough investigation by a Senate a majority of whom were politically opposed to Mr. Rollins, he was declared unanimously elected to the seat.

Upon the convening of the General Assembly at the city of Jefferson, Mr. Rollins again introduced his bill in the Senate locating the Agricultural and Mechanical College, endowed by the General Government with 330,000 acres of public land, as a department of the University. There

was again violent opposition to this bill, but after a long and heated contest, in which the measure was ably discussed, it passed the Senate by a majority of two votes, and subsequently, at the next adjourned session of the General Assembly, it passed the House of Representatives, and thus became the law of the land; not, however, without being so amended as to give one-fourth of the proceeds of the sale of the lands toward the support of the School of Mines and Metallurgy, located at the town of Rolla, in Phelps county, and which is also made by law a department of the State University.

Mr. Rollins also, while a member of the Senate, introduced a bill, which finally became a law, adjusting an old account existing between the State and University, and under which the sum of \$166,000 was added to the permanent fund of the institution, and \$35,000 was given to the School of Mines and Metallurgy, to be expended in the erection of the necessary buildings at Rolla.

Having thus, by his great energy and labor, obtained a large endowment for the State University, and desiring to bring the means of education within the reach of all the youth of the State, both male and female, Mr. Rollins introduced into the Senate a bill cutting down the tuition fees, making the institution substantially free to the sons and daughters of Missouri. This bill also passed both Houses of the General Assembly, and is now the law of the land.

It is said that Mr. Rollins, aside from being one of the largest subscribers in order to obtain the location of the State University at Columbia in the county of Boone, the place of his residence, has also been the author and chief advocate of every bill ever introduced into the General Assembly of an important character, either adding to or providing for the maintenance and advancement of the University, from the passage of the law providing for its location, in February 1839, down to the present time. Besides these great and important services in the cause of education, Mr. Rollins, for the past six years, has been president of the Board of Curators, and has given a large portion of his time in advancing still further the best interests of the institution; and in all his labors for these ten years past he has had the aid and earnest co-operation of Dr. Daniel Read, the present able and distinguished president of the University, during whose administration the institution has reached its highest prosperity, both in the multiplication of its departments and the increase of its endowments, the addition to its able corps of professors and teachers and the number of its students—numbering now about five hundred, and representing eighty-odd counties of the State, the addition to its libraries,

and its other facilities for instruction. Mr. Rollins has often been heard to say, in expressing his gratitude to Dr. Read, that without his aid he could never have accomplished half so much for the University through the action of the General Assembly of the State. Although during these years of great struggle and labor in order to give to Missouri a literary, scientific and practical institution of learning, in all respects worthy of her present position and great future as the Empire State of the Mississippi Valley, Mr. Rollins has met with opposition, and even abuse, from a few narrow and ignoble minds, his services, however, in behalf of education have been to some extent appreciated, and in the future, when the whole people of the State will enjoy and reap the full benefit of his wisdom, his labors, and his sacrifices, these things will be far more prized and appreciated than they are at the present time. But they have not been wholly overlooked. At a regular meeting of the Board of Curators of the State University, held in the University edifice May 1872, after having received publicly the thanks of the professors and president of the institution, and a series of complimentary resolutions adopted by the students, Professor Wyman of St. Louis, an old and distinguished educator of the State, and member of the Board of Curators, offered the following resolutions, which, after being eloquently advocated by himself, Dr. Vincil and Hon. Wm. F. Switzler, were unanimously adopted:

WHEREAS, The long continued services of the Hon. James S. Rollins, commencing thirty-four years ago in the introduction of a bill by him in the House of Representatives of the General Assembly of this State, providing for the location of the State University, and the various measures since that time of which he has been the author and earnest and able advocate, terminating with the act passed at the last session of the Legislature making provision for the payment of the debts of the institution, enlarging its library, completing the Scientific building and adding to its permanent endowment, deserve a proper recognition and acknowledgment by this Board; be it therefore,

Resolved, That this Board are deeply impressed with the value of the important services rendered by Hon. J. S. Rollins, and other friends of education, in placing the University of Missouri upon a solid and permanent foundation, where the youth of the State may enjoy equal advantages for higher education with the youths of other States of the Union.

2d. That he has won the honorable title, of "*Pater Universitatis Missouriensis*;" and that the thanks of this Board are hereby tendered to him for his great efforts to promote the prosperity, usefulness and success of this institution.

3d. That the secretary of this Board cause to be prepared in some suitable form a copy of the foregoing resolutions, signed by the vice-president and secretary, and with the seal of the University attached, and presented to the Hon. James S. Rollins in the name of this Board.

A year afterward, in June 1873, many of the citizens of Columbia and Boone county, having had painted a full length portrait of Mr. Rollins, by George C. Bingham, Esq., his life-long friend, and Missouri's great

artist, in recognition of his great services in building up the University caused the same to be formally presented to the Board of Curators. The ceremony was a very interesting one, fine addresses having been made by Mr. H. J. Conant, the distinguished artist of St. Louis, and also by the Hon. William F. Switzler, with a handsome response from Mr. Rollins himself. This splendid portrait, which is a faithful likeness, is placed permanently in the fine library hall.

But Mr. Rollins, whilst a member of the State Senate, did not confine himself to the advocacy and passage of those laws bearing upon the interests of his immediate constituents alone. As chairman of the Committee on Education, he reported, and advocated zealously, bills providing for the establishment and support of two Normal Schools. This bill became a law, and the schools were subsequently located at Warrensburg, in Johnson county, and Kirksville, in Adair county. He also advocated a bill making a permanent appropriation annually for the support of Lincoln Institute, a higher educational institution for the benefit of the colored youth of the State. Mr. Rollins was also largely instrumental, by his zeal and energy, in the passage of the bill providing for the establishment of another Asylum for the Insane of the State at St. Joseph, Buchanan county, and which is now in successful operation.

In 1872 he permitted his name to go before the Democratic State Convention, which assembled in Jefferson City, in August of that year, as a candidate for the nomination for Governor. It was generally admitted he would make an acceptable candidate before the people, and that, all things considered, he was fairly entitled to the nomination. But there were elements in the convention that felt but little sympathy with his views and opinions; in fact, with a few of the more extreme men composing it, there was a positive prejudice against him. Mr. Rollins is no mean partisan. Cultivated and intelligent, he rises to the dignity of true statesmanship; no narrow, or prejudicial or sectional opinions ever controlled his conduct as a public man. He believes in our American nationality, and in his policies for the development of the physical, moral and intellectual improvement of the country, he embraces the whole of it, and all its parts. In private life Mr. Rollins is charitable, benevolent and sociable; leading in all plans that are suggested to improve, and elevate and make respectable and prosperous the county in which he resides, and to whom the people are greatly indebted for its good name throughout the State; and if Mr. Rollins has not attained the highest positions of official honor in the State, the universal sentiment is: it is not because he has not deserved them.

SAMUEL B. CHURCHILL.

UNLIKE many other prominent men, whose lives appear in this work, COLONEL SAMUEL B. CHURCHILL, whose name heads this sketch, does not depend upon St. Louis or the State of Missouri for his fame or for popularity, but can point with pride to other States in our Union, where his life-work has made his name a part and parcel of the history of the day in which he lives. Although we justly claim him for St. Louis, on account of the invaluable services he has rendered to the city and State, in the legislative halls of our municipality, as well as in our State Government, yet in so doing, we do not lose sight of the fact, that the great commonwealth of Kentucky, that "dark and bloody ground" of the late war, has many claims upon the man who has, during his long and eventful life, shed lustre upon our city and State, and whose name is inseparably connected with some of the most momentous periods of their history. While we acknowledge the just claims of our sister State of Kentucky, we still feel we have a right to him as a citizen who has passed the major portion of his life in our midst.

Samuel Bullitt Churchill was born in Louisville, Kentucky, December 6, 1812, and is a lineal descendant of one of the most prominent families of American history. His great great grandfather, William Churchill emigrated from Northampton, England, to America in the year 1669, and settling in Middlesex county, Virginia, became one of the most extensive planters of that State. His residence was known as "Busby Park," a beautiful site on the banks of the Rappahannock, near the Chesapeake Bay, where he lavished his hospitality with a princely hand, and where the gentry of the surrounding country was entertained in a regal manner. He married the widow of Ralph Wormley, whose maiden name was Elizabeth Armistead, a sister of Judith Armistead, who married a Mr. Robert Carter, known in Virginia as "King" Carter, and one of the most popular men of his time. General Robert E. Lee, and our fellow-citizen, Major Henry S. Turner, are descendants of Judith Armistead.

William Churchill left one son, Armistead Churchill, who married Lucy Harrison, of Berkley on the James River, who was an aunt of

General William Henry Harrison, afterward President. Armistead Churchill left several sons, one named after himself, who was the grandfather of Samuel B. Churchill, the subject of this sketch. This Armistead Churchill, grandfather of Samuel B., married Elizabeth Blackwell, and emigrated from Virginia to Kentucky, in the year 1784, and settled near the present site of the city of Louisville. He was accompanied by his family, among which were several sons, one of whom, Samuel Churchill, was father of Samuel B., our present subject. It may be mentioned that the Churchill family always have had a plentiful supply of this world's goods; the children of each generation received the most liberal education that the educational institutions of the country afforded, and in addition to these scholastic opportunities, they received the most protecting care and attention around the family hearthstone. All that the tender solicitude of fond and loving parents could do for them, was done, and no instance in the family history can be found, in which they have proved otherwise than worthy of the name they bore.

Samuel Churchill, father of Samuel B., married Abby Oldham, only daughter of Colonel William Oldham, who fought through the Revolutionary war, and commanded one thousand Kentucky troops in the engagement wherein St. Claire was defeated, known as St. Claire's defeat, in the year 1791, and who fell in that memorable battle, gallantly leading on his command. The late Colonel William Christy, an old and respected citizen of St. Louis, was Adjutant to Colonel Oldham in this engagement, and was by his side when he fell, mortally wounded, and sustained him in his arms until the soul of the warrior went out, amid the din and carnage of battle, upon the great azure sea of eternity.

The father of our present subject was a large and extensive farmer, near Louisville, Kentucky, and devoted himself almost entirely to the paths of agriculture, for which pursuit he had a most admirable taste, taking great delight in everything pertaining to the life of the agriculturist. Yet he was not allowed to follow uninterruptedly the pursuits he so much admired, as his friends and neighbors on several occasions called him from his retirement to represent them in the State Assembly, both in the House and Senate, where he acquitted himself with honor to his constituents.

Young Samuel B. received his collegiate education at St. Joseph's, Beardstown, Kentucky, where he received the degree of B. A. in 1831, and in 1833 that of M. A., and during the same year took out his degree of Bachelor of Laws at the University of Transylvania, passing the necessary examinations for each degree with the highest credit.

In 1835, Mr. Churchill removed to St. Louis and entered upon the practice of law in partnership with Ferdinand Risk, who afterwards removed to Washington City. Soon after locating in St. Louis, namely, in the year 1837, Colonel Churchill entered upon an editorial career, as editor of the *St. Louis Bulletin*, a paper published in the interests of the Whig party. As an editorial writer he proved himself equal to all and any emergency. Strong and forcible in his writings, earnest in advocating the doctrines of the Whigs, he soon became a power in the land, and one whose opinions upon all matters touching party affairs were earnestly sought after as a standard authority.

Upon the approach of the Presidential campaign of 1840, although a warm personal friend of Henry Clay, yet believing firmly from the political indications of the times that Mr. Clay could not be elected to the White House, he advocated the claims of General Harrison, and, singular as it may appear, for a while prior to his nomination his was the only paper in the United States, published in a city of any note, that advocated the Harrisonian cause, and thereby became the organ of the Harrison party.

A short time previous to the Convention at Harrisburgh, the *Boston Atlas*, edited by the distinguished Mr. Haughton, came out strongly in favor of the nomination of Harrison. As is well known, he received the nomination and was triumphantly elected. The canvass may be mentioned as one of the most exciting that ever took place since the foundation of our Government. In order to show the influence exerted by Colonel Churchill upon the nomination and election of President Harrison, we have only to cite one slight, but at the same time significant, remark, made at a private meeting of gentlemen held in Boston after the election. Colonel Enoch C. Marsh, of St. Louis, visited that city soon after the election, and being invited to this meeting, met, among others present, Mr. Haughton, of the *Boston Atlas*. This latter gentleman being asked by some one to state who had contributed most to the election of General Harrison, laughingly replied that he himself was the man. Being pressed farther to state who outside of himself was entitled to that honor, he unhesitatingly replied: "Colonel Samuel B. Churchill, of the *St. Louis Bulletin*." Among the active politicians of the State of Missouri who co-operated with Colonel Churchill in this campaign, was Judge James H. Birch.

In 1840, Colonel Churchill was elected to the Missouri Legislature by the Whig party, to represent the city and county. At the same election were returned to the State Assembly Hon. Louis V. Bogy, our present

Senator, Beverly Allen, Wayman Crow, and many others whose names are intimately connected with the history of the times. In this Legislature he met Sterling Price, A. W. Doniphan, his old classmate James S. Rollins, John S. Phelps, John G. Miller, Judge Woods, Judge Carty Wells, Hans Smith, J. D. Coulter, and many other gentlemen whose names have become distinguished. Although remarkable for the spirit of party excitement which pervaded it, this Legislature was made up of men of marked ability, nearly all of whom left their impress upon their times.

In 1840 the city limits of St. Louis extended west merely to Seventh street, north to Wash street, and south a few blocks below the present Southern Hotel. At this time Colonel Churchill, as chairman of a Select Committee, reported a bill to extend the city limits west to Seventeenth street, south to the Arsenal, and north to the Rock Branch. This was considered such a vast extension, that the people in the proposed extended limits and some in the old, protested against the measure, and sent instructions to the St. Louis members in the General Assembly to vote against it. When Colonel Churchill reported the bill, he said that recognizing the right of instruction, he felt compelled to vote against it, but nevertheless the bill ought to pass; that it was perfect madness to talk about confining a city, destined to become one of the greatest in the world, to about three hundred acres of land; that it was like attempting to keep a young giant forever in swaddling clothes. How true his course of reasoning was, has been illustrated. Since that time the area of the city has been more than doubled, and its population has grown from 16,000 to 500,000.

Before the expiration of his term in the Legislature, Colonel Churchill received the appointment of postmaster at St. Louis, and served as such until a change of Administration took place. He was a warm personal friend of the Postmaster General, Charles A. Wickliffe, and possessed his unlimited confidence, and from him Colonel Churchill received the management of the general post office business in Missouri; and such was the estimation put upon him by the Postmaster General, that the latter very rarely made an appointment in the department of Missouri without first consulting the postmaster at St. Louis. Colonel Churchill proved himself worthy of the trust committed to his charge, and performed all his public duties with honesty and ability, and without the loss of a single dollar of the public moneys. Upon retiring from his high position he was flatteringly complimented for the faithful discharge of his duties by the Auditor of the Post Office Department.

In 1845, and for many years subsequently, Colonel Churchill devoted himself to his private business.

In 1851, when the Know-Nothing party sprang into existence, and seemed to gather to its ranks many of the leading Whigs of the day, he, being unwilling to accept some of its principles, declined to take any part in its organization, and some time afterward identified himself with the Democrats.

In 1857 he was waited upon by a Democratic committee, and tendered the nomination for City Auditor, which he respectfully declined, stating that he would not accept the position for \$10,000 per annum; but upon being informed by one of the committee that no Democrat could be elected to the office, Colonel Churchill remarked that he would take the matter under consideration, which he did, and in a few days accepted the nomination, publishing a letter in the city papers to that effect.

The Whig party being almost broken up, the object of the Democrats in nominating Colonel Churchill was to bring over as many of the Whigs to their party as possible. After a most exciting campaign with Bernard G. Pratt, an Old Line Whig, running for Mayor on the same ticket, the Democrats were defeated, but polled a much larger vote than ever before, and succeeded in defeating the Know-Nothings.

In 1858, when the Democratic convention was called to nominate Congressmen, members of the Legislature and county officers, Colonel Churchill was chosen presiding officer. At this convention J. Richard Barrett was nominated for Congress, and Colonel Churchill, Judge O'Neil, Thomas Johnson and Robert Coleman were nominated for the Senate; Henry S. Turner, James O'Fallon, French Raybourn, Richard Bollen, Judge Blackwood and others receiving the nomination for the House. With three tickets in the field, Democratic, Know-Nothing and Free-Soil, a most exciting contest ensued which resulted in a complete victory for the Democrats. In this contest General Blair, Judge Breckinridge, James S. Green and many other distinguished citizens, took an active part.

Upon taking his seat in the Senate, Colonel Churchill was made chairman of the Committee on the Blind Asylum, and as such secured for that institution an appropriation of \$27,500, which, to say the least, was the largest annual appropriation ever obtained for it. He was also made chairman of the Committee on Internal Improvements, and reported the various railroad bills, of which he was the acknowledged champion in the Senate, and in favor of which he made a telling speech, silencing a most formidable opposition, and carrying his measures

through triumphantly. This speech was published extensively throughout the State, and read by every one, and did much to set on foot the movement in favor of developing our internal resources, which has since given Missouri so much wealth, power and greatness.

In 1860, Claiborn F. Jackson was elected Governor, and Thomas C. Reynolds Lieutenant-Governor, of Missouri. At the following session of the Legislature, an United States Senator was to be elected, to succeed the Hon. James S. Green. Colonel Churchill, who had become a leader of the Democratic party, and who was a warm personal friend of Senator Green, used his utmost exertions to secure the renomination of his friend, and the Democrats in caucus agreed to support him in his endeavors. As the Senate, however, was passing from the Senate Chamber to the Hall of the House of Representatives, Colonel Churchill was informed by General English, that his friends had determined to put him in nomination; Colonel Churchill and General English were personal friends, but the former told the latter that such action would defeat both Green and himself. The balloting began, Colonel Churchill nominating Green, who lacked but a few votes of election. The two houses were in joint session several days, occasionally balloting for Senator, but as several candidates were in the field, no one was elected. In the meantime, Senator Green went to Jefferson City, and sent for Colonel Churchill. They had a full and free conference, and Colonel Churchill then frankly told him that English would be certainly elected, unless there was a change of front. They went carefully through the names of all the members of the Legislature, and Green said he was satisfied the Colonel was right, and that he would retire from the contest. The Colonel then asked him who was his choice in the matter of a successor, and Green honestly stated, that of all men in the State, he, Churchill, was his preference. But Colonel Churchill having no desire for a seat in the United States Senate, and preferring to remain in the position he then held, it was agreed that Waldo P. Johnson should be the coming man.

In the meantime, Johnson's friends were informed of what had taken place, an adjournment was carried by the casting vote of the Lieutenant-Governor, Thomas C. Reynolds, and at the next meeting of the joint session, the name of Green was withdrawn by Colonel Churchill, and Waldo P. Johnson was elected on the first ballot. The defeat of Senator Green was the defeat of one of the ablest men that ever belonged to the State of Missouri, and as he passed through the legislative halls, after the election of Johnson, many members who had voted against him, uttered expressions of regret that so great a man had fallen.

There were many distinguished men in the Senate of 1861, among whom were, General John Wilson, afterward United States Senator; Peyton, one of the most eloquent men of his day; General Parsons, Goodlett, Jones, Joseph, J. O'Neil, Brown, Thompson, Preston Reid and others.

This session of the Legislature experienced more vicissitudes than usually falls to the lot of State Assemblies. The red right arm of war was being bared, and the most gigantic revolution of history was spreading itself over the nation. While the Northern and Southern States were assuming hostile relations to each other, the border States were gradually becoming public ground, upon which both extremes claimed the right to contest the public questions at issue. Various States of the South had seceded from the Union, and were sending ambassadors to the capitals of the border States, to enlist the sympathies and support of their Legislatures. Mr. Russell was sent from Mississippi to the capital of Missouri to present the grievances of the South, and to ask the co-operation of the great Commonwealth. The Legislature received him in joint session in the Hall of Representatives, and Colonel Churchill, having been appointed chairman of the Senate Committee for that purpose, introduced the distinguished Mississippian to the Legislature; and his reception by the Lieutenant-Governor, Hon. Thomas C. Reynolds, was eloquent and impressive, and the ambassador's address dignified and able.

Colonel Churchill, in reality, was never in favor of the disruption of the Union; and now that the question has been definitely settled by an appeal to arms, sincerely hopes that the Union is one and inseparable; he believes that in national unity will be found the greatest prosperity and happiness to the people of all the States.

In 1860 Colonel Churchill was a delegate to the Charleston convention, the most memorable convention ever held on American soil. To the same ever-to-be-remembered meeting were sent, Gov. King, Hon. John B. Henderson, General J. B. Clark, Colonel Nat. Claiborne, Judge John M. Krum, and many other distinguished citizens of Missouri. Colonel Churchill, throughout that memorable contest, voted for James Guthrie, of Kentucky. The Missouri delegation was divided, one-half for Mr. Guthrie and one-half for Mr. Douglas. Mr. Guthrie had formerly been Secretary of the Treasury, under Pierce, and was one of the most conservative men in the United States. Unfortunately for the Democratic party, the convention could not agree upon a candidate. Part of the members retired to Baltimore, and the presidential campaign resulted in the election of the Republican candidate, Mr. Lincoln.

Among the many acts of Colonel Churchill during his legislative career, was that of introducing, during the session of 1858, a series of resolutions defending the principles of democratic government, which were adopted by both branches of the Legislature, and known for many years succeeding as "The Churchill Platform."

But a dark and ominous cloud, pregnant with war, bloodshed, misery and desolation to the people of the American continent, had been silently and stealthily gathering upon the Nation's horizon. Pyramid after pyramid, and layer after layer of this huge monster were already visible, people began to stand back in horror and question each other about coming events. The great civil war broke out in 1861. As in all stupendous revolutions of history, the people became wildly excited and seemed to lose their better reason. Party spirit and personal prejudice in many respects became intolerant, and many men who differed with the dominant party on either side were summarily dealt with. Colonel Churchill, although not in favor of secession, was, as a Democrat, opposed to many measures of President Lincoln's administration. His well-known Democratic proclivities placed him under a ban, and caused him many difficulties.

In 1861, he was arrested and imprisoned. He experienced the same harsh treatment in 1863, when he was ordered into exile in the South; but through the exertions of friends, who well knew the worth and honesty of his character, the order of banishment was changed, and the Government permitted him to retire to Kentucky, his native State. This State he now considers his home, although he passed much of his time, and has large interests, in St. Louis.

In May 1861, the Legislature was called together, the war being imminent, to adopt such measures as were consonant with the public welfare. Camp Jackson had been taken by General Lyon, and Missouri was in the utmost state of excitement. General Sterling Price had been appointed by Governor Jackson commander of the State forces, and armed bodies of men had been pouring into Jefferson City from all portions of the State. At this juncture, General Price remarked to Colonel Churchill that he could have sixty thousand men under arms in ninety days, all of which was undoubtedly true. Just about this time, General Price was invited to come to St. Louis to hold a conference with General William S. Harney, then in command of this Department. Colonel Churchill accompanied General Price from Jefferson. The two generals, both noble and gallant men as ever won spurs, held a conference, and all things were amicably settled. Colonel Churchill is

now of the opinion that if this adjustment, as agreed upon at the conference, had not been set aside, Missouri would not have had much trouble. General Lyon succeeded General Harney, and then it was that Governor Jackson, General Price, and Tom Snead came from Jefferson and held another conference with General Lyon, when peace was broken and war commenced. After the conference, Colonel Churchill dined at the old Planters' House with Governor Jackson, General Price, Snead, and General Craig, when they were informed that all hopes of peace in Missouri had passed away. General Price was sensibly affected, and appeared to regret deeply the turn affairs had taken, but in company with Governor Jackson and Snead, he left the city in great haste, burning the bridges behind him. The tocsin of war had sounded, and with what result the public are already too painfully aware.

Before this conference, Colonel Churchill is of opinion that General Sterling Price was sincerely desirous to avoid all war in Missouri, and was in favor of peace.

It may be a little piece of the secret and private history of the war in Missouri, and a fact known to but few, that in January 1861 it was contemplated by Governor Jackson to take forcible possession of the United States Arsenal at St. Louis, 61,000 new stand of arms and unlimited stores of prepared ammunition, and that he had taken some measures looking toward this end, but the counsel of friends prevailed, and the attempt was never made. Had his predetermined views in this respect been carried out, it is difficult to say, at this late day, what the consequences might have been.

After the close of the war, the Democratic party in Kentucky first organized, and assembled in convention on the first day of May 1866. Colonel Churchill was a member of this important body, and he it was who prepared the Democratic platform which received the unanimous sanction of this convention, and which was re-adopted and re-affirmed by several Democratic State conventions which have since met.

In 1867, John L. Helm was elected Governor of Kentucky, and tendered to Colonel Churchill the office of Secretary of State, which he immediately accepted. At that period there were three political parties in the State—the Democratic, Republican and Conservative. Colonel Churchill, who was an old scholar in political tactics, determined to break up the third party, and with this object laid his views before both Governor Bramlette and Governor Helm his successor. These gentlemen had an interchange of opinions. The one prepared his farewell and the other his inaugural address. Both were delivered at the same time and

place, and such was the universal satisfaction these able and patriotic addresses gave, that the Conservative, or third party, was immediately merged into the Democratic, and gave it such a majority that even the negro vote, which was afterward admitted by the Fifteenth Amendment, could never overcome it. No two men of Kentucky gave greater strength to the Democratic party than Bramlette and Helm.

Governor Helm lived but a short time after his inauguration, and was succeeded by the Lieutenant-Governor, Hon. John W. Stevenson, at present of the United States Senate. Colonel Churchill was continued in office by Governor Stevenson, and served his full term of four years. By virtue of his office he was one of the Commissioners of the Sinking Fund, which committee managed the finances of the State; and at the end of Governor Stevenson's term of office, Kentucky had a full treasury and not a debt which she could not have paid on presentation.

It may be safely stated that but few men of the present day can be found possessed of more integrity and high-toned character than Colonel Churchill. In all his official duties he never swerved from the paths of honor, and was as true as steel to the public trusts committed to his care. The blithe which seems to curse and wither many men in high stations in this country passed harmlessly over him, and although many valuable presents for official duties discharged and personal favors rendered were offered him, he never accepted anything of the least value, nor wavered for a single instant from a high standard of honor, both in public and private life. Taught by many lessons of experience, which impressed upon his mind convictions of honor, and especially one of a simple but telling nature from Judge Scott, of the Supreme Bench of this State, Colonel Churchill was always exacting in the discharge of his duties. The lesson of Judge Scott, though of a common-place character, is, nevertheless, full of interest. On one occasion Judge Scott requested Mr. Cardell, a merchant in Jefferson City and an intimate friend, when about to pay a visit to St. Louis, to purchase for him two pine-apple cheese. Mr. Cardell did so, and on his return sent them to the Judge. In a day or two the Judge called to pay for them. Mr. Cardell refused to accept any pay for them, but the Judge insisted on paying for them, and did so, notwithstanding the amicable protestations of his friend. The Judge then remarked to Mr. Cardell: "How would it look if you had a case in court, and I had received a present from you? I can receive presents from no man, while Judge, in the State of Missouri."

Since the expiration of his term of office as Secretary of State of Kentucky, Colonel Churchill has devoted himself to his private business affairs, which, extensive as they are, engage a large portion of his time. He is often solicited to re-enter public life and run for office, but to all such solicitations he gives a blank refusal, preferring to pass the eve of a long, useful and eventful career in the sweets of private life.

Colonel Churchill was married in St. Louis, in 1836, to Miss Amelia Walker, daughter of Dr. David Walker, and grand-daughter of Major William Christy, a most estimable lady of high social standing and fine qualifications. From this marriage a large family has sprung. There are now living five sons and one daughter, all of whom are finely educated and hold the highest of social positions. All are highly cultivated, and are worthy representatives of the Churchill family.

During his lifetime, Colonel Churchill has amassed a large and magnificent fortune, every dollar of which is the fruit of honest and honorable industry, and to the care of which he gives much of his time. In the private walks of life he is no less honored and esteemed than in his public career. Social and genial in his nature, polished and urbane in his manners, highly cultivated and educated, with a mind well stored with modern and ancient lore, he is a most acceptable companion, and is much sought after by the more intellectual of his fellows. Amiable and gentlemanly in his demeanor, and one of the most approachable of men, he has the regard and esteem of all who know him. Although whitened by the weight of years, his tall and handsome figure, straight as an arrow, shows no signs of decay. Endowed by nature with a splendid constitution, which has never been injured by excesses of any kind, he is the personification of a well-preserved gentleman, who will fill the "three score years and ten" allotted to man; and notwithstanding the sixty-four years which nestle around his venerable form, Colonel Churchill has many useful years yet before him which, we have no fear, judging from his past, will bear good fruit, beneficial not alone to himself, but to his fellow men and the world at large, which is all the better for his having lived in it.

Of the family of Churchill belongs General Thomas J. Churchill, of Arkansas, present State Treasurer of the State, a veteran of the Mexican war under Taylor, and a Major-General and corps commander in the service of the Confederate States at the close of the late civil war. He it was who defended Arkansas Post so gallantly against the Federal forces under General Seeman. Finally overcome he surrendered, and was made a prisoner. At the close of the war he was elected Lieutenant-

Governor of Arkansas, but owing to the political dissensions of the day, he never took his seat. During the Brooks-Baxter war of 1874, General Churchill commanded the Baxter forces. After the troubles, he was a very prominent member of the Constitutional Convention which was called together to frame a new Constitution for the State. He is now one of the leading spirits of the State Government, and no man stands higher in the estimation of the people of Arkansas than General Churchill.

John and Henry Churchill, of Louisville, Kentucky, are also brothers of Samuel B. Quiet and unobtrusive in their lives, they enjoy the respect of the entire community. Both have been eminently successful farmers, but are now out of active life, passing the eve of their business careers in peace and plenty.

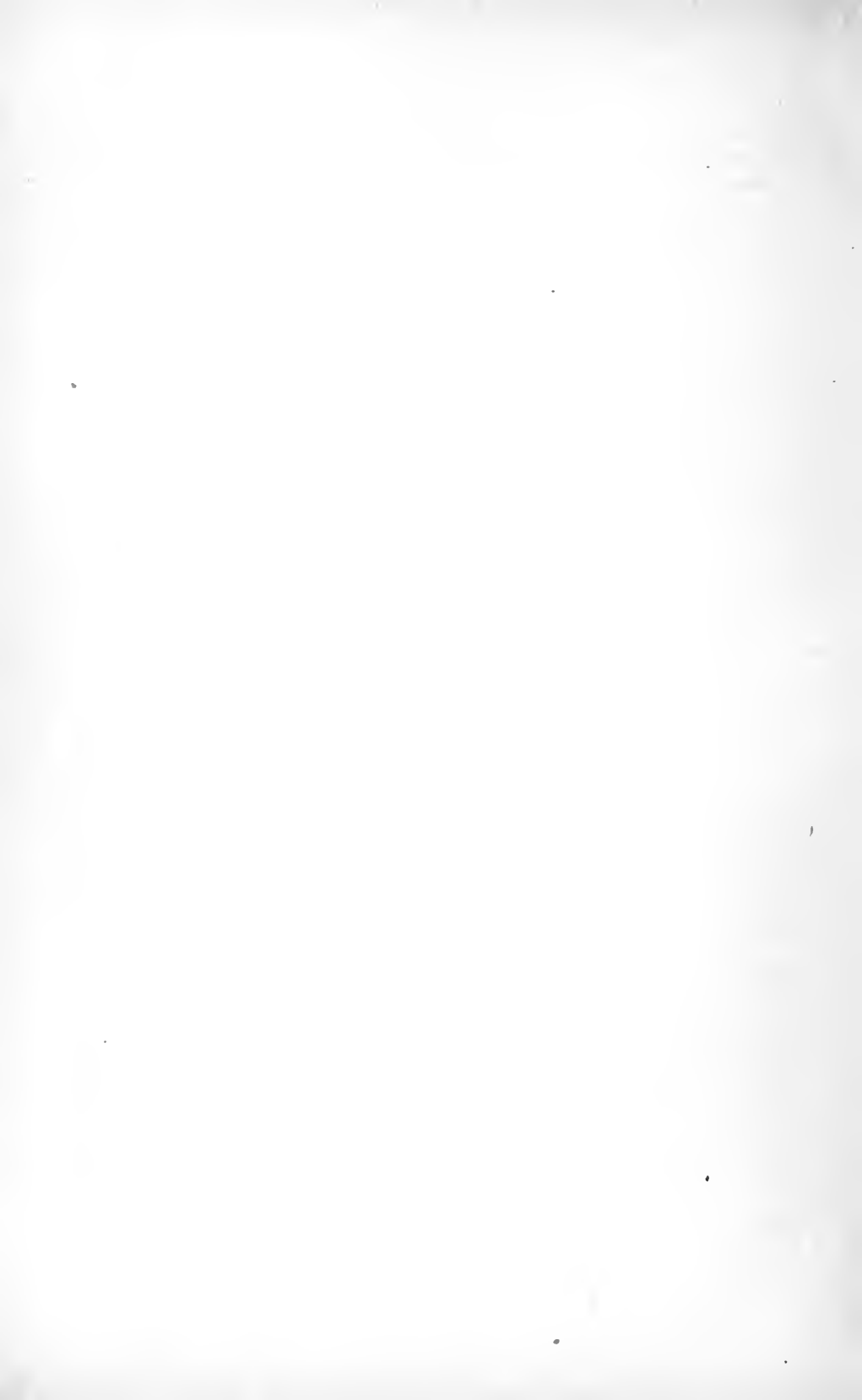
Bishop Meade, in his work entitled "The Old Churches and Families of Virginia," speaks of the Churchill family, and in describing the customs and social relations which obtained even in church matters near two hundred years ago, says: "Four of the families of Wormley, Grimes, Churchill and Berkley obtained leave of the vestry to put an addition of twenty feet square to one of the churches for their special use." Afterward, in commenting upon the history of that early period, the Bishop goes on to say: "If now it be asked what was the state of morals and religion in the parish, where the leading men, the nobility and the gentry took such an active part in support of the public service of God, and when the moral character of the ministers appears to have been good, whatever may have been the substance and style of their preaching, I must point to the fact that a pious man, Mr. William Churchill, being a church warden, by his last will in the year 1711, left a sum of money whose interest was to be used for the encouragement of the minister to preach against the reigning vices of atheism and irreligion, swearing and cursing, fornication and adultery, and drunkenness. They must have been prevalent in that day to have prompted such a bequest. That they increased more even to the time of the French revolution is but too probable. It was so with all ranks of the community.

"The seats of the rich and the educated were the scenes of a more refined voluptuousness, while many of the abodes of the poor were filled with the lowest vices. And what has been the end of these things? But for the uneducated and sometimes fanatical ministers, who in the Providence of God, were after a time permitted to preach the Gospel to the poor in Middlesex, where would have been the Church of God in that region during a long dark period? What has become of the old Episcopal families, the Skipwiths, Wormleys, Grimes, Churchills, Robinsons,

Berkleys and others? What has become of, or who owns those mansions, where were the voluptuous feasts, the sparkling wine, the flowing bowl, the viol and the dance, and the card table, and the dogs for the chase, and the horses for the turf? I am told and believe it, that the whole of that country was at one time in possession of some few of these old families, and now not a rood of it is owned by one of their name, and scarcely by one in whom is a remnant of their blood."

Colonel Churchill has two sisters living, who are said to be intellectual and accomplished women, one the wife of Dr. Luke Blackburn, and the other of Hampden Lane, both of Louisville.

S. Churchill Clark, the gallant young captain, the son of General M. Lewis Clark, was his nephew, and was reared and educated by him. Perhaps there was no young officer in the army of General Price who was more esteemed or admired for both gallantry and military talent upon the field of battle. He joined General Price at the battle of Lexington, and was complimented in "general orders" for his distinguished services in that action. He was an especial favorite of General Price, who said he was one among a million. He was with General Price at the battle of Pea Ridge or Elkhorn, and whilst the fight was raging, General Van Dorn said to General Price that it was necessary to hold a certain position for a definite period, and asked if he thought he had an officer who could do so. General Price replied that he had a young officer who would hold it if any man in the world could, and young Captain Clark was sent with his battery to the position indicated. Shot and shell fell fast and thick around him, but the young hero with his gallant company, with all the coolness of the oldest veteran maintained his perilous position until the order came for his retreat. He mounted his horse to execute the order just received, when he was struck by a cannon ball and fell, never again to hear the roar of his artillery. Of all the brave men who fell at Pea Ridge, none were more sincerely mourned than the gallant young Churchill Clark, and his gallant conduct in that hard-fought battle received in general orders the highest commendation of the commanding General. A single incident will show his courage and high character: Colonel Clay Taylor came from General Price to observe the situation, and in the conversation that ensued young Clark remarked—"Uncle Clay, if either of us fall, I hope it will not be you, for you have both wife and children, but I have none." Churchill Clark was not quite twenty-one years old when he fell in battle.





Western Engraving Company of St. Louis

L. M. Kennett

LUTHER M. KENNETT.

AMONG the class of citizens who, in days gone by, added to the growth and importance of St. Louis, who became prominent by the force of their own individual character, and at a period when it may be truly said there were giants in the land, giants in intellect, in energy and enterprise, and who, dying, left behind them imperishable "foot-prints upon the sands of time," stands in the front rank the HONORABLE LUTHER M. KENNETT. But few citizens have lived in our midst, since the foundation of St. Louis, who have left a brighter record for every trait of character that constitutes real greatness; and certainly none whose memory shall float down the stream of time more honored and revered than he who forms the subject of this memoir.

LUTHER M. KENNETT was born at Falmouth, Pendleton county, Kentucky, March 15, 1807. His father, Press Graves Kennett, occupied a very influential position in Falmouth, and was honored in many ways by his fellow-citizens, who elected him to the office of Clerk of Pendleton county, also Clerk of the Circuit Court. In addition to these marks of confidence, he was called to the presidency of the Falmouth branch of the Commonwealth Bank. He was a man of no ordinary attainments, of fine information and thorough education, and one who firmly believed in extending to his children the best educational advantages the country afforded.

After a preliminary course at the seminaries and academies of his immediate neighborhood, at which he obtained a good English education and some knowledge of the Latin language, young Kennett was sent to Georgetown, Kentucky, where he passed two years under the instruction of the Rev. Barton W. Stone, a minister of the Baptist Church, and a man distinguished for his scholarly attainments, as well as his fidelity in his duties as instructor. Here, beneath the roof of his reverend preceptor, he prosecuted his studies, becoming proficient in the Latin, Greek and French languages. When at the age of fifteen, on account of some reverses of fortune of his father he was taken from his studies, and compelled to seek some employment in order to contribute to his livelihood.

Nothing daunted at this unexpected turn of affairs, the young man cast his eyes about him and secured a situation as Deputy-Clerk of the County Court of his native place, devoting his leisure hours to reading law.

In 1825, when he was eighteen years old, like thousands of others in his native State he became possessed of an irresistible desire to visit St. Louis, whose reputation, even at that early period, had extended not alone to Kentucky, but far beyond the Alleghanies into the seaboard States. His ambition was to prosecute the study of law, which he had pursued at his intervals of leisure, and for which he evinced a decided predilection. But in order to carry out his wishes, it was necessary that he should form some business connections, with a view of supporting himself while prosecuting his studies. With this double object in view he engaged as clerk in a store, remaining, however, but a short period in St. Louis when he went to Farmington, St. Francis county, serving in the same capacity.

From Farmington, Mr. Kennett went to Selma, Jefferson county, where he formed the acquaintance of Captain James M. White, a merchant of St. Louis, with whom he formed a partnership, and with whom he continued fifteen years. In this connection, his energetic business habits, strict integrity and honor in every transaction, brought him an ample fortune. His was no accidental success, but the just reward of honorable industry and perseverance. In connection with general merchandizing, the firm engaged largely in the manufacture of shot, and conducted heavy transactions in lead.

In 1832, Mr. Kennett was married to Miss Boyce, who, however, survived her marriage but three years, leaving one daughter, who subsequently married Benjamin O'Farrer, Esq., of St. Louis county.

In the spring of 1842, shortly after his return from a year and a half's travel in Europe, which he found necessary for his health, which was somewhat impaired by years of close attention to business, Mr. Kennett was again married to his cousin, Miss Agnes Kennett, daughter of the late Dixon H. Kennett, Esq., who is still living.

It was at this period of his life that he became a permanent citizen of St. Louis, and at once took so active a part in the history of our city. From this time forward we find the name of Luther M. Kennett intimately connected and identified with every grand scheme and public enterprise which have given St. Louis the proud distinction of the "River Queen." This same year he was chosen Alderman for the Fourth Ward, serving his constituents for three years. In this capacity, as chairman of the Committee on Harbor, he devoted himself to the

preservation of the channel on the city side of Bloody Island, and the construction of a wharf commensurate with the growing commerce of the city. Though far in advance of the times, it was his good fortune afterward, just previous to and during his service as Mayor, to have them adopted and fully carried out; and to him more than to any other man is St. Louis indebted for her supremacy in these particulars.

He was again elected in 1846 to the Municipal Council, but the health of his family compelled him to resign his position and seek recreation abroad, which he did, visiting the great commercial and manufacturing centers of Europe, and viewing for himself the growth of science and art in these great nurseries of civilization, and from which tour he returned in 1847.

In 1848, Mr. Kennett was the Whig candidate for the mayoralty, but was defeated in the election by Hon. John M. Krum. In 1849, a memorable year in the annals of St. Louis, he was chosen as one of the committee of twelve, upon whom the duty devolved of doing all that human skill or ingenuity could do, to prevent the ravages of the cholera, and to look after the necessities of the panic-stricken population, during that awful visitation. As a member of this committee, Mr. Kennett, ably assisted by the late Colonel A. B. Chambers of the *Missouri Republican*, and Mayor Barry, took a leading part in the establishment and maintenance of the Quarantine, which has since become one of the institutions of the city, and the rules and regulations for the government of which were prepared by him, as well as the ordinance relating thereto, and afterward passed by our City Council.

During the same year, Mr. Kennett was chairman of the committee of citizens who got up the memorable Pacific Railroad Convention in St. Louis, and which ended in the organization of a company to commence that work, and of which he was chosen vice-president. In 1850 he was elected Mayor of the city, in which capacity, he removed the first shovelful of earth and broke ground for the commencement of a great line of railroad, which has since become one of the main arteries of the Union. He also delivered the address at the opening of the first thirty-seven miles of the road to Franklin Station.

During 1850, -'51 and -'52, he was Mayor of St. Louis, fulfilling the onerous duties of this responsible position to the entire satisfaction of his fellow-citizens of all political creeds, and to the lasting benefit of the city. The dyke, which to this day so perfectly preserves the navigation of the river to our city, and the miles of magnificent wharf that line its banks, as well as the great public and district sewers, to which may be

attributed the present almost unequalled health of the city, are lasting monuments of his administration; and had he succeeded in his efforts to procure suitable grounds for public parks in all parts of the city, it would have been, perhaps, a still prouder memorial of him, in time to come, than even the great works just mentioned. He advocated the establishment of a system of public parks long in advance of that public spirit that created them. One of his gigantic schemes was to make a park of the grounds surrounding Chouteau's Pond, and preserve the lake in the center. All can readily see that the adoption of this project would have given St. Louis a public place of unequalled beauty and grandeur.

It is not amiss also to state that the present highly efficient paid Fire Department is in no small degree due to his admirable foresight, as the first successful movement to control the then existing independent companies, and bring them under the authority of the city government, was made during his administration.

In 1853, after positively declining to serve as Mayor any longer, Mr. Kennett was elected president of the Iron Mountain railroad, in which capacity he served until he was elected to the Thirty-fourth Congress of the United States in 1855, when he was elected over Colonel Thomas H. Benton. While in the national council of his country, he proved himself an exemplary and efficient member. Being appointed on the Committee on Commerce, by his industry and popularity he was enabled to procure the passage of a large appropriation for the improvement of the rapids of the Mississippi; also a bill granting the right of way to the Iron Mountain railroad through the Arsenal grounds and Jefferson Barracks, two measures more immediately touching the material interests of his constituents than any others before Congress during his term of office. He was a candidate for re-election in 1857, but was defeated by General F. P. Blair.

Mr. Kennett was one of the earliest and firmest friends of Mercantile Library, having presided as chairman at the first public meeting, held at Concert Hall January 13, 1846, to take the necessary steps to organize the association, and was chosen its first vice-president.

In September 1865, Mr. Kennett, through the polite invitation of George R. Taylor, Esq., assisted at the laying of the last rail at the Little Blue river, which completed the Pacific railroad to the border of the State, having acted a conspicuous part in its commencement fourteen years before.

About sixteen years before his death, Mr. Kennett retired to the

country where he had erected a magnificent dwelling, and where he remained until the summer of 1867, when he sold his place and again sought change in Europe, where he remained until his death, which took place in Paris. His remains were brought home to that city he loved so well, of whose greatness he was proud, and whose advancement was one of the dearest wishes of his life.

As has already been stated, but few men have left a better or brighter life record to the citizens of St. Louis than Luther M. Kennett. Whether we look upon him in his public or private capacity of a citizen, his existence was one of purity, noble ambitions, and indefatigable exertions for the welfare of the city. His efforts in behalf of the health of the city, measures not to be calculated in dollars and cents, will long be remembered by a grateful people. Friendless and almost penniless, he sought a home in St. Louis, and by his own honorable exertions and moral attributes, he carved out for himself friends, affluence and position. By the strength and force of his own character, he overcame obstacles which to others less hopeful and less courageous would seem unsurmountable. His mind was ever occupied with mighty projects for the advancement and welfare of the city of his adoption.

Selfishness was an attribute foreign to his nature, for in all the grand enterprises he advocated or forwarded, he ever had in view the good of his fellow man. Bold and enterprising, he conceived and executed projects with the rapidity of lightning, and while other men were thinking over the means of carrying out certain enterprises, Mr. Kennett had the undertaking far advanced toward completion. Scrupulously honorable in all his dealings with mankind, he bore a reputation for public and private integrity, second to no man in the land. Sociable and genial, his friends were as legion, composed of all classes of society, all of whom regretted the inexorable summons which called him to the spiritland.



James H. Lucas

JAMES H. LUCAS.

JAMES H. LUCAS was born at Pittsburg, Pennsylvania, November 12, 1800, and was consequently aged seventy-three at his decease.

His father, John B. C. Lucas, was a native of Normandy, received a liberal education at the University of Caen, and visiting Paris after the close of the American revolution, adopted the recommendation of Dr. Franklin, and with other chivalric, ambitious young Frenchmen, emigrated to America. James le Ray du Chaumont, at whose father's house, near Passy, Franklin and Adams were domiciled, also came to the United States about the same time, and bought immense tracts of land in Otsego and Jefferson counties, New York. Mr. Lucas went to Pennsylvania, and settled in Pittsburg, where he subsequently was appointed judge of the District Court; was efficient in enforcing the law during the whisky rebellion, and represented the State in the National Congress. Before the year 1800, he was sent on a special mission, by Mr. Jefferson, to the then Territory of Louisiana, to sound the people in regard to the acquisition of the country by the United States, and thereby give unobstructed navigation to the mouth of the Mississippi for our commerce. On this mission he became impressed with the site of the "future great city," but Ste. Genevieve being then the most important point, he went there, and had a conference with Francis Valle, the Spanish commandant. The object of his diplomatic visit was concealed, and it is said that he went under the assumed name of Du Panthro. After the acquisition of Louisiana, he was appointed by President Jefferson one of the judges of the Territory, and, in conjunction with Governor Wilkinson and Return Jonathan Meigs, commissioner to adjust land titles. He removed to St. Louis with his family in 1805, the tedious journey being made on keel-boats down the Ohio and up the Mississippi.

St. Louis was then, with some exceptions, merely the residence of the indolent trapper or most desperate adventurer. Then there were no indications of public spirit, or any desire other than that of accumulation with the least possible exertion. The houses, mostly of wood daubed with clay, or built of stone in massive style, gave an idea of

antique fortresses. Chouteau hill is described in the chronicles of the time as a barren waste over which the winds whistled and wild animals roamed. The streets were in a horrid condition. In this pristine period of the city young Lucas passed his boyhood days. In after years he related having seen wolves prowling about near the present site of Nicholson's establishment, on Sixth and Chestnut. They came out of the woods during the cold winter of 1808. The boys trapped prairie chickens where the Laclède Hotel stands, also in the fields near Twelfth and Olive, where the Missouri Park is located. In 1814 young Lucas went with his father to Washington City. They traveled the entire distance on horseback, avoiding Vincennes on account of the Indians. It required from thirty to forty days to travel to Philadelphia. The traveler who then made a journey to the Atlantic States did not resolve upon it without mature deliberation. Months of preparation were required. Kind wishes and prayers were offered for the safe return of the voyagers by those who remained behind. There would have been some interest in announcing the departures.

At the proper age young Lucas was sent to school. He first attended St. Charles College, in charge of the Dominican Order, at Harrisburg, Kentucky. Among his schoolmates at this institution were, Jefferson Davis, Louis A. Benoist, Bernard Pratte, Gustave Soulard and Bion Gratiot. Mr. Lucas next attended school about 1816, with his brother William, at Jefferson College, Pennsylvania, and it was while there that he received news of the death of his brother Charles, killed in a duel with Colonel Benton. The subject of this sketch taught school and studied law at Hudson, New York. He also visited various parts of New England, and pursued his law studies with Judge Reeves, of Litchfield, Connecticut, and among the students attending at the same time were Governor Ashley, Ichabod Bartlett, of New Hampshire, and N. P. Talmadge, afterward United States Senator from New York. During one of his vacations he spent some time in Franklin, New Haven, where he was known as the "Young Frenchman," a designation given him from his wearing in the morning a *robe-de-chambre*, which was a novelty in the way of dress in those parts.

Becoming satisfied that the East was not the place suited for him, he returned to St. Louis, and casting about for a place to settle, he started on a keel-boat in 1823 for South America, having for companions Governor Ashley and another young man. They landed at Montgomery Point, on the White river, and changing their destination, went up the White river in a pirogue, passed through the "Cut-off" to Arkansas

Post, where Mr. Lucas located for a time, and also at Little Rock. He turned his hand during this period to various avocations. He taught school and practiced law, passing his evenings in study. He worked for a time on the *Arkansas Gazette*, and set type to help out Mr. Woodruff, who was then editor of that sheet. He became the owner of a plantation, and had a ferry, when he would convey foot-passengers over the river opposite his farm at a cost of twenty-five cents. He worked his way slowly up, and was appointed by Governor Miller Probate Judge. He has since related that as judge, he did a fair business in marrying people. He officiated at the wedding of Albert Pike, the poet-lawyer and statesman. On one occasion, he married a couple, using instead of a Bible to satisfy the scruples of the party, a Webster's spelling book. In May 1832, he married Miss Mary E. Dessusseaux, the daughter of an early settler of Arkansas and a native of Cahokia, who survives him. Among other positions filled by him at this period was that of Major in the Territorial militia of Arkansas, an appointment also tendered him by Governor James Miller in 1825.

He continued to prosper, when, on the death of his brother William at St. Louis, in 1837, he received a letter from his father, Judge Lucas, requesting him to come and settle in St. Louis, as he was the only son who was living, and he was desirous that he should be near him. He obeyed the wishes of his father, and forsaking his prospects in Arkansas, removed to St. Louis, since which time he has been identified with its growth and prosperity. He arrived in 1838, having been here on a visit the year before. His father gave him what he called his farm, of thirty acres of land, then valued by the old gentleman at \$30,000, and also placed him in charge of his estate. Mr. Lucas cultivated the farm, and had his residence near the fountain in Lucas, now called Missouri Park.

Judge J. B. C. Lucas died in 1843, and James H. Lucas and his sister, Mrs. Anna M. Hunt, succeeded to the estate.

The original tract owned by the estate was bounded north by St. Charles street, on the east by Fourth, south by Market, and west by Pratt avenue. That embraced the Lucas property up to 1837. The last acquisition made by the old Judge was Cote Brilliante, consisting of 240 acres, which was bought for \$150 in gold, and comprised the undivided land owned by Mr. Lucas and Mrs. Hunt. Mr. Lucas had also another farm, the New Madrid location, his country seat, called "Normandy," on the St. Charles Rock road, nine miles from the city. This portion, now belonging to the Lucas estate, comprises 800 acres. Also, at the mouth of the Missouri river, there are 643 acres belonging to the

estate. This is an old Spanish fort, where the battle of Bellefontaine was fought, in which fight Charles Lucas participated as Colonel. There is also the Courtois tract, consisting of 400 arpents, near Eureka station on the Meramec, still undivided; also, 20 acres on the Clayton road, the old Barrett place. In the management of the city portion of his vast estate in building and improvements, Mr. Lucas devoted the remaining years of his protracted life, and but rarely engaged in the turbulent excitement of political affairs.

He, however, consented to run for State Senator in 1844, and, being elected, served four years with credit to himself. He secured the passage of an act reducing the statute of limitations in ejectment cases from twenty to ten years.

In 1847, Mr. Lucas was brought forward as the candidate of the Whig party for Mayor, his opponents being W. M. Campbell, Native American, and Judge Bryan Mullanphy, Democrat. Mr. Lucas was drawn into the canvass unwillingly, being drafted as it were, but having become a candidate, entered into the contest with spirit. The result was that Judge Mullanphy was elected, the vote being—Mullanphy, 2,453; Campbell, 1,829; Lucas, 962. The Whig party was then in its decadence, and the putting forward of Mr. Lucas as its candidate was in the nature of a forlorn hope in its struggle for existence.

Immersed in the concerns of the large business connected with his immense property, he found time for, and was identified with, many public enterprises. He was an early champion of railroads in Missouri. He was among the original subscribers to the stock of the Missouri Pacific railroad to the amount of \$33,000, and was the second president of that company. In 1868 he was again elected president. He was instrumental in purchasing the State's lien at \$7,500,000, and with James Harrison negotiated a loan on the bonds. He was the president and organizer of the St. Louis Gas Company. He was a director in the Boatmen's Savings Institution; an extensive stockholder and director in many of the various moneyed institutions of the city, and was intrusted with many responsible positions.

In 1857, the banking firm of Lucas, Symonds & Co., of St. Louis, and the branch in San Francisco, under the firm of Lucas, Turner & Co., went under with the financial panic of that year. In these financial troubles Mr. Lucas assumed the entire liabilities, and paid off every creditor, with ten per cent. interest, the loss to him amounting in the aggregate to about half a million of dollars. The debtors of the banking houses he never sued, but accepted whatever was offered.

In 1856 Mr. Lucas sought a temporary relaxation from his labors in an extensive tour through Europe, his traveling companions being his son William and his daughter, Mrs. Hicks, now the wife of Judge Hager of California. He visited the home of his ancestors in Normandy, and bought the old homestead near Pont-Audemer. Returning home, he attended with assiduous industry to the management of his business. Under the transforming hand of time and the rise in the value of real estate, his riches increased with the rapid progress of St. Louis.

At every corner and in every nook, houses, great and small, have risen like exhalations from the ground. Structures were reared and finished before one was aware that they had been commenced, and from the little fur trading post, with four thousand inhabitants, the city has grown up to a size of metropolitan grandeur, with hotels, churches and palatial residences rising on every side. Mr. Lucas has seen all this, bore a part of it, and his name will long be associated with these monuments of our history and prosperity. He owned two hundred and twenty-five dwellings and stores previous to the division of his property in 1872. His taxes last year on his portion of the estate were \$126,000. He had in all three hundred and odd tenants. Before the division two years ago of two millions to his wife and eight children, the income was \$40,000 per month, amounting to nearly half a million annually. After giving away the two millions, the portion of the estate left is estimated by good judges at five millions. He was also largely interested in the Pilot Knob Iron Company, owning one-fifth of the stock, which he gave away to his children, being \$25,000 to each and not included in the two millions given them as before stated. At an early day his father, Judge Lucas, lived in a stone house on Seventh street, between Market and Chestnut, and he also had a farm residence in the woods, on the site of the First Presbyterian church, and one of the apple trees of the old orchard is yet standing.

The residence of Mr. Lucas was for many years on the south-east corner of Ninth and Pine, known as the "Porcher mansion," but of late years he resided in an elegant dwelling on Lucas Place, bought of John How in 1867.

Mr. Lucas, though the possessor of vast means, was many times a borrower of money. He was at some periods what is called "land poor." About twenty years ago, while attending a meeting at the Planters', he told a well-known citizen that he was worth two millions in real estate, but that he frequently had not money enough to do his marketing.

Many instances might be given of Mr. Lucas' liberality, but a few will suffice :

He projected and built Lucas Market, an enterprise, it is true, that tended to advance his own property adjoining. He gave a quit claim deed to the old jail lot. He donated to the Historical Society a lot valued at \$10,000, situated on Locust, between Twelfth and Thirteenth streets.

He donated \$11,000 toward building the Southern Hotel. Recently he encouraged the New Exchange enterprise by selling a portion of the ground to the association at a low price, and by taking \$20,000 stock, with assurances that the Fourth street front, when built, would be equal in elegance and architectural design to the building of the Chamber of Commerce Association. He gave to the city Missouri Park. Two or three times he and Mrs. Hunt gave lots for a Cathedral, besides giving lots and donations of money to numerous charitable institutions.

The following instance of his liberality may also be mentioned in this connection: At the close of the war, in 1865, a man came up here from Little Rock, with \$8,000 in "starvation bonds," which he endeavored to sell in order to meet his pressing wants. The only offer he received was twenty cents on the dollar for the bonds. Mr. Lucas took them at their face, making only one request, that the party selling them would, on his return to Arkansas, give "Old Larky," who was in indigent circumstances from the war, and whom he knew, some meat and flour. The bonds he subsequently gave away to Old Dr. Price to pay his taxes with, as they were good in Arkansas for that purpose.

Mr. Lucas was a man of marked capacity and decided character, and of the most undoubted integrity. He was modest and unassuming in his deportment, and retiring in his habits, with no disposition to put himself forward, but in whatever position he was placed he was emphatic and decided.

With all these elements of a strong character, he was fitted to assume the responsibilities devolved upon him by his father to manage a great estate, which by his prudence, foresight and industry, has been largely increased in value and kept intact for the benefit of his family.

Mr. Lucas died November 9, 1873, and his remains were buried on the 13th, from St. John's Roman Catholic church, thence to Calvary Cemetery.



Western Engraving Company of St. Louis

Yours Sincerely
C. Gibson

CHARLES GIBSON.

THE name of CHARLES GIBSON seldom appears in the public journals ; his photographs are never seen in the shop windows ; yet few men in this city, during the past twenty-five years, have exercised greater influence over the material, legal and political history of the State. He was born in Central Virginia, west of Richmond, in the year 1825. His ancestors were among the early settlers of the high, mountainous regions in that portion of the State. His paternal grandfather was a native of Virginia, and his maternal grandfather came from the Carolinas. The latter, George Rutlege, died of a wound received in the Revolutionary war, under very peculiar circumstances. He was shot through and through the body, just above the stomach, but got apparently well of the wound. Many years subsequently it broke out afresh ; he spat up some blood and spicular bones, and a small piece of the shirt he wore at the time he was shot, and finally died of the wound. His other grandfather was wounded in the head at the battle of Brandywine ; he also lived many years after, but never recovered. His father moved to Western Missouri in 1836, bringing with him a family of negroes, and was possessed of small property, sufficient for a country gentleman. Mr. Gibson was well advanced in learning for a boy of eleven. The next five years, the most critical in life, he passed on the frontier, amid wild scenes, where there were no churches or schools. What books he came across he read and studied by himself ; and he has always considered that the loss of the benefits of early tuition was, to a great extent, compensated by the independence of thought and originality engendered by self-instruction. He was, for a brief period, a student at the State University of Missouri. He had studied the rudiments of our language, without a teacher, but on examination at the University, he was declared perfect in all that he had gone over. His father was strongly opposed to his studying law, and he struck out early in life for himself.

In 1843, he came to St. Louis, with but a few dollars in his pocket, and no friend—not even an acquaintance. He met Edward Bates, by

accident, at the dinner table of a hotel. The next day he called on Mr. Bates and offered his general letter of introduction, which that gentleman refused to read, saying that he had observed him at the table the day before. Mr. Gibson also remarked that he had observed Mr. Bates at the table without knowing who he was. Mr. Bates expressed a desire to take up with him on his own hook, and thus a friendship was begun which lasted for twenty-five years—until the death of Mr. Bates.

Mr. Gibson was, for a short time, the first librarian of the law library; and, although seldom attending the meetings, he has always taken a deep interest in its prosperity. He studied law with Joseph Spaulding for three years (although spending much of his time in the office of Mr. Bates), and, until the death of Mr. Spaulding, was on terms of the warmest friendship with him, and afterward with his family. He has always expressed the profoundest regard for the learning and uprightness of his old tutor. During the time he was studying law, he applied himself to the acquisition of the French and German languages, and became sufficiently proficient in both of them to transact legal business in either tongue. He received only one quarter's instruction in French, and had no instructor in German. Mr. Gibson has always taken a deep interest in national politics. He has never taken part in a city election, and never in a State election, unless it had some bearing on national affairs. He made some speeches for Henry Clay, in 1844, before he was of age or entitled to vote; and although he has never been a candidate for office, he has taken a prominent part in every presidential election since that time.

In 1848, he supported General Taylor. In 1852, he supported, and was an elector for, General Scott, of whom he was a great admirer. In 1856, and afterwards, he was an Old Line Whig, and in that year exerted himself strenuously to obtain for Edward Bates the nomination of that party for President. The inroads upon it, however, by the "Know-Nothing" party were so great that the attempt failed. The leaders of the party earnestly desired that Mr. Bates and Mr. Gibson should join them, but they both declined to do so.

In 1860, he originated, and was the prime mover in, the proposition to nominate Edward Bates as the Republican candidate for the Presidency in the National Convention which assembled at Chicago in May of that year. His object was not only to honor his old friend, but he believed, and expressed the opinion, that the nomination of a Southern man who was opposed to slavery, but who was conservative in all things and did

not belong to the Republican party, would tide over the political crisis which, he thought, otherwise was inevitable. In this opinion and movement he was heartily seconded by Horace Greeley, and by all the Blairs, as well as by many other eminent Republicans. But for the split in the Democratic party, and private arrangements among some of the delegates from Pennsylvania and Indiana, after they had come to Chicago as "Bates" men, it is believed he would have received the nomination. Although his project failed, Mr. Bates, nevertheless, received a highly complimentary vote in the Convention, and afterward Mr. Gibson supported Mr. Bell for the Presidency.

Early in the winter of 1860, after the Claib. Jackson Legislature had called a convention for the purpose of taking the State out of the Union, (the political parties being disorganized, and this community being about equally divided upon the great issues of the day—the Union people being without cohesion, or leadership,) Mr. Gibson proclaimed himself an unconditional Union man. He was willing and anxious to give to the Southern people every right and every honor, and even to make them the leaders of the nation, so long as they remained in the Union. He was content to maintain intact the institution of slavery; yet he declared that all his sectional feelings and affections for his own people were subordinate, in his mind and heart, to the unity of the American people. At this time he wrote an address, embodying these views, which he carried around to prominent citizens of all parties, who coincided with him. A mass meeting to nominate candidates for the State Convention was held, and Mr. Gibson was its acknowledged leader. His policy was sustained; men of Union proclivities were nominated and elected, and the Convention, when assembled at Jefferson City, declared against Governor Jackson and secession, and kept Missouri in the Union. It was during this time that Hamilton R. Gamble, then residing in Pennsylvania, was induced, at the earnest solicitation of Mr. Gibson, to return to St. Louis for the purpose of taking part in public affairs. He was nominated for the Convention, elected, and afterward appointed Governor. Mr. Gibson was then called to Washington, at the earnest solicitation of Mr. Bates, Attorney General, and offered him any other office he might desire within his gift. Among several offices tendered him, he accepted that of Solicitor of the Court of Claims, which office is now that of Solicitor General.

During the next four years he was recognized, at Washington, as the representative of Governor Gamble and his administration. He was unremitting in his endeavors to prevent the exercise of the severe meas-

ures which many Federal generals seemed inclined to enforce, and in more than one instance—notably in that of General Curtis—caused their removal on account of the harsh manner in which they administered the affairs of this military department. The movement, which was long and vigorously urged by many men powerful with the Administration at Washington, to remove Mr. Gamble, and appoint a military Governor for Missouri, was only thwarted by the active and untiring exertions of Mr. Gibson.

After the death of Governor Gamble, he supported the administration of Governor Hall; but after the proclamation of President Lincoln, and when his administration assumed position in favor of what was known as the Radical party in this State, Mr. Gibson resigned the office of Solicitor General, and avowed himself a Democrat, but a Democrat strongly tinctured with Old Whig principles. As he openly quit the administration of Mr. Lincoln in the very zenith of its power, and while he enjoyed the personal esteem of Mr. Lincoln and that of most of his advisers (especially of Mr. Stanton), and became a Democrat when they were commonly known as "copperheads and traitors," his sincerity, at least, cannot be called in question.

In 1864 he supported General McClellan for the Presidency, although he was satisfied that in the selection of a candidate for Vice-President, and in the failure to make a thoroughly union platform, the Democratic Convention had fatally blundered. After the death of President Lincoln, he was amongst the first to welcome the conservative position taken by Andrew Johnson. For a long time the Democrats refused to accept Mr. Johnson as the exponent of their views, but Mr. Gibson considered it the duty of that party to accept the President as soon as he came over to their side.

In 1868, he advocated the election of Seymour and Blair, and he attributed the defeat of those gentlemen to the bad manner in which the campaign was conducted. In 1870, he was among the first, if not the very first, to advise the coalition of the Liberal Republicans (consisting mainly of German voters) and Democrats, which resulted in the election of B. Gratz Brown to the gubernatorial chair by a very large majority. In 1872, he was a member of the Democratic State Convention, and by it was appointed a delegate at large to the National Democratic Convention at Baltimore. Although he was warmly in favor of the election of Mr. Greeley, he, in conjunction with other delegates from this State, considered his nomination by that Convention as unwise and impolitic in the extreme.

In 1861, Mr. Gibson retired from the regular practice of law and went to Washington, D. C. ; but he has always been, more or less, engaged in some important cases. From the time when he was first admitted to the bar until his retirement from regular practice, he received a full share of the litigation then going on, especially in matters pertaining to land titles. He drew up, and obtained the passage of, the act creating the Land Court, and became at once one of the principal practitioners before that tribunal. He always contended that the administration of law should be divided out into special tribunals, in order to promote proficiency and convenience. Except in his younger days, he did not aim at any oratorical efforts, but the whole bar of the State will, no doubt, unite in saying that when he became interested to an extent to call forth his full power, his oratory was as brilliant as his abilities were great. Many years ago, while in full practice, he was sole counsel in a case wherein the King of Prussia, now the Emperor of Germany, was plaintiff. It took a turn that caused some feeling on the part of the Prussian Government, and Mr. Gibson's management of it was so satisfactory that the Emperor presented him with two magnificent vases, made under a special order in council, each adorned with exquisite enamel paintings, and bearing an inscription very flattering to the recipient. The order also conveyed to him the royal thanks for the satisfactory manner in which he conducted the case.

As a business man, he has been very successful, and has amassed a handsome fortune, which has not come to him by mere luck. Some of the finest enterprises in this city have been organized and perfected by him. The north half of the square where the Southern Hotel now stands, twenty years ago was a lumber yard. The title to the land was involved in the most intricate and difficult litigation, and had been so for a great many years. Mr. Gibson took hold of the matter, relieved the title of the clouds that had rested upon it, drew a charter for a hotel, giving it its present name, organized a company to build the hotel under the charter, sold it the land on the most liberal terms, and for less than he was offered for it at the time by another party, and subscribed for \$15,000 worth of stock in the concern. Only \$75,000 could be raised at that time, and the question was presented as to the way to build a hotel, to cost \$600,000 with only \$75,000. Mr. Gibson concluded that if the latter sum were invested in the ground it would build the hotel ; and so it did. After that sum had been expended, all the old stockholders surrendered their stock, although it was then worth par, and another bonus of nearly \$100,000 was raised, and the whole given to Colonel George

Knapp and others, on condition that they would complete the building, which they did, after many severe trials and a very considerable loss to themselves.

Although avowedly aristocratic in his sentiments, Mr. Gibson has always taken a deep interest in those matters tending to promote the welfare and happiness of the people; to elevate their tastes and improve their habits; and thus he has always been especially zealous in the advocacy of the purchase and improvement of extensive parks and other public grounds for the people. He built his residence opposite Lafayette Park twenty-five years ago, and has resided there ever since. He had no sooner moved there than he called his neighbors together, and brought about an agreement between them and the city for the improvement of that park, which was then a naked prairie, with scarcely a tree or shrub upon it. The title to part of the land was in dispute, and half of the north front was fenced in, and in possession of Patrick M. Dillon. The title to this part of the park he settled amicably, through Mr. Barton Bates, then representing the Dillon estate. At that time he endeavored to extend the park eastward to the Hospital, and subsequently westward to California avenue, but his efforts did not succeed. In 1853, he drew up and caused an act to be passed, which was submitted to a vote of the people, to open Jefferson avenue two hundred feet wide from St. Louis Place to the "Wild Hunter," and Grand avenue three hundred feet wide, from the river on the north to the river on the south. It is greatly to be regretted that these magnificent projects, which then would have cost but a trifle, were defeated by making the question a partisan contest between the Whigs and Democrats. In 1868, he also projected a park of one thousand acres just east of the present Forest Park. This was also defeated by a small majority, on the ground that Tower Grove and the little inside parks were enough for the people of this great city. Subsequently Mr. Leffingwell proposed a park of three thousand acres, but the plan was considered too large, and therefore failed. Mr. Gibson then reduced the size of Mr. Leffingwell's park, confining it on the north to Olive street, and south nearly to Chouteau avenue, thus making it about half the size of the original project. In 1872, he drew the act establishing Forest Park, which act was assailed by some of the property owners as unconstitutional. As the bill in that form was the only one that could then be passed, there was nothing left but to fight it out in the courts, and after a short litigation the act was declared unconstitutional, and the park project was considered dead. Mr. Gibson, however, revived the project, and, calling around him its friends, another act was passed at

the succeeding legislature, which, after running the gauntlet of all courts, was held to be valid. In all this litigation, his professional services were rendered gratuitously. Admitting that the establishment of the great park is due to the combined efforts of many public-spirited citizens, whose services should ever be gratefully remembered, yet it is doing them no wrong to say that but for the legal ability, cool, business sense, and untiring persistence of Mr. Gibson, its acquisition would not now be an established fact.

For many years Mr. Gibson was a commissioner for, and always took an active interest in, Lafayette Park. He is warmly devoted to the fine arts. He superintended the erection of the Benton statue, and secured also a copy of Houdon's statue of Washington, both of which are erected in Lafayette Park. He was mainly instrumental also in procuring the colossal bronze statue of Edward Bates, now in the city, but not at this present writing, erected. He is the president of the Bates Monument Association.

Some years ago he organized a new gas company, and, obtaining the co-operation of Henry Y. Attrill, a capitalist of Baltimore and a man of great ability, experience and enterprise, erected the present Laeclde Gas Works, in the northern part of the city, at a cost of \$1,500,000. The old company claimed a monopoly of the whole city, and, if its claim were valid, it had the legal right to enjoin and make worthless the property of the new company. The expenditure of this immense sum was made under the advice of Mr. Gibson, as to the legal right of the old company, and gave evidence, on the part of those capitalists, of uncommon reliance upon his legal acumen and judgment, a reliance which the result fully justified.

Mr. Gibson married, in 1851, Miss Virginia, daughter of Archibald Gamble, one of the oldest and most respected of our citizens. He has a large family, and has had the singular good fortune to lose none. His habits are peculiarly domestic, and his marital relations are singularly felicitous.





Chas W Beck

CHARLES H. PECK.

IT has been well said that the architectural beauty of St. Louis commands the unqualified admiration of every visitor to our city, come they from the metropolitan centers of our own country, or be they wayfarers from the furthest limits of Europe. The solid masses of brick and mortar that greet the eye upon every side of our commercial thoroughfares; the gigantic structures of granite and marble that raise their proud heads heavenward; the palatial mansions and brownstone fronts of the avenues; the residences of our bankers, professional men and merchant princes, adorned and beautified with every surrounding that a cultivated taste and enormous wealth could suggest or command, all combine to arrest the attention and excite the amazement of those who behold them. To the men from whose brains much of this beauty has emanated, much praise is due. In this connection may be mentioned Mr. CHARLES H. PECK, whose reputation as an architect is as widespread as that of any man in the great West.

CHARLES HENRY PECK was born in the city of New York, September 21, 1817. His father, who was a builder, died when Charles was but three years old. His mother was a Miss Catharine B. Walter, the daughter of a well-to-do farmer. Both parents were of English descent, and connected with some of the oldest and most influential families of New England. His mother being left a widow, removed to Monmouth county, New Jersey, where her father resided. Here young Charles, under the immediate care of his mother, remained until his fifteenth year, receiving quite a liberal education. He then returned to New York city, entered the office of an architect, where he studied his profession.

At the age of twenty, in the fall of 1838, he turned his attention to the far West. Leaving New York, and following the lines of travel, such as they were in those days, he made his way, via the lakes, to Chicago, and reached that city when it was but a frontier village. From Chicago he traveled through Northern Illinois, but finally decided to come to St. Louis. The means of travel were then so few, and money so scarce, that young Peck and a companion constructed a small

boat on the Fox river, and took passage in it until they arrived at Beardstown on the Illinois river, where they abandoned the little craft and walked to St. Louis, where they arrived late in the fall. Although entirely out of money, young Peck was not disheartened. With that indomitable spirit which so marked his character in after years, he found employment in the building business, and from that time forward prosecuted the battle of life in this city, for which he has done so much during subsequent years, and where he has not only made life a success, but earned an honored name among his fellows.

When Mr. Peck arrived in St. Louis, the city may be said to have been in its infancy, but to his far-seeing and penetrating mind gave undoubted indications of its future greatness. Young Peck was not slow to perceive the fine field for the exercise of his ambition thus presented to him, nor was he inactive in seizing upon the opportunities offered to forward himself in life.

He began work as a master-builder, at first in a small way; but in a growing city, where brains and willing hands were as necessary as money, his energy and business capacity soon brought him into prominence. Ere many years had passed away, Mr. Peck was looked upon as one of the leading builders in St. Louis. Since his arrival in St. Louis, he has been in some manner connected with over one thousand buildings, many of them ornaments to the city, and among the finest and largest in the West. There is scarcely a street in St. Louis that does not contain some magnificent structure, at once a monument of his own professional ability, and the energy and public spirit of some enterprising citizen.

In the midst of the many demands his own proper calling has had upon his time, Mr. Peck has given much attention to all manner of public enterprises. For many years he has been interested in developing the iron resources of Missouri, and was one of the originators of an enterprise which did more to place the mineral wealth of the State before the world than all others. Previous to the late war he was president of the Pilot Knob Iron Company, and when, during this dark struggle, the works were entirely destroyed, he, in company with several friends, purchased the ground and built the first furnace west of the Mississippi, for the purpose of testing whether Illinois coal would melt and work Missouri ore into pig iron. This fact was successfully demonstrated, and it was soon acknowledged that St. Louis was one of the best points in the United States for the manufacture of iron in all its departments. From this have sprung the vast and gigantic

enterprises which form a large amount of the wealth of the city, and are to be found in and around Carondelet in the shape of iron works. As soon as it was ascertained that Illinois coal was available for smelting purposes, Mr. Peck, and some dozen of his friends, built the Vulcan Iron Works, now in successful operation and one of the largest manufacturing factories of iron in the United States. The Bessemer Steel Works will soon form an important addition to the enterprise, which will leave it without a parallel in America. Mr. Peck is now a director in the company.

He was one of the incorporators, and for a number of years a director of the Missouri Pacific railroad. He was one of the incorporators, and also a director of the Mechanics' Bank, and Provident Savings Institution. He has served repeatedly as vice-president, and is now a director, of the St. Louis Gas Light Company, and also the Carondelet Gas Light Company; is now president of the City Mutual Fire Insurance Company, and has been president of the St. Louis Mutual Life Insurance Company, as well as numerous other corporations under the general incorporating law, for manufacturing and building purposes. After much solicitation he became a member of the board of directors of the Lindell Hotel, and to him above all others are the people of St. Louis indebted for the erection of one of the finest hotels in the West.

Many years ago, in order to facilitate his own proper business, Mr. Peck built one of the largest planing mills in the United States, on the corner of Fourteenth and Poplar streets, and the increased demand for the product of his mill caused him to add such improvements to it that it soon became one of the recognized and most important industries of St. Louis.

Thus it will be seen that Mr. Peck's life has been an active one, and that his enterprises were such as added to the general wealth and welfare of the city. He is one of those restless, energetic business men, whose whole life is an incessant battle; whose clear brain brings order out of chaos, and whose touch transmutes the baser metals into gold. It is needless to say that he has exerted, and still exerts, a great influence on the affairs of his adopted city. His work has been widely extended, and will be felt and recognized long after he shall have crossed the confines of time and eternity.

Mr. Peck was married in 1840 to Miss Rebecca Adams, of St. Louis, but previously of Philadelphia, a lady possessed in an eminent degree of all the virtues and attainments so characteristic of the daughters of the City of Brotherly Love. His family consists of nine children,

seven boys and two girls, and all remarkable for their brightness and intelligence.

Mr. Peck has never exhibited any political aspirations, but has confined his attention strictly to business matters, contenting himself with the privilege of voting in common with his fellow-citizens.

He is below the medium height, but stoutly built. His features indicate his character. There is the nervous, energetic determination of the man appearing in every line and every expression. His manners are those of the genuine Western man, frank, ready and courteous. He is a plain man, whom prosperity has not elated. He looks with pride to his early life, with its struggles and hardships, not so much to contrast it with his present position as to teach the lessons of his success.

In social life he is universally respected and esteemed by all classes of our citizens. He has amassed a large fortune, which he bestows with a lavish hand upon the meritorious. In the large circle of his acquaintances he forms his opinions of men regardless of worldly wealth and position. He has labored, and not in vain, for the welfare of the city of his adoption, and enjoys in a marked degree that reward of the honest, upright citizen, the respect and confidence of his fellow-man. He is still in the prime of his manhood, his step as light and elastic as ever. He bears the burden of his years lightly, and shows but few traces of the cares and perplexities inseparable from active, busy life.



Western Engraving Company of St. Louis

Truly Yours
John E. Simpson

JOHN E. SIMPSON.

WITH the growth of the railroad system of the great West, many men have gained an enviable prominence, the record of whose lives teaches us lessons of the most salutary nature. Probably no branch of industry has developed more natural ability and innate genius, unassisted by any of the innumerable benefits of education, than the rapid growth and development of the railroad system of the Mississippi Valley. These men are to be found in every city, town and hamlet of our Western country, guiding by their superior business qualifications the intricate and admirable system of inter-communication, and filling the most honorable and responsible positions. With very few exceptions, they are self-made men, who have, by their own exertions and energy, fought their way to prominence, and can thank their own self-reliance for whatever progress they have made in life.

Of this class, and we have many in St. Louis who are worthy of honorable mention, is JOHN ECCLES SIMPSON, general manager of the Terre Haute & Indianapolis and Indianapolis & St. Louis railroads. Mr. Simpson, or, as he is familiarly called, Major Simpson, was born near Londonderry, in the north of Ireland, November 1, 1839. He comes of an old and respected military family, whose members had pursued the profession of arms almost from time immemorial, and many of whom have left bright records for deeds of valor performed in the various wars which, during the sixteenth, seventeenth and eighteenth centuries, distracted their unhappy country. His father was a wealthy farmer of Scotch and Irish extraction. His mother's maiden name was Eccles.

In 1840, while young Simpson was yet an infant, the family emigrated to America, his father engaging in the grocery business in New York City. In this commercial venture, however, the elder Simpson was unfortunate, and lost money. In 1843, having determined on leaving the Atlantic seaboard, he turned his attention to the far West, which was then being rapidly developed, and was attracting the attention of thousands. Removing to Detroit, Michigan, he became engaged in building lighthouses for the Government, and also became interested in the Michigan Central railroad. Being thus engaged he removed to

Michigan City, Indiana. Here young John attended the free school, and received much instruction from his mother, who was a woman of superior qualifications, and to whose admonitions he is greatly indebted for many of the characteristics which so materially assisted him in after life.

At the age of eleven years, young Simpson started out in life by selling Chicago papers. The amiable disposition he manifested while thus engaged secured him a position in the telegraph office as messenger boy, in which position he soon attracted the attention of his superiors for his prompt attention to his duties. During the illness of the operator he learned the system of telegraphing, and secured a position as operator at Detroit, when but thirteen years old, being one of the youngest operators in the country. His salary was \$400 per annum. In this capacity he remained five years, receiving the warmest praises from his superiors for his promptness in all matters relating to his official duties; when he engaged with the Michigan Central at a salary of \$60 per month, not so much for the sake of the remuneration as to perfect his knowledge of running trains by telegraph.

At the expiration of two years he received the appointment, from Colonel R. E. Ricker, general superintendent of the Louisville, New Albany & Chicago railway, of assistant train dispatcher, and as such had charge of the movements of all the trains between Michigan City and La Fayette. While in Michigan City, Mr. Simpson received many evidences of the high opinion which the community entertained of him: he was chosen captain of an independent military company—zouaves; was made president of a literary and library society, engaged lecturers, and was looked upon generally as a leader in all matters of a public nature.

The breaking out of the war in 1861 found him engaged upon the Louisville, New Albany & Chicago railway. When the country was called to arms by Mr. Lincoln, he enlisted as a private, and was soon elected and commissioned Captain of Company H of the Fifty-ninth Indiana Volunteers. Previous to his entering the Fifty-ninth, a regiment composed entirely of railroad men had been raised under the authority of Simon Cameron, Secretary of War, as engineer troops. After remaining in camp at Chicago for six months, it transpired that there was no law in existence authorizing the raising of this regiment, in consequence of which it was disbanded.

Returning from Chicago with his company, Captain Simpson joined the Fifty-ninth, took to the field, and soon after the battle of Pittsburg Landing, joined the Army of the Tennessee, where he remained four

years, going through all the engagements in which that army fought, including the siege of Vicksburg and the memorable March to the Sea. During the last two years of his service he served on the staff of Major-General John E. Smith, commander of the third division of the Fifteenth Army Corps of the Army of the Tennessee. In August 1865, he was mustered out of the service at Indianapolis, and immediately accepted the position of train dispatcher and superintendent of telegraph for the Terre Haute & Richmond railway, under Colonel Rieker, to whom Mr. Simpson is indebted for much of his railway knowledge.

In 1867 he was appointed assistant superintendent of the Terre Haute and Indianapolis railway. In June 1870, the Vandalia line being completed and forming another through line from St. Louis to the East, Mr. Simpson was appointed division superintendent in charge from Indianapolis to Terre Haute. In July 1871 he was made general superintendent of the entire line from Indianapolis to St. Louis, and continued to act in that capacity until November 19, 1875, when the Vandalia and St. Louis and Indianapolis lines having been combined under one management, Mr. Simpson was made general manager of the combination, which position he now fills with his headquarters at St. Louis, thus becoming one of our citizens.

Major Simpson was married December 20, 1866, to Miss Hattie L. Sherman, second daughter of Dr. W. G. Sherman, of Michigan City, formerly of Ogdensburg, New York.

In the proud and responsible position which he now holds in the railway world of the West, Mr. Simpson is noted for his unswerving attention to the business and interests under his charge. In every position of life where we find him, from the boy selling papers in Michigan City to the responsible general manager of one of the most important lines of railroad in America, the same characteristic, strict attention to business, has marked his course. To this trait, above all others, is he indebted for his elevation; to this he may attribute his success. He was a devoted patriot and soldier, and laid down the sword only when the honor of his country's flag was vindicated. His amiability and even temperament have ever made him popular with his fellow man, while they eminently fit him for the high positions he has been called upon to occupy. He is essentially a self-made man, of which he may justly feel proud. Both in public and private life he is honored and esteemed for his sterling qualities as a man of thorough integrity and unimpeachable honesty, and, although quite young, fills with credit one of the leading business positions in this Western country.

WILLIAM M. PAGE.

IN presenting to the public a review of the lives of such men as have deserved well of their fellow citizens, the biographer should not forget those who, although unobtrusive in their every-day life, yet by their individuality and force of character, mold the commercial destinies and give tone to the communities in which they live.

It is a fact, and one which cannot but be regretted by every deep-thinking man, that the majority of historiographers of the present age, are in the habit of overlooking this class of citizens, whether by accident or purposely, while they give prominence to the class of warriors, statesmen, doctors, lawyers, and those whose paths in life lie in the learned professions.

Nevertheless, it will not be denied, that no class of citizens are more worthy of the respect and esteem of their fellows, than those who labor earnestly to build up our commerce and manufactures; who give employment and labor to, and consequently feed, the masses, and whose efforts in life have tended to make St. Louis the great mercantile center of the Mississippi Valley. It is of one of this class we would now speak: a man who for well-nigh half a century has been identified with the growth and advancement of our city—WILLIAM MASTERS PAGE.

Born in London, at an early age he accompanied his parents to America. The family landed at Boston, Massachusetts, and his father immediately rented, and for some years cultivated, the General Warren farm at Roxbury, now within the corporate limits of the city of Boston. This tract of land, which now comprises some of the most valuable property in the city, might have been purchased by his father, for what would now be regarded as a preposterously low figure, who, however, failed to take advantage of his opportunities, a matter he lived to regret. The Warren farm was afterward purchased by a company of gentlemen who divided it up and built country residences on it, but was afterward absorbed by the city of Boston.

The subject of our sketch attended the public schools of Boston until his fourteenth year, where he was instructed in the different branches of an English education.

As a youth he had always a great desire for the sea. The dangers of the mighty deep had many charms in the glowing imagination of the boy, and he longed for the trials and vicissitudes of a sea-faring life. Leaving school at the age of fourteen, he embarked as a cabin boy in the Boston and Southern and European trades, in which position he remained for three years. So faithfully did he perform the duties of this subordinate position, and such an apt scholar was he in everything pertaining to the management and sailing of an ocean vessel, that at the age of seventeen he was proffered the position of second officer on two ships, the "Vesta" of Bath, Maine, and the "Louisa" of Boston, and both in the Northern, Southern and European trades. He accepted of the offer of the commander of the Louisa, and shipped in that capacity, remaining on this vessel until 1832, which year in the history of our country is noted for the terrible ravages made by the cholera in America.

While second officer of the "Louisa," Mr. Page made some seven or eight trips to Southern and European ports. As an officer, he commanded the respect and esteem of superiors and inferiors alike. He was in New Orleans in 1832, and was an eye-witness to the horrors of the fell disease, many of which are so terrible and revolting in their nature as to prevent their publication in detail. It is sufficient to state, that such were the ravages of the epidemic, and so deadened had become the moral sensibilities of the people, that the dying and the dead alike were carted to a common grave, and it was not an uncommon sight to see men and women, who had been given over to the grave-diggers, arise from the burial ground and walk to their homes; and in the minds of those who witnessed these scenes, there exists no doubt that many unfortunates were entombed alive, merely to awake and find themselves in the embrace of the grave.

In 1833, Mr. Page abandoned his sea-faring life and came to St. Louis. Here he began speculating, buying provisions along the Ohio and Mississippi rivers, and shipping south, disposing of his cargoes to the planters along the river and in the New Orleans markets. This proved a very lucrative business, and in this manner he made large sums of money.

In 1836, Mr. Page returned to Boston, and married Miss Eliza Jaquith, of New Ipswich, New Hampshire. Of this union there is one child living, who is now grown to manhood, and is well known in the commercial world of St. Louis. He was formerly of the firm of Dowdall, Page & Co., of the Washington Foundry; more recently of James L. Thompson & Co., flour and commission merchants, and is now head bookkeeper

in the establishment of his father. He is a young man of excellent business qualifications and high social standing.

Returning to St. Louis after his marriage, Mr. Page opened a grocery and provision store on Main street, near the old market building, which he conducted until 1840. During this time he entered into various real estate speculations, which, however, owing to the stringency of times, and other causes, did not, in the end, turn out to his benefit. In 1838, he purchased from a Mr. Dillon the tract of land at present bounded by Lafayette Park, Chouteau and Armstrong avenues. Here he built a residence which at that time was far in the country. He himself cleared a roadway to the head of Duncan's Island, then at the foot of Chouteau avenue, to draw the sand and other material for the building, Park avenue not then being opened.

In his business Mr. Page had, by strict attention to business and economical management, succeeded in saving up a small competency, and it was his intention to retire from merchandizing and give his attention to the cultivation of the tract of land he had purchased, and which he intended to make a model farm. For this purpose he had purchased some of the best blooded stock in the country. But although he himself was out of debt and free from any financial incumbrance, yet his neighbors were not. For many years, times had been very hard, and many of the early merchants of St. Louis had suffered severely and became involved. By indorsing for friends, he became so embarrassed that in 1844 he was obliged to give up all the property he had accumulated, to satisfy his liabilities. This misfortune left him almost penniless on the world. Settling up every demand against him, he started for New Orleans, and embarked in the grocery and provision trade, and also in steamboating. In the early part of 1849, in company with Captain S. T. Smith, he purchased the steamer Belle Isle, which steamer was destroyed in the great fire of the same year, while lying at the levee.

Mr. Page and Captain Smith then went into the general grocery and provision business on Broadway, which Mr. Page sold out in 1851 and purchased the North St. Louis Glass Works, the firm name being Page, Sells & Co. The Glass Works were closed, however, in the winter of 1852, when Mr. Page purchased the steamer Saluda, which during the summer season he ran in the Missouri river, and during the winter in the Yazoo trades, he acting as her commander. After two seasons he returned to his old business, buying provisions, loading flat boats, and speculating along the river down as far as New Orleans. In this business Mr. Page made large amounts of money, and soon retrieved his financial fortunes.

The breaking out of the civil war found him thus engaged. He had some \$75,000 worth of debts scattered along the river among the planters when hostilities were declared, from all of which he realized but \$15,000. For the purpose of collecting some of these outstanding claims, he went to the mouth of Red river, where the Confederates were going to hang him as a St. Louis abolitionist, and on his return to St. Louis he was accused by some of being a secessionist. He soon convinced the ruling powers of his sentiments, and he was no further troubled.

The part Mr. Page took in the great civil contest, although not the most brilliant, is, nevertheless, worthy of more than a passing mention. Upon his return to St. Louis, he conferred with Generals Blair and Lyon in regard to the most plausible method of raising the blockade of the Mississippi which the Confederates had established at Columbus, Kentucky. A large chain had been stretched across the river with forts at either end, which prevented the passage of boats up or down. The object was to break through this and take possession of the principal points on the lower river.

The following is a copy of Mr. Page's communication :

To Generals Lyon and Blair:

GENTLEMEN:—I have just returned from the South, and am satisfied the hearts of the masses are with us, and am also satisfied that prompt action on our part will retain them on our side. I take the liberty to advise that you cut loose from *Washington* and *red tape*, call out 75,000 men as volunteers, and authorize me to seize the steamboats now lying at the St. Louis wharf, and form them into a flotilla on which to embark the men, open up the river to New Orleans and thus cut the Confederacy into halves, and confirm the hearts of the wavering and those who are with us in the South. I think by using due diligence the expedition might be ready to start in about two weeks. I am satisfied I could get the boats ready, if you could get the men ready by that time.

My mode of preparing the boats would be to run two fore and aft bulk-heads, and say ten or more cross-sections, so that quite a number of shot or shell might pass through the hulls and they still be kept afloat until the holes could be plugged or bulk-headed up. To aid in this matter, there should be quite a number of tarpaulins on each boat, and men detailed to stand by them and use them by dropping them outside of the hole or leak, which would stop the leak. I think you will agree with me, that it would be difficult to sink boats thus bulk-headed and provided for in cases of emergency.

For the security of the boilers and machinery, I would lash five boats abreast in such a manner that the fore-castle and guards of one should more or less protect the boilers and machinery of the others. And for further protection, raise a barricade of bales of wet hay, or old junk, or of any such light material as can be obtained, say to the height of the boilers. The outside of the barricade might be flaked with chain cable in such parts as needed the greatest protection.

I know, gentlemen, I am advising you to take a great risk, but these are risky times, and I am so satisfied the risk will win, that I will agree to stand upon the top of the pilot house, flag in hand, of the forward boat, as we pass the forts; for I am sure that with our carronades and mortars and thirty thousand riflemen, shooting at them as we pass them by, I should not be exposed to a great deal of danger.

The Hon. John How, chairman of the St. Louis Committee of Safety, to whom the above communication was submitted, not only approved of the plan, but gave Mr. Page a letter of introduction, which procured for him the necessary interview. The answer was, "Napoleon and his army could not open the river;" to which Mr. Page replied, "I do not know what Napoleon and his army could do, but I do know what Wm. M. Page *can* do." His plans, although not acted upon at the time, were forwarded to Washington, and the Navy Department made use of them, not only on the river, but Captain Winslow, of the "Kearsarge," in his fight with the "Alabama," made use of the expedient of using the chain cable to protect the outside of his ship, and this it was that won that famous naval fight.

At this period, Commodore Foote was endeavoring to pass Fort Pillow. Mr. Page held a consultation with the Committee of Safety, and submitted plans for the successful flanking of the fort. The Committee immediately dispatched him to the fleet, with letters to the Commodore, with whom he held a consultation, advising him to send out a force and press into the service three or four thousand negroes, clear out Pemiscot bayou, which empties into St. Francis river, and which last river empties into the Mississippi. This bayou the Confederates were using to run corn and produce into the Mississippi, thence to New Orleans. Commodore Foote sent a party of engineers to examine and report upon the practicability of Mr. Page's plans. They reported favorably, and said the thing could be done. Foote, however, was superseded by Davis, and before the plans could be put into operation, the Confederates had sunk three of the largest of the Federal boats in the river above Fort Pillow, the danger of which M. Page had pointed out to Foote, and its prevention also. This practically put an end to Mr. Page's plans for flanking Fort Pillow.

Soon after the taking of Helena, Arkansas, Mr. Page opened an establishment for supplying the sutlers and hospitals with all the necessaries. This he conducted until peace was proclaimed.

Possessed of sufficient means, notwithstanding heavy losses, Mr. Page turned his attention to manufacturing, and bought an interest in the Chemical Zinc Works, which are situated between Almond and Poplar and Fourth and Fifth streets, the firm becoming Page & Krausse. This branch of industry, under their immediate supervision, has become one of the most important manufacturing interests of St. Louis, and, from the date of his connection with the establishment, has been a success. Their productions are sold in every market in America,

and out-rank all others. The barytes manufactured by Messrs. Page & Krausse command a higher price by one-third in the New York, Philadelphia and Eastern markets than even the imported or eastern-made article, and theirs is the only establishment west of the Alleghanies which manufactures oxyde of zinc. The firm has just purchased the Washington County Zinc Mines, which are considered the richest in the country. Their entire works, in all branches, give employment to about 200 men.

Mr. Page has never mixed in the doubtful pool of politics, but has continued on the even tenor of his way, pursuing his commercial and manufacturing relations without even developing any desire or ambition for the empty honors of municipal or State affairs. He has invested to some extent in some of our most important banking and insurance corporations, and has done his share to build up the commercial and manufacturing greatness of St. Louis. He has dealt liberally in real estate, all of which he has improved. During his lifetime he has lost over a quarter of a million of money, all of which was made in the paths of honest industry, and a good portion of which was lost in assisting others.

Throughout life his integrity, both in business and social relations, was never questioned, his word being as good as his bond. Unobtrusive in his manners, quiet and amiable in his disposition, yet a man of strong individuality and force of character, he belongs to that class of citizens who never fail to build up as they go along, and prove blessings in every community in which they reside. Endowed by nature with a strong and sound constitution, which a sea-faring life in early years did much to strengthen, Mr. Page, although past the meridian of existence, is still hale and hearty, with the promise of many useful years yet to come. As a public-spirited citizen, who works strenuously for the welfare of the entire community, he holds a position in the front rank of his fellow-men, whose respect and esteem his long and upright business career in St. Louis, his public and private integrity, as well as his genial and social qualifications, have firmly secured for him. Although to a great extent a self-made and self-educated man, he is one of the best theologians, and owns one of the finest theological libraries in the country. His numerous writings upon much vexed theological questions stamp him as a man of deep study, and one who has given these subjects much time and attention. He is a clear and forcible writer, and evinces no small amount of literary merit. He has ever been a strict member of the Baptist Church, and is to-day the oldest deacon of that denomination in the city, his commission dating back to 1842.

EDWARD C. SIMMONS.

AMONG the men whose lives and personal exertions have done so much toward the material and commercial prosperity of St. Louis, it may be well doubted if any deserve a more honorable mention in the historical and biographical annals of our city than the man whose name is to be found at the head of this sketch. Like the majority of men who have risen to commercial prominence in the great West, and especially in the Valley of the Mississippi, during the last half century of our nation's history, he is emphatically self-made, cutting his way from the most humble walks of mercantile pursuits, inch by inch and step by step, relying upon his own persevering energy, guided and directed by his own good sense, until he gained the uppermost rung of the commercial ladder, and to-day finds himself a leader among the merchants who guide the commercial destiny of one of the proudest cities of the American continent. To do this required more than usual prudence, energy and perseverance, to say nothing of natural ability. 'Tis the lives of such men that instruct us; 'tis the record of such men as inspires us and strengthens our faltering footsteps, when we would fall by the wayside, or falter in our good purposes; 'tis the actions, trials and struggles of such men that should be handed down to our children for their example as well as instruction.

EDWARD CAMPBELL SIMMONS, was born in Frederick county, Maryland, September 21, 1839, and is now merely entering upon the prime of his manhood. His father was a merchant before him, and was marked by those peculiar traits in business which have for many years distinguished the son. When young Edward was but seven years old, in 1845, his father left the State of Maryland for the West, settling with his family in St. Louis, which at that period, as well as for many years previous and afterward, was the great objective point of immigration from the Atlantic States.

Young Simmons received a complete public school education, and became thoroughly conversant with those branches which were of so

much use to him in his after career. In 1856, young Simmons launched out into business life, as a store boy in the hardware establishment of Child, Pratt & Co., engaging to make fires, sweep out the store, and perform such other duties as usually fall to the lot of youths just embarking on a business career, for all of which he was to receive a salary of \$12.50 per month.

Here he remained for three years, giving the closest application to his duties, and studying accurately the minutiae of the hardware business. His prompt attention to minor details, soon won for him the confidence and respect of his employers, who, even at that early day, predicted for him a bright business future.

After an apprenticeship of three years, he entered, with the highest recommendations and endorsements, the house of Wilson, Leavering & Waters, as a clerk and at a salary of \$50 per month. Here again we find his efficiency and prompt attention to business his marked characteristics. He soon became the confidential man of business of the firm, conducting the affairs of his employers more like one who was interested in the house, rather than as an employee.

This firm of Wilson, Leavering & Waters lasted three years after Mr. Simmons entered their employ, the young clerk never losing an opportunity to forward the general trade and interest of the house. Then a change took place—Mr. Simmons becoming a junior partner. At the end of six months, Mr. Leavering dying, the name of the firm was changed to Waters, Simmons & Co., and continued thus through nine years of unprecedented prosperity, until January 1, 1872, when Mr. Waters retired, and Mr. Simmons associating with him in business one of his salesmen, Mr. J. W. Morton, the firm became E. C. Simmons & Co., which, however, continued but two years.

It is quite unnecessary to dilate at any length upon the manner in which Mr. Simmons, who, during those long years was the moving spirit of the business, conducted the affairs of the establishment. The best evidence of the ability which guided matters, is the unparalleled success of the house.

At this period a corporation was formed, under the name, style and firm of the Simmons' Hardware Company, purchasing the stock of Simmons & Co., and entering upon a new, and which has since proved one of the most successful, business careers of any enterprise in the West.

When Mr. Simmons first entered the firm in 1863, the amount of capital invested amounted to about \$12,000; and the annual sales amounted to \$160,000. Now the capital stock amounts to \$200,000 and

the annual sales to \$1,500,000. This enormous business has been, and is at present, done under the personal supervision of Mr. Simmons, whose watchful care has secured to the house, a course of financial success, uninterrupted and upward, from the beginning. Through his well directed energies he has made it one of the largest jobbing hardware houses in America, and it is an acknowledged fact in the business world, that as a special hardware house, it has no superior in the United States; certainly it has no equal west of the Alleghanies. The sales of this house are carried to eleven States of the Union, and to Montana, Utah, New Mexico and Nevada, making sales in every city, town and village, from the Mississippi to the Pacific Coast.

Mr. Simmons was married in 1866, when he led to the altar Miss Carrie Welsh, a most estimable lady, in every manner a fit companion for her husband, who has borne to him four children.

Notwithstanding the many temptations which a man of his ability must have had to enter political life, Mr. Simmons has contented himself by attending to his business exclusively, no inducements ever taking his mind or attention from the affairs of the house in which he had placed his utmost energies. During the thirteen years of his business career in St. Louis, the city of his adoption, he has demonstrated himself to be one of our leading merchants, a man capable of grasping large and important enterprises, and with the power within himself to carry the same to successful conclusions. Other men in our community have made more stir in their day, but few, however, are of more weight when matters of public weal and woe are under consideration. In all his business transactions he is prompt and close, believing in prompt collections under all considerations. He has an admirable system to all his transactions. He has scoured the entire country for good paying customers, always requiring immediate payment when accounts are rendered. He believes there are plenty of first-class paying customers if only looked up. Upon this principle he has conducted his business, and doubtless to this principle may be attributed much of his success. In private life, as in all his business transactions, Mr. Simmons occupies an enviable position among his fellows, his genial qualities giving him an *entree* to our first circles. Still young, his fellow-citizens may naturally expect still greater things from him. At the head of one of the most flourishing business establishments in the West; possessed of wealth and high social position, he has it in his power to prove in the future, as he has in the past, that he is one of the leading commercial minds of the great Southwestern Metropolis.



Western Engraving Company of St. Louis.

Britton A. Hill

BRITTON A. HILL.

BRITTON ARMSTRONG HILL, for the past thirty-four years a practicing lawyer in St. Louis and Washington City, is a native of New Jersey, and about fifty-six years of age. He is a man of marked ability, and acknowledged to be a lawyer of eminence as well as a scholar of great learning.

We are unable to give a minute account of his early life, because he declined to furnish it to this work for publication. We have ascertained, however, from other sources, that he was educated in Ogdensburg, New York; was admitted to the Bar at Albany, and to the Court of Chancery at Saratoga in 1839. After practicing the law for two years in Ogdensburg, Mr. Hill emigrated to the West, arriving at St. Louis in August 1841, where he was admitted to the Bar by the Hon. Bryan Mullanphy, the Circuit Judge of the district embracing St. Louis.

Here, in this new home, without a friend in a land of strangers, he began life in earnest, and literally fought his way to the top, against very serious obstacles of every sort that fortune or fate placed in his path. We are told that when the Asiatic cholera of 1849 visited St. Louis, bringing with it a death-rate of one hundred or two hundred and fifty per day, in a population of 40,000, when two thousand persons were sick at a time and the physicians were unable to visit more than half of them, Mr. Hill, who had studied medicine, having ascertained from the ablest doctors then in the city the best mode of treatment in private practice and in the hospitals, went daily for several weeks into the poor districts, where the scourge was most fatal, visiting the sick, laying out the dead, and relieving the distresses of the poor and unfortunate by all the means in his power at his own personal expense, without any other reward than the consciousness of a noble work of pure charity, done at great risk to his own life. The epidemic continued during May, June, July and August, carrying off about 8,475 souls, or more than one-fifth of the whole population of St. Louis.

It was by such grand acts of self-sacrificing charity that Mr. Hill laid the foundations of his great personal popularity among the poorer classes of the citizens, which, combined with a high order of intellectual power and great oratorical force, made him irresistible before the juries in the multitudinous cases of all descriptions committed to his charge. His law practice had already become the largest and most lucrative of

any in the State. His indomitable energy, unfailing memory, critical accuracy of analysis, and almost inexhaustible powers of endurance, enabled him to rise, with the increase of his business, to the very highest points of legal attainment, until at length he is acknowledged to be one of the ablest constitutional lawyers in the United States.

On Mr. Hill's arrival in St. Louis, he formed a co-partnership with John M. Eager, Esq., of Newburg, New York, which continued until 1848, when, Mr. Eager proposing to return to his native State, the connection was terminated, and Mr. Hill continued the business as the surviving member of the firm in St. Louis. In 1850 he took his brother, David W. Hill, into his office, and gave him an interest in the business. In 1854, Wm. N. Grover, Esq., of Illinois, was added to the firm, under the style of Hill, Grover & Hill, which continued until 1858, when Mr. Hill dissolved the co-partnership, and devoted himself exclusively to the land practice and important insurance and railroad cases. Finding the labors of his profession too onerous, he formed a co-partnership with the Hon. D. T. Jewett in 1861, which continued for about ten years, when it was dissolved by mutual consent. In the spring of 1873, Mr. Hill formed a co-partnership with Frank J. Bowman, Esq., of Vermont, under the style of Hill & Bowman, which was dissolved on the 15th of May 1876, because Mr. Bowman, on the first of May, had accepted the attorneyship of the Receivers of the Pacific Railroad, which employment Mr. Hill believed would become antagonistic to the interests of the State.

During the war of the rebellion, in 1863, the Hon. Thomas Ewing, of Ohio, and the Hon. Orville H. Browning, of Illinois, formed a co-partnership with Mr. Hill, in the city of Washington, under the style of Ewing, Hill & Browning, for the transaction of important legal business in the Supreme Court of the United States, in the Court of Claims, and before the Departments of the Federal Government. Mr. Hill still continued his business in St. Louis, but devoted most of his time to the more important cases arising in Washington. This firm was one of the strongest combinations of legal learning and power that has ever been formed in the United States, and it continued until the spring of 1865, when, at the close of the war, Mr. Hill retired and returned to St. Louis.

It is in these thirty-four years of law practice in all its branches, that Mr. Hill has established a reputation that has become national; and although we have been driven to the necessity of gathering this history from the records and reports of the courts, and the information derived

from his contemporaries, we feel it to be our duty, as a part of the history of St. Louis, to present his life to our readers, as it appears in his great and valuable works and labors, "for it is by their fruits ye shall know them." It is from the example presented by such a life that the young men of the country may be stimulated to greater efforts to promote the happiness of their fellow men—for it is in the great love for humanity, the desire to promote the prosperity and elevate the motives for human action—that the subject of this sketch is distinguished from most of the other great men of the age in which we live.

But Mr. Hill is not only "a jurist of eminent ability," as he has been declared in opinions of the Supreme Court of Missouri: in the midst of his herculean labors at the Bar, he has found time to produce, as an author, an original and able work, on the principles of representative co-operative government and the system of finance necessary for the perfection of the national economy of such a government. In August 1873, he published his first work, entitled "Liberty and Law Under the Federative Government: Presenting a system for the perfection of the Government of the United States, so as to make it a co-operative representative republican government, with a perfected governmental machinery adapted to advance the civilization of the age far beyond its present limits, and secure its blessings for a long series of ages."

With more than usual sagacity, he has pointed out the imminent dangers threatening our republican institutions, from executive, legislative, judicial, corporative, hierarchical and other despotisms, that are silently but surely undermining the common liberties of the people. He proposes the only conceivable remedies to avoid this national calamity in the remarkable work on "Liberty and Law." It has been fitly styled the new gospel of human freedom, by one of the greatest humanitarians of our age; and really, when we read the sublime utterances of this master of republican philosophy, a feeling of confidence in the race and in the feasibility of its progressive elevation takes possession of the mind. It is the most hopeful book of the century, and fills the friends of freedom and humanity with a thousand noble aspirations.

Thirty-five years' practice in the law, in the courts of New York, Missouri and the Supreme Court of the United States, had given Mr. Hill, as he remarks in his preface, many opportunities to observe the operations of our federative form of government, and of our different State Constitutions, and laws upon the civilization, welfare, happiness, rights and liberties of the citizens, for whose benefit the Constitution of the United States declares the government had been established. A

careful analysis and study of our present system, and its practical working, convinced him that the weakness and instability of our federative republican institutions, was directly owing to an originally defective machinery of State and Federal organization; and to a misconception on the part of our governments, State and Federal, of their full duties under the law. To the former defect he attributes the outbreak of the late civil war, which, under a properly-constructed machinery of state and federative governments, never would have occurred; to the latter he attributes the growth of the powerful monopolies that, in conjunction with ignorance and impurity—alternately supporting and deriving support from them—threaten every form of liberty that has grown dear to us.

This work attracted wide-spread attention, and St. Louis was congratulated on all sides on the possession of a thinker so original and profound. The press, at home and abroad, acknowledged it to be the work of an unquestionably cultivated mind, setting it down as a valuable contribution to political science. In this work Mr. Hill indicated the financial crisis of September 1873, gave his reasons why it was inevitable, and proposed the measures necessary to avoid its disastrous effects. At the urgent request of many persons, but especially of some of the most prominent National Bank managers and capitalists of the country, Mr. Hill has just published a new work, elaborating the treatise on money in "Liberty and Law," developing a new financial system for the United States, for the relief of trade and manufactures, and to establish a national money system. It is entitled, "Absolute Money: A New System of National Finance, under a Co-operative Government."

In this work, the author proposes to substitute for the irrational medley of bond money, legal tender money, national bank money and gold and silver money—an absolute national money, irredeemable in metallic coins or interest-bearing bonds, but convertible into all the commodities of the nation, by making it the legal-tender money of this country, for all debts and duties and taxes, to the exclusion of all other money. After the adoption of this system, gold and silver would no longer be a legal tender, the absolute money only being clothed with that sovereign prerogative. The National Banks would be divorced from the Treasury and from Congress; their circulation surrendered for cancellation; their bonds in the Treasury, to secure their circulation, sold to the Government at the current rate of premium, and absolute money delivered to the banks for the total amount of principal, premium and interest due when the bonds would be cancelled, and the

banks, as joint stock companies organizing under State laws, would continue their business as banks of discount and deposit, using the absolute money as the basis of their banking operations and exchanges. This would increase their circulation about \$220,000,000, and furnish a money that would be based on the *annual* products, amounting to \$8,000,000,000, and the total wealth of the Republic, now estimated at \$250,000,000,000. Excellent financial critics declare this new system of national finance to be scientific and complete.

The new system of finance commends itself to the people, as the only scientific plan for a complete national money system for the Republic. It proposes a full payment of the national bonds in absolute money—an annual saving of \$107,000,000 for coin interest on the bonds—the abolition of the internal revenue taxation and expenses of \$200,000,000 more, and the tariff system—the separation of the National banks from the Treasury and Congress—and the restoration of trade, commerce and manufactures to their former prosperity and power. The adoption of Mr. Hill's system of finance would remove from the people a vast amount of burdens and tax-gathering oppressions, under the weight of which they now suffer and groan.

For his record as a lawyer, we have only to apply to the reports of the courts of Missouri, and in Washington, where his herculean labors stand forth as imperishable monuments of his legal learning, genius, and inexhaustible resources for work, analysis and thorough investigation. And in this connection, it is the wonder of all who know him, how, amid his multifarious professional duties, he has found time to give his concentrated attention to works embodying the most abstruse problems in hygiene, education, government, and the adjustment of the various codes with all their checks and balances, so as to organize a complete system, harmoniously adjusted to protect all the citizens in the proper use of their faculties, without any of the obstructions of fraud, ignorance or despotism, to the end that each individual in the State may attain the greatest good, happiness, wisdom and beauty, of which his faculties are capable: first for himself; second, for his family; and third, for the society or State in which he lives.

How Mr. Hill could have found time to give to such subjects the amount of labor and deep study he has evidently done, is a source of much wonder and amazement.

One among the many important suits Mr. Hill has gained in his practice before the Supreme Court of the United States—that of the State of Missouri against the Railroads—may be given as an example of his

wonderful powers. For two years he kept battling with the railway monopolies in this case, and at last obtained a decree authorizing States, counties and cities to tax railroad property, and declaring that their charters did not exempt them from taxes. This was one of the most important cases ever argued before the Federal Supreme Court, involving, as it did, power to tax \$50,000,000 of railroad property and the future increase thereof. This is looked upon as one of the *causes celebres* of the United States. In the legal reports of the Supreme Court of the country we find many such cases, in which Mr. Hill has taken a prominent part.

Thus we see that as a lawyer, a thinker, as a political economist and author, Mr. Hill holds a national reputation, and the most that we can hope for in this necessarily brief sketch of such a man, is a mere outline of his active career. To do anything like justice to the person who conceived such works as "Liberty and Law," "Absolute Money," etc., would require far more space than we can allow. Suffice it to say that he is one of the few men of St. Louis whose works are known, not alone to the readers and thinkers of his native country, but to the greatest statesmen and the most cultivated scholars of Europe. Wherever the English language is read or spoken: wherever the intellectual rules the physical, there, will the works of Mr. Hill be known, and there, will his name be respected.

Mr. Hill is a man of large stature, of dignified presence, full of intellectual and physical vitality, strong and robust, in the full command of his physical and mental powers; and a man who, notwithstanding the grand labors he has performed during thirty-six years of practice at the Bar, may reasonably look for many years of useful and appreciative reward yet to come.

During the great money crisis now impending over the country, Mr. Hill has written a powerful Review of Prof. Newcomb's "A, B, C of Finance," and a pamphlet entitled "Specie Resumption and National Bankruptcy, Identical and Indivisible." The work on Absolute Money, and the brochure referred to, were delivered by the author to each member of Congress, and they have produced a profound effect upon the men of thought throughout the country.



Western Engraving Company of St. Louis

O. Hayden

EDWIN HAYDEN.

AS the representative, and resident director in St. Louis, of one of the most gigantic, influential and successful corporations of our country, the American Express Company, the gentleman whose name heads this sketch is justly entitled to a position among our prominent citizens. But few men transact more business daily; his relations in this respect extending to all portions of the country, wherever goods are bought and sold.

MR. HAYDEN was born in the town of Weston, Oneida county, New York, October 22, 1822. The family is of German extraction, as the name indicates, although the date of its arrival in America is somewhat obscure, it being at some period prior to the Revolutionary war. His father was a miller, and although a man of limited means, believed in giving his children all the educational advantages he could afford. Young Edwin's education was confined entirely to the public schools and academies of the neighborhood, until he arrived at an age which warranted his assisting his father in the mills. He and his brother afterward conducted the milling business for themselves.

In 1851, Mr. Hayden removed to the city of Brooklyn, taking the position of agent for a gentleman named Anson Blake, who was a man of property, and who rented a large number of houses. After spending a year in the renting of houses and the collection of rents, Mr. Hayden became connected with the American Express Company, then in its infancy, as messenger between New York and Elmira, which position he held but a few months, when he went to Elmira as clerk in the office of the company, where he remained until August 1854. He was then transferred to Chicago, where he was made chief clerk in the office, having general charge of the inside office business. Here he remained until June of the following year, when he was ordered to Dubuque, Iowa, as local agent. This was his first operation as an independent agent of the company. Here he remained until the fall of 1857, when, by an extension of railroad the general business between the East and Northwest was transferred to Prairie du Chien, where he went to

arrange general office matters. He got this office started and in running order, when, upon the death of a local agent in Milwaukee, Wisconsin, he was ordered to that city to settle up the affairs.

He again returned to Chicago, and became private secretary of the general manager of the northwestern territory; and soon thereafter was given full power and authority over all the local business, and acted as local agent.

In 1859, Mr. Hayden was appointed superintendent of the Illinois division, which he held until 1863, when he was sent to St. Louis as local agent. He remained in St. Louis, transacting the affairs of the Company until 1871, when he went to Buffalo, New York, where he assumed the duties of assistant general superintendent. In January 1876, he was appointed managing director for the Southwest, with his residence at St. Louis, which position he now holds.

Mr. Hayden was married in 1859 to Mrs. Jennie Smith *nee* Potter, of Buffalo, New York, a cultivated and refined lady somewhat celebrated for her musical talent in that city, by whom he has two children living.

Mr. Hayden is remarkable for his steadiness of purpose and strict attention to business. He is one of the oldest *attaches* of this vast corporation in the service of which he has grown grey. He has seen the business grow from quite an humble and unpretentious beginning, until to-day it covers with its ramifications the whole continent of America, and has its connections with every portion of the civilized globe, giving employment to thousands of men, and transacting a yearly business which is almost incalculable.

During all this time his integrity and honesty have been his only bond, possessing, as he has always done, the entire confidence of the company, and frequently having in his possession, and under his control, thousands and thousands of dollars of its money. Yet, such has been his character and integrity, that the question of a bond was never mentioned. Possessed of a high order of executive ability, he manages with ease and discretion the multiplicity of business which must necessarily arise in his department, in such a manner as to give satisfaction to the company and the public with whom he deals.

MARCUS A. WOLFF.

DURING the last quarter of a century, the real estate and financial business of St. Louis has grown to be such an enormous branch of industry, that the same amount of business which half a dozen operators performed twenty-five years ago, now commands the attention of over one hundred firms, the members of which are counted among our most influential, energetic, public-spirited and wealthy citizens. Many of them are men who have worked their way from the humblest positions in their profession, and by a praiseworthy perseverance, indomitable courage and noble industry, have carved their names upon the scroll of honor of our great commercial metropolis. Probably no class of men have had more to do with making St. Louis the proud city of half a million of inhabitants, and a commerce as wide-spread as the confines of our nation, than the real estate and financial agents, by erecting or causing to be erected, the palatial dwellings which now adorn our streets, and drawing to our midst the millions of capital from the East which has been so material in opening up our magnificent boulevards. It would be superfluous to ask if these men deserve well of their fellows. The history of St. Louis would be imperfect without an honorable mention of this class, of which MARCUS A. WOLFF, the subject of this sketch, is one of the oldest, most popular and widely known.

MR. WOLFF was born in Louisville, Kentucky, May 14th, 1831. His father, who was English by birth, settled in America, when quite a boy; he was a poor young man and a mechanic. Eventually he married a Kentuckian, and a lineal descendant of Benjamin Franklin.

With the hope of bettering his wordly condition, he removed a large family to St. Louis in 1842. Young Marcus was very early in life impressed not only with the duty as well as the necessity of earning his own living and taking upon himself the grave responsibilities of life, but also of assisting in the general support of the other and younger members of the family.

His early educational advantages were very limited, but such as they vere, up to the age of twelve years, he made the most of. At this

tender age he began the battle of life by becoming a carrier-boy on the *St. Louis Evening Gazette*, edited by Colonel J. B. Crockett, and the *Reveille*, a morning paper published by Keemele & Field. In this employment he continued from 1843 until 1847, when he went to work on the *Republican*, working at the press and carrying papers. He was in the employ of this paper when it was destroyed in the great fire of 1849. This disastrous conflagration was followed by one of the greatest scourges that ever visited this continent—the cholera—which although not disastrous to property, was terribly destructive of human life. As an evidence of the pluck and energy of young Wolff, and to show the material the man is made of, it may be stated that during the prevalence of the dreadful scourge, three of the carriers of the *Republican* were stricken with this fearful malady, when young Wolff, with a faithfulness which will ever be recorded to his praise, and which obtained for him the respect of his employers and acquaintances, not only delivered his own route with punctuality, but also those of his three sick comrades, thus actually performing the daily labor of five men, commencing his task at one o'clock A. M., and walking until noon the same day. Need the public wonder at the success of such a man?

In 1852, Mr. Wolff married, and became engaged as teller and clerk in a private banking house; he held the reputation, and very justly so, of being the best judge of bank-notes in the city, which, in those early days of our banking system, when about twelve hundred banks were issuing notes of different denominations, was a distinction to be proud of.

But men of Mr. Wolff's energies and business qualifications do not long brook subordinate positions, either in banking-houses or elsewhere. In 1859, he entered the real estate business as the junior partner of the firm of Porter & Wolff. The firm was reliable in all its undertakings, and soon became one of the most successful in St. Louis, extending its business relations into all parts of the city and county, and continuing until 1868, when Mr. Porter retired, and Mr. Wolff continued the business, having purchased the interest of his partner. The success which crowned his efforts in the real estate and financial line, was far beyond what he himself hoped for. His business steadily increased until, in the summer of 1872, he found himself obliged to share its fatiguing burdens with some one, and with this view took into partnership two of his clerks, establishing the present well-known firm of M. A. Wolff & Co.

Under his immediate management, the business has grown to be one of the largest and most prosperous in St. Louis. It is strictly an agency

business, and never under any circumstances partakes of a speculative character. The management of estates, the collection of rents, the negotiation of loans, and such business as pertains to the purchase, sale or care of real estate, is the peculiar province of this firm. The large number of tenants it now has—over 4,000—is the best evidence of the extent of a business which has been built up by the energy, care, affable manners and scrupulous regard for business engagements of the senior partner.

Throughout his entire life, Mr. Wolff has been industrious, prudent, and money-saving, and, as a natural consequence, has made his life a success, and is now possessed of a handsome competency and a lucrative business. His residence at Cote Brilliante is one of the most attractive and superb in the county. Here, after the toils of the day, he passes his hours of relaxation in the bosom of his family and surrounded by domestic ties in which he takes great delight.

In the face of many difficulties, and during a quarter of a century of usefulness in St. Louis, he has won for himself thousands of friends, to whom he has always exhibited a noble and self-sacrificing spirit, receiving as a reward their entire esteem and confidence. Kind and generous in all the relations of life, genial and affable in his nature, he stands high in our community, both in a social and business point of view. Blessed by nature with a fine constitution, active and energetic in all his actions, patient and enduring under the most trying circumstances, Mr. Wolff is capable of transacting a large amount of business without showing signs of fatigue.

Mr. Wolff is now in the meridian of life, although his appearance indicates a much younger man. He is also in the midst of his usefulness, and, in the natural course of events, with many years yet to his credit in the book of existence.

What his future career may be, we may prognosticate from his past: one of honor and usefulness to himself and his fellow-citizens.

JOHN B. GHIO.

IT may be stated, without any disparagement to a nation that has given to the world a Michael Angelo and a Raphael, and every page of whose history abounds with the names and teems with the exploits of men who have made themselves immortal in arms, in literature, in the arts and the sciences,—that no people of Europe has given fewer prominent names to the illustrious of America than the Italians. This fact, strange as it appears, when we take into consideration the character and genius of the nation that counts among its heroes a statesman like Cavour, a discoverer like Columbus, and that long and illustrious line of ecclesiastical dignitaries who have filled the chair of St. Peter from the commencement of the Christian era down to the present time, and who have given history and character to the religion of Europe,—this fact seems to be one of the inexplicable problems of history, and at variance with the migratory character of the human race.

While we do not find the sons of “the land of song” in America seeking distinction in the flowery paths of literature, in medicine, or at the bar, yet we find them commanding a wide-spread influence in the commercial walks of life, exercising that same economical frugality, and giving to their business that same strict attention which once made Venice the Queen of the Seas, and brought to her coffers the riches of the entire known world. The same characteristics which, for centuries, marked the career of the merchant princes of the once proud mistress of the Adriatic, are to be found in many of the leading Italian merchants of America who, through their own indomitable energies and mercantile qualifications, have amassed immense fortunes, and risen to commercial distinction in this the land of their adoption. Many there are in our own city that the people of St. Louis have good reason to be proud of, but probably no one more worthy of a place in this work than the man whose name heads this sketch.

JOHN BAPTISTE GHIO was born in the city of Genoa, Italy, May 3, 1807. His father, who was a stone mason, was in moderate circumstances, yet of sufficient means to give his son a limited education. Young Ghio followed the pursuits of agriculture until his twenty-first

year, when, in 1828, he resolved to seek his fortune in the western hemisphere, and emigrating to America landed at New York. Induced by a friend, Joseph Passao, who had been a merchant in Naples, but who was residing in Baltimore, and was engaged in business with vessels trading along the Atlantic coast, he removed to the latter city.

Having but little means at his command, Mr. Ghio consulted with his friend in regard to his future and the best method of procuring a livelihood. The result of the consultation was, that he took a basket loaded with trinkets and notions, and went to peddling on board of the different ships coming in and going out of port; going from vessel to vessel, and disposing of his little stock as best he could.

In a few years, by strict economy he had amassed sufficient means to open a small notion store, and as his capital increased he increased his stock, until finally he found his establishment possessed of dry goods and other materials, which increased his trade. He always bought for cash, and found no difficulty in making money. This store he continued for more than ten years, meeting with a success which even surpassed his own expectations.

In the year 1835, induced by the favorable reports from the West, which was then developing its great natural resources, he determined to emigrate, and removed to Louisville, Kentucky, opening a dry goods store. Here continued until 1849, financial success crowning his every effort, and making him the possessor of a large capital.

But the fame of St. Louis had long since reached the utmost limits of the seaboard States, and made it the great objective point of westward-bound emigration. Disposing of his business in Louisville, Mr. Ghio came to our city and formed a co-partnership with Mr. James A. Mouks, in the wholesale liquor business. In this undertaking also, fortune favored his endeavors; the golden goddess smiled upon him, and his stores became increased ten-fold. The partnership lasted three years, and was in every respect a complete success. Upon the dissolution of this partnership, Mr. Ghio opened a large and extensive liquor establishment of his own at No. 705 Main street, where, ever since, he has conducted one of the largest wholesale liquor houses in the Western country, and which, it is needless to say, under his own personal supervision, is one of the most successful wholesale enterprises of St. Louis. Honest dealing and close attention to business are the cardinal hinges of his commercial movements, and to these characteristics he proudly attributes the success of his business undertakings. He is now the possessor of a large fortune, which he has gathered together by honest and honorable industry.

Mr. Ghio was married in Kentucky, in 1846, to Miss Gath, a lady of many estimable qualities, and well worthy of the name she bears, fulfilling the dual duties of wife and mother in a most praiseworthy manner. From this union have sprung three children—two girls and one boy, all of whom are highly cultivated and occupy high social positions.

Mr. Ghio, accompanied by his wife, has made several visits to his native land—in 1865, again in 1869, and still more recently in 1875, visiting all the notable points of interest in Europe, and sojourning some time in each of the great commercial capitals of the Old World.

Probably the greatest compliment that can be paid him is, that he has made himself an honor to his nation in the great commercial world of the West, as well as a credit to the mercantile community in which he lives. Public-spirited to the highest degree, he is ever forward in encouraging enterprises which can in any way advance the interests of St. Louis. In all matters of a national character his fellow countrymen look up to him for advice and guidance; and where the more material interests of our Italian fellow-citizens are at stake, John B. Ghio is never found wanting.

Possessed of an ample fortune, surrounded by all the luxuries of domestic life in his magnificent residence on Grand avenue, after a long and useful career he passes the declining years of his existence honored by the public for his many sterling qualities of head and heart, and safe in the respect and esteem of all who know him.

Mr. Ghio, who is to all intents and purposes retired from active business, is succeeded by his son, Mr. James G. Ghio, a young man of superior business qualifications, and in every respect worthy and capable of being his father's successor, and one who gives every promise of holding, at no distant day, a prominent position in our great commercial metropolis.

DR. JABEZ J. PIGGOTT.

THE subject of this sketch is the representative of one of the oldest families in the Mississippi Valley. The Piggotts, from the head of the first family of the name down to the present worthy survivor, have seen St. Louis grow from a small settlement, or trading-post, to be the metropolis of West, and the great commercial city of the continent. They have not only watched the growth and progress of the city, but some of them have borne a prominent part in the events of each period of its history.

The first of the name of whom we have any account in Western history was Captain James Piggott, grandfather of the present Dr. Piggott, of whom we have spoken at some length in another place.

DR. PIGGOTT was born in August 1812. After the reception of a liberal education, he graduated in medicine with considerable honor. As a practitioner he met with success, but, having rather a speculative tendency, he made investments in real estate from time to time that proved very remunerative. Eventually he abandoned the profession of medicine, and confined himself to speculating in real estate.

It may be remarked that the Doctor has the reputation of possessing considerable genius as an inventor. The United States Patent Office shows several valuable contributions from him.

At the present time, the Doctor is confining himself principally to dealing in real estate on personal account. He has accumulated a large amount of property, through his own industry and by far-sighted investments. He has his office at 802 Washington Avenue, with Doctor J. P. Kingsley, a nephew of his, who, it may be remarked, is a professor in the Missouri Medical College.

Doctor Piggott takes a deep interest in the history of the Western country, and has carefully preserved everything relating to the early settlements in Illinois and Missouri. The future historian, in seeking material for the history of the great West, may find a rich mine in files of Doctor Piggott's papers and in the rare books of his library.

It may be mentioned as somewhat remarkable, that though Doctor Piggot, in early life, was surrounded by strong Catholic influences, he maintained an independent faith—leaning strongly toward Unitarianism.

In politics, he has also been independent—always in favor of a united nation, but strongly opposed to sectional feelings and prejudices.

In a vigorous old age, he can look with pride upon the great city which he knew in its infancy.

Dr. Piggott has a brother, Jos. L. Piggott, a well-to-do farmer, living in Hancock county, Illinois; also another brother, Doctor Alexander K. Piggott, at Bodega, California; and a sister, Mrs. Kingsley, wife of Aaron S. Kingsley, a thrifty farmer living in Hancock county, Illinois. His cousins (daughters of Doctor Isaac N. Piggott), Mrs. Jane Brock, wife of Honorable R. T. Brock, and Mrs. Arzeneth Lame, wife of Howard G. Lame, are living in St. Louis.

NOTE: A more detailed statement of the Piggott family will be found in another place in this work, and in the chapter on East St. Louis.



Western Engraving Company of St Louis

W G Farrow

BERNARD G. FARRAR.

DR. BERNARD G. FARRAR, whose useful and honorable life was so intimately connected with the early history of St. Louis, was a native of Goochland county, and son of Joseph Royal Farrar, gentleman, of Warwick, Henry county, Virginia, and whose father, in turn, was born of parents who removed from England and settled in Virginia in the latter part of the seventeenth century.

It was the boast of DR. FARRAR that he could afford to do no act that was inconsistent with the teaching of a long line of honorable ancestors; and that teaching and pride of family marked his high culture, honor and refinement. He settled in St. Louis in 1805. His first wife was a daughter of Major William Christy, of which union a daughter, the present Mrs. Martha Sweringen, survives. He next married, in 1820, Ann Clark Thurston, of Louisville, Kentucky, niece of General George Rogers Clark, and of which last union there survives his widow, Mrs. Ann C. T. Farrar, and her matured children, John, Benjamin, Bernard, James and Ellen, all of St. Louis.

In presenting to the reader the subject of this sketch, we have thought it fitter to borrow from the *St. Louis Medical and Surgical Journal* of 1850, the memoir written by that distinguished surgeon, Dr. Charles A. Pope, in which he outlines the life and character of Dr. Farrar with a pen better than ours, and a scope of information gained from family and professional sources not accessible to us, and therefore we adopt it entire :

SKETCH OF THE LIFE AND CHARACTER OF THE LATE BERNARD G. FARRAR, M. D.
READ BEFORE THE ST. LOUIS MEDICAL SOCIETY.

GENTLEMEN:—Your partiality has assigned me the task of giving to the society a sketch of the life and character of the late BERNARD G. FARRAR, M. D., the venerated first President of this body. I am sensible that the choice resulted rather from my connection with the deceased, than from any peculiar fitness or ability on my part. You will therefore, readily excuse the regret that I experienced at the selection not having fallen on some older member, who, to superior qualifications, could have boasted the additional advantage of long friendship and professional intercourse with the subject of our notice.

I shall, nevertheless, with your indulgence for the difficulties under which I have labored, attempt, as far as possible, to do even slight justice to the memory of our departed friend and brother, and to present before you a portrait, which I hope will

not be altogether unrecognizable by many here present. For the materials which have aided me in this sketch, I am indebted to my own recollections as well as to the immediate family and friends of the deceased, and to his few remaining professional brethren, who, like him, were among the medical pioneers of the West.

Before, however, entering on my subject, I may be allowed, briefly to allude to the intention of the present memoir. It is both right and proper, and due alike to the dead and ourselves, that we should thus record the worth and virtues of our departed brethren. The dead are honored thereby, and the living may be profited. Besides, the life of him whom we now consider, forms an important link in the medical history of this region, and as such, deserves more than a passing notice. If in aught that shall be said, any interesting facts may be preserved—if any younger aspirant for professional honor or success amongst us, may be stimulated to emulate the example here held forth, and, by patient, persevering effort, directed by honest purpose of head and heart, overcome the many obstacles that may beset his early path and clog his future progress, my object will have been fully attained. I will not confine myself to the merely professional career of the deceased, for, having lived nearly half a century in St. Louis, he was thus connected with its early village existence; and it will, therefore, be excusable to speak of him as the citizen, and as exercising that influence on the community, which at so early a period an enlightened physician was likely to exert.

DR. BERNARD GAINES FARRAR was born in Goochland county, Virginia, on the fourth day of July, 1785. His father, Joseph Royal Farrar, extensively known and beloved for his social and hospitable character, removed to Kentucky in the fall of the same year, the Doctor being then only a few months old. He settled within a few miles of Lexington, where most of the Doctor's youthful days were passed. His father was four times married, as was his mother also; and as all of these unions were fruitful, there were seven different sets of children, united in the same family. This host of offspring caused the patrimony of each child to be small. The Doctor entered life with limited means. His early education was intrusted to the supervision of one Parson Stubbs, a well qualified and worthy man. At this period, as I am informed by one who knew him well, the Doctor was more distinguished for his love of boyish and playful mischief, than devotion to his studies. The teacher was a very pious man, and in allusion to Barney's (as he was familiarly designated) mischievous but always laughable tricks, often expressed his deep commiseration for his poor mother. He was sadly afraid, he said, that Barney would one day or another be certainly punished. This was a subject of much amusement in the school, at the good old teacher's expense, it being obvious that he did not properly discriminate between real wickedness of heart and the mere love of fun.

The death of his father took place in 1796. From this period until maturity, he was sustained and guided by the unremitting vigilance and counsel of an affectionate mother, whose memory he cherished most devotedly through life.

He was now entered as a regular student at the Literary Department of Transylvania University, where he remained for three years. In the spring of 1800, he commenced the study of medicine with Dr. Selmon, of Cincinnati, Ohio, with whom he continued a twelvemonth. He was then placed under the tuition of Professor Samuel Brown, of Lexington, Kentucky, at that period the most eminent in the profession in the West. He remained with him for three years, during which time he was an assiduous student. In 1804 he repaired to Philadelphia, and attended a course of medical lectures in the University of Pennsylvania. By his previous study

and application, he was well fitted to listen with profit to the teachings of Rush and Physick, those fathers of American medicine and surgery. After the close of the session he returned to Lexington, and at the following commencement, received the degree of Doctor of Medicine from the Medical Department of Transylvania University. Immediately on his graduation, Dr. Farrar removed to Frankfort, Kentucky, but a few miles from Lexington, where he formed a co-partnership in practice with Dr. Scott, a gentleman who stood at the head of his profession in that place. Dr. Farrar did not long remain in Frankfort, chiefly for the reason that it was so near his home; for the Doctor was one of those who thought that a prophet was without honor in his own country, and that a physician especially, was less likely to succeed among his own family and friends, than amidst strangers. He used often to say that the community should not know how a doctor was made. His views on this point are further illustrated by an anecdote he was in the habit of relating. Whilst still at Frankfort, an old schoolmate met him accidentally on the street, and being delighted to see him, gently tapped the Doctor on the shoulder and accosted him most familiarly with "How do you do, Barny?" This was but little in accordance with the Doctor's ideas of professional respect and dignity; so, seizing the gentleman by the collar, and assuming a rather belligerent attitude, he said: "Doctor, no Barny any longer. I am *Doctor* Farrar, if you please; and never shall you or any one else call me otherwise." Notwithstanding the influence of Dr. Scott in his behalf, his success in practice did not equal his expectations; for, like most young men, he was impatient, and deemed his thorough course of study and preparation, deserving of a more rapid and greater success. The place, he said was too near home, and all had known him as Barny Farrar, and had he even lived there until the day of his death, he would probably have been known as Barny still. He, therefore, turned his thoughts to a distant home in the then Far West, for a better theatre on which to try his fortune. Happily, about this time he heard much of the prosperity of St. Louis, and its peculiar advantages for a physician. On the earnest advice of Judge Coburn, one of the Territorial Judges for Missouri, and brother-in-law of the Doctor, he accordingly, in the fall of the year 1806, embarked at Louisville on a keel-boat, the only mode of water conveyance at that early period. The boat was propelled by the tardy process of the time called cordelling, and after a tedious voyage of many weeks, rendered exciting by a variety of accidents, owing to the then great difficulties of navigation, he reached St. Louis. Pleased with the appearance of the place, and its peculiar fitness for one of his profession, he at once determined to settle. Although preceded by one or two of the profession, Dr. Farrar was the first American physician who permanently established himself west of the Mississippi. From this circumstance, in conjunction with the high character he afterwards sustained, he is justly entitled to the appellation of Father of the profession in St. Louis. This region of country was then called Upper Louisiana, and had but a short time before been purchased from Napoleon by Mr. Jefferson. The Doctor soon received such flattering marks of encouragement from the French inhabitants of the village, as to render certain his success, and, indeed, to betoken a high degree of future prosperity and professional reputation. He found on his arrival here, no other established physician than Dr. Antoine Saugrain, who had, some years before the change of Government, emigrated from Europe to Galiopolis, Ohio, then the Northwest Territory, and from thence to St. Louis. Dr. Saugrain was educated in Paris for the vocation of chemist, but subsequently turned his attention to the healing art generally. He left behind him the reputation of a good physician and

gentleman. His practice was principally on the vegetable system, as he abhorred calomel, and relied much on ptisanes. At all events, his treatment of the diseases of the country differed materially from that of Dr. Farrar; for such was the marked success of the latter that it struck the attention even of the non-professional, and rapidly acquired for him an extensive practice, and a reputation for eminence in his profession. His name soon reached beyond the narrow limits of the village, and he was often sent for from hundreds of miles around. As a skillful physician and surgeon, his fame continued to increase, not only from the force of his genius and talents, but also from his great kindness of manner and devoted attention to his patients. Such, indeed, was the humanity of his heart, that it was with difficulty he could witness the sufferings of his fellow-creatures, in mind or body; and yet, in the hour of danger, when necessity called forth his best energies in behalf of his patient, a firmer spirit never existed. He excelled particularly in tact, and in his prognosis, he is said seldom to have failed. For boldness and decision of character, and promptitude in action when occasion required it, he was rarely equaled.

The Doctor was once summoned to see a female who, for some time, had been sick of a fever, and was regarded as dead, both by her physician and friends. Indeed, her shroud was being made, and the corpse had been laid out, when the Doctor entered. The mirror, and other usual tests of vitality were applied, but with only a negative result. The idea now struck the Doctor of applying a red hot smoothing iron to the soles of her feet. This was soon done, whereupon the woman stood erect, and cried aloud. The story is literally true. A gentleman, who saw the patient laid out, as he thought a corpse, left a few minutes afterward for Pittsburg, and without any knowledge of her resurrection, met her on his return in perfect health. He stated that the occurrence gave him greater terror and astonishment than did the terrible convulsions of nature which he experienced near New Madrid in 1811, whilst in a keel boat on the Mississippi, whose tide was rolled tumultuously in a reverted direction for many miles, and the earth was rent in many places. From the circumstances above related, as well as his general reputation for professional skill, he was supposed by the people capable of raising the dead.

In the obstetric art he enjoyed a large practice, and shone pre-eminent. From contemporary testimony, it is doubted whether any man ever practiced more dexterously and successfully the various operations of turning and the application of instruments.

I have said that Dr. Farrar was eminently successful in his general practice, but as a surgeon also, he claimed an enviable distinction. From his own account, he was always loth to undertake operations, and only resorted to the knife when the life of the patient demanded it at his hands. His reluctance to operate sprung, I am sure, from his unwillingness to witness, or inflict, pain on his fellow-men. As an operator, he was skillful and rapid; but when, as in the ablation of different tumors, the dissection required care, he was extremely cautious, using, as he was accustomed to tell me, more the handle than the point of his scalpel. One of his first operations was an amputation of the thigh, performed on a man by the name of Shannon, who, when a youth, accompanied Lewis and Clarke on their expedition to the Pacific ocean. In 1807 he undertook a second expedition under the auspices of the General Government, to ascertain the sources of the Missouri. At a point eighteen hundred miles up that river, he was attacked by the Black Feet Indians, and wounded by a ball in the knee. He was brought down to St. Louis, and successfully operated on by Dr. Farrar. In those times the case was considered as an

evidence of great skill, in view of the distance which the patient had traveled, and the low state to which his constitution had been reduced by the accident. This same gentleman afterward received an education in Kentucky, and became one of her best jurists. He was subsequently elevated to the bench. Judge Shannon often said, and even declared on his death-bed that he owed both his life and his honors to the skill of Dr. Farrar.

There is one operation to which I must make especial reference. On a patient, an Indian lad affected with stone in the bladder, where the calculus had become fixed in his basfond, and could be easily felt projecting in the rectum, the Doctor conceived and executed the recto-vesical section. This was done several years previous to the same operation by Sanson, who, however, by publishing has the universal acknowledgment of priority. It is unfortunate on all accounts that any neglect should have occurred in this particular, notwithstanding the recto vesical operation is but very exceptionally resorted to.

During the war with Great Britain in 1812-'14, Dr. Farrar served both as surgeon and soldier, in defending Missouri from Indian depredations. His reputation had now increased to the extent of being known and acknowledged abroad. In proof of this, he was offered a chair in his Alma Mater, the Medical Department of Transylvania University, then the first and only School of Medicine west of the Alleghanies. Nothing could certainly have been more gratifying to his feelings, more calculated to excite in his mind emotions of heart-felt pride and satisfaction, than the proposed honor. He, however, declined the situation, preferring the more substantial benefits of a lucrative, though laborious practice, to the uncertain renown of a professorship. From his own acknowledgment, I am assured that his declension arose more from real modesty, and his own supposed incompetency, than from any other cause.

As a man and citizen, Dr. Farrar occupied in this community a high position. Such was his popularity and the confidence reposed in him, that he was elected a member of the first Legislature that was assembled under the Territorial form of Government. He, however, continued as a Representative during a single session only. His re-election was much desired, and would easily have been effected, but he perceived it would withdraw him too much from his profession, a theatre he thought of more useful action on his part toward the country. He ever afterward refused to engage in politics, assigning as a reason, very properly, that few men arrive at eminence or great usefulness, except in a single pursuit, and of all others the medical profession was jealous of exclusiveness, and required a strict adherence to this maxim. In connection with his politics, it may perhaps without offense be stated, that he was an unswerving Whig, through life. His political, as well as religious tenets, never contravened his personal friendships—he was alike the physician of all parties and denominations. His love of country, its constitution, and the memory of its early patriots, was ardent and enthusiastic.

In the discharge of his professional duties, Dr. Farrar was both physician and friend. No company or amusement could make him neglect his professional engagements; and he was ever ready at the call of the poor. Indeed, with respect to remuneration for his services, it was in most cases virtually optional whether payment was made at all. The convenience of all was the rule that governed him. Instances frequently occurred where he attended families for years, whose views led them to remove to a distance, when some friend would suggest the propriety of securing his bill. His answer was, Let them go—if they could do without him, he could

do without them. In other cases, men would call to pay their bills, when he would inquire what length of time he had attended them or their families, (for he never made regular charges in books,) and generally ended by saying, "that they must make the fee such as they were able to bear or might think proper." He was always generous and disinterested, nor can history produce an instance, in which a life of such intense devotion in relieving the diseases incident to his fellow-men, has been less rewarded by pecuniary emolument. This utter want of selfishness, and extreme pecuniary carelessness, formed perhaps one of the most distinctive traits of his character. But Providence seems to have been mindful of the Doctor's care for suffering man. Some real estate in St. Louis and its vicinity was secured to his family, which by its increased value enabled him to spend his latter days with all those comforts around him, which a generous soul enjoys and dispenses to others, and to leave a beloved family the means of gratifying every rational desire in life.

Many anecdotes illustrative of the peculiarities of the Doctor, are told by his old acquaintances, one or two of which I will relate. Having occasion to re-visit Louisville, he went on horseback, and liberally supplied himself with funds, all in the shape of silver half dollars. This arrangement, he supposed, would prove convenient for change, at the houses where he might stop. The whole amount was pretty equally distributed, and thrown carelessly loose in his great-coat pockets. Off he started at his usual trot, upon his journey; and after traveling some thirty or forty mile, he halted to rest for the night; when lo! on looking for his treasure it had all disappeared! The holes in his pocket explained the mystery of its escape, thus besprinkling the road from one end to the other, much to the satisfaction of some "*vide poche*" teamster, who happened to follow him. The Doctor informed the landlord of his misfortune, told him who he was, and requested entertainment for the night on a credit. The worthy farmer disbelieved the whole story, called him an impostor, and refused to afford him lodging, saying, "That, although, he had never seen, he had heard of Dr. Farrar as long as he had lived there, and the person before him was entirely too young to be the same." Now it happened from early and great baldness of the Doctor, that he was thought much older than he really was, and on this account he was generally called old Doctor Farrar. The Doctor at once pulled off his hat, made the necessary explanations, and was not only admitted to a quiet night's repose, but treated with the best hospitalities of the landlord.

There once lived hard by the Doctor's house a man with no very honest views of the rights of property, who, whenever there happened a deficiency (which was no unfrequent case) in his own supply of wood, was accustomed to replenish his stock by an occasional stick, taken under cover of night from the ample store that lay piled up in the Doctor's yard. These petty depredations had been carried on for a considerable time, and not without the Doctor's knowledge. But although he knew full well the thief, he had never caught him in the very act. To effect a certain detection, he caused a fine, fat-looking and tempting back log to be heavily charged with powder. It accomplished his purpose, for that very night, on going out quite late, he found it to have disappeared. It was only then that the possibly fearful consequences of what he had done came upon him with the fullest force, and brought him seriously to reflect, that although the thief might meet his just reward, the wife and many little children would also pay the penalty of his guilt. So, rushing hurriedly to the house, he saw the very self-same log upon the fire, with the inmates gathered in a family group around it. There was yet time—the fire had not yet reached the powder. Telling all to save themselves for their lives, he seized the

burning stick and carried it safely from the house before it had exploded. There was courage.

From an early period of his youth, Dr. Farrar was esteemed by his companions for his love of truth, honor and justice, and he fearlessly maintained among men those principles through life, without meriting reproach. In his friendships he was warm, constant and true, ever slow to give credence to the reputed errors of those he esteemed. Kind and amiable, as well as open, frank, brave and undesigning in his feelings and principles, it was painful to him to witness any deviation from propriety in others. Least of all would he forgive any dereliction in a physician. He, of all others, he thought, should be above suspicion and reproach. What in other men he might overlook, in a physician he would never forgive.

As a Christian, he was mild and tolerant, believing that all intemperate discussion of benevolent principles was uncalled for. He was twice married. As a husband and father, he was uniformly affectionate, kind and indulgent. In domestic life were centered his chief and highest enjoyments, and no man felt, or accorded, a higher estimate to female worth. The experience of a long life of observation, as a professional man of the sex, called forth, on all occasions, his best sympathies and feelings in their behalf.

There are two circumstances in the life of Dr. Farrar to which, as involving professional considerations, I will allude. In a duel which he had, the Doctor's ball struck his antagonist. The wound was attempted to be closed, and from such injudicious practice, the symptoms became much aggravated. The patient was then advised to send for Dr. Farrar. This he did, and the Doctor visited his enemy as he would have done any one else. He immediately laid open the track of the wound, according to the practice of the time; the pain ceased at once, and the gentleman rapidly recovered. The Doctor and his patient were ever after true and fast friends.

The other circumstance to which allusion has been made, was a difficulty which arose between the Doctor and one of his own profession. The physician was in the habit, on all occasions, of speaking of Dr. Farrar in the most disrespectful manner, and resorted to every low expedient to prejudice and injure the Doctor among his patients and friends. By abusing Dr. Farrar he vainly hoped to advance himself; but as is invariably the case, he only succeeded in injuring himself. For this reason the Doctor never once reviled, but bore his abuse with becoming silence. His accuser wrongly interpreted the Doctor's forbearance, and in consequence grew more bold in his denunciations. At last, suspicions were raised concerning the Doctor's honor and courage. He could bear it no longer. On meeting his traducer, he fell upon him with a stick, and inflicted on him the most summary chastisement. Unluckily, the man died in a month or two afterward, and his friends attributed his death to the blows inflicted by Dr. Farrar. There is not the least show of reason to sustain the charge, for he had entirely recovered from the effects of his injuries, and died in consequence of a pleurisy. As a class Dr. Farrar felt the liveliest interest in the medical faculty. Their honor and the advancement of the science in knowledge and usefulness, was to him a theme both of hope and joy. In the history of our race, he believed there were fewer aberrations from moral rectitude among medical men than any other class of the community. Society, he said, had a just right to expect this distinction, as the very nature of their profession made physicians the confidential friends of every family.

Among his professional brethren, Dr. Farrar was universally beloved and

esteemed. He was a gentleman in the highest sense of the term, and well deserved their respect and consideration. His acknowledged professional skill, his goodness of heart, his polished urbanity, his high sense of honor and noble generosity of nature, endeared him to all. In his intercourse with other professional gentleman, his conduct was marked by the most scrupulous regard to the rights and feelings of others. His estimate of the character of the profession was, indeed, exalted. It constituted the very essence of honor, dignity and benevolence, and usefulness; and in his own dealings he exhibited a living exemplification of his views. He was, in truth, a very model of professional etiquette—not in its letter only, but in its purest spirit. He went further than the mere requirements of the ethical code. He was always anxious, not merely to act honorably to a professional brother, but also to serve him, if he could, by advancing his interests, and increasing his claims to public estimation and confidence. In the language of the lamented Lane, "He was so constituted, that it was impossible for him to be guilty of dishonorable rivalry toward his fellow practitioners." He scorned the tricks of the profession and those who practiced them. To the junior members of the faculty, he was particularly kind and generous. They were at once made to feel that he was one in whom they could wholly confide, and in consequence of his winning kindness of heart and manner, and the real interest he always manifested in their success, he was almost regarded by them as a father. It is in this light that I love to contemplate the memory of the departed.

Search the wide world over, and in all that was generous and noble in his conduct toward his brother practitioners, we shall not, perhaps, find a brighter, more perfect model. It was my fortune to become acquainted with Doctor Farrar only after he had long retired from the practice of the profession. To those who had known him in his earlier and palmy days, he appeared, I am told, but as the wreck of his former self. Still, there remained about him, that which stamped him as a man of no ordinary character. Many a pleasant hour have I spent in instructive conversation with him, and heard him relate his early adventures and trials.

Dr. Farrar fell a victim to the dreadful scourge that spared neither the good nor the great, the bad nor the lowly, and which carried woe and desolation to so many hearts during its awful visitation of our city in the summer of 1849. He was attacked by cholera, but survived its onset, and for ten days we supposed him rapidly convalescing. He walked about his chamber, and conversed with his friends with more than his usual gaiety, on the very afternoon preceding his death. About ten o'clock, P. M., he complained of feeling cold, and called his wife's attention to the circumstance. She became alarmed and summoned assistance. The fatal *collapse* had only been extraordinarily deferred. In less than two hours Dr. Farrar was no more. He died on the first of July 1849, and within three days of being sixty-four years of age. Had his death occurred at any other time than during an unusually fatal epidemic, when such extraordinary demands were made upon the living, his demise would have called forth high funeral honors. But what recked he of the pomp and pageantry of sorrow! He sleeps quietly now, beyond the reach of grief or adulation. Forever green be the sod that grows above his grave, and may flowers bloom about it, until the awakening angel's trumpet shall, on the resurrection morn, call him to his reward in heaven.



Western Engraving Company of St. Louis

Very Truly Yours
Albert Todd

HON. ALBERT TODD.

ALBERT TODD was born near Cooperstown, Otsego county, New York, March 4, 1813. He is of Scotch and English descent.

His Scotch descent is through his father, Ira Todd, a direct descendant from Christopher Todd, one of the original colonists of New Haven, Connecticut. His English descent is through his mother, Sally Hinman.

His father was of the old school of "work for a living," and was of very active and enterprising habits. He died in his eighty-sixth year. His occupations and enterprises were various. They embraced, at different times, farming, and manufacturing of paper and woolen goods, of lumber, flour and mill materials. Some of these various enterprises he carried on at different times in New York, Massachusetts, Connecticut, New Jersey, Michigan, Illinois, and, lastly, in St. Louis, Missouri. Into the first four named States he took his family. He was the father of eleven children—nine sons and two daughters. Of these, eight sons and one daughter are now living. His sons were trained to work as well and as fast as they were able to do anything useful in his various occupations. Hence, each of them has a practical knowledge in some one of the vocations of his father. Each of them, also, had the benefits of the education of the public common schools, at the rate of three to four months in the year, from the age of six to fifteen years, on the average, by which they learned reading, spelling, writing, arithmetic and geography.

ALBERT TODD, the subject of this sketch, was the fourth born of the eleven. In his early days he was strongly inclined to a "life on the ocean wave," an inheritance from his mother's side, as the annals of the British Navy would indicate. His father allowed him a coasting experience, with the hope that it would generate a dislike; but, as it only increased his desire, he was permitted to choose his vocation in case he would give up the sea. This was, of course, the mother's remedy. He accepted the offer, and selected a professional life, with the privilege of a collegiate education. Which profession his should be, whether that

of law, medicine or divinity, was left, according to the "good old habit of the olden times," to the "guidance of Providence."

In his eighteenth year he accordingly began his preparatory studies in Amherst, Massachusetts. He matriculated at Amherst College in 1832.

In 1833 he left Amherst, and became a member of the sophomore class of Yale College. Here he graduated in 1836, with the appointment for an oration. He was absent from college during most of the time of his senior year, teaching in a high school, in which occupation he continued until the fall of 1836. By this service he earned the money with which he paid the expenses of his senior year. From this time forward, his father, on account of reverses in business, became unable to render him pecuniary aid, and he has had to depend on his own exertions. He then chose the profession of law, and began his studies in Little Falls, Herkimer county, New York, in the office of Judge Arphaxed Loomis, who was a member of the first commission for codifying the laws of New York. Intending to practice his profession in New York, he studied under its then regulations. These required a seven years' course of study before application could be made for license to practice in the inferior Courts of Record; and three years additional study, with the previous admission to practice as an attorney, before an examination was allowed for a license to practice as counselor and solicitor in Chancery. With these licenses one could practice in all the courts, and not before. But of the first seven years, a student was allowed a credit of four years if he was a graduate of a college.

In 1839, Mr. Todd was prepared for his first license to practice. He then concluded to "go West," and selected the city of St. Louis as the place where he would first put up his "shingle" for the practice of his profession. The city at that time bore no comparison in size to what it is at the present time, for then Seventh street was its western boundary, and its population not 17,000. He arrived in St. Louis on the 9th of November in that year, and was licensed to practice in the courts of Missouri, by Judge Thompkins, in March 1840. Since then, he has practiced his profession in this city without interruption or change, except as caused from time to time by ill-health.

He always took a lively interest in politics, but was of the opinion that no man should seek political honors, or become a candidate for political office, until he had acquired an estate sufficient to support him without the aid of the emoluments of the station to which he aspired. In this way only, he thought, could an independent and conscientious

discharge of the duties and obligations of office be secured. Actuated by this conviction, he invariably declined office until 1854, when he was elected to the Lower House of the Missouri Legislature.

This session of the Legislature had to perform the duty of revising the laws of the State. In this work Mr. Todd especially devoted his services during the time of the session. Since then he has been a member of several political conventions, and has often been engaged in canvassing for the party of which he was a member.

He was a Whig in politics until the dissolution of that party. He was a candidate for Congress in 1860, on the Bell and Everett ticket. After the election of Lincoln, and during the whole period of the war, as well as since, he has acted with the Democratic party.

Mr. Todd is a professor in the law school of Washington University, of which he was one of the founders, and to which his services have been given gratuitously. He is also one of the directors of Washington University. He is a member, and one of the original founders, of the University Club; a member of, and one of the early subscribers to, the Art Society. He is one of the original founders of the Public School Library; also of the Mercantile Library, and of the Missouri Historical Society, and is a member of the Academy of Sciences. He was among the first members of the St. Louis Bar Association, and is now president of the Law Library Association of St. Louis.

He was elected a member of the State Convention recently held for revising and amending the Constitution of the State. In its deliberations, debates and labors, he took an earnest and laborious part. He was lately elected one of the thirteen freeholders, provided for by said Constitution to provide a scheme for the separation of the city of St. Louis from the county of St. Louis, and to organize new governments for them.

Since he considered himself justified in taking a part in public service, he has been willing to do his duty therein, as nearly as he could and had opportunity therefor.

For the last sixteen years Mr. Todd has declined taking cases in the courts, and has withdrawn from their practice by reason of a failure of health from its labors. His chief practice was in suits involving large values, and severely litigated. He continues in his profession by an office practice of a limited character, from his attachment to it as one of the noblest of studies and pursuits, for culture, ambition and person associations.

Mr. Todd has also co-operated, with others, in nearly all of those public

enterprises, undertaken by private corporations for promoting the attractions of the city of St. Louis, and its facilities for trade and commerce.

He has been an earnest advocate of the State's providing for universal non-sectarian education, but only through the common-school system, and under the conviction of only for so much as needful for making the voter capable of acquiring an ordinary intelligence of his duties. To this extent he also advocates compulsory education, and, for both propositions, he has lectured in different portions of the State. He also advocates the doctrine of compelling every man entitled to the franchise to vote at every election for which he is qualified, and is able to attend. He intends to advocate these propositions while he lives, as the means most likely to perpetuate republican institutions, and to promote and secure the general diffusion of the possession and enjoyment of the earnings of labor.

EDWARD C. FRANKLIN, M.D.

ONE of the most distinguished adepts of the progressive school of Homœopathy in the West, is DOCTOR EDWARD C. FRANKLIN, of this city: a man whose labors in the paths first mapped out by the immortal Hahnemann, entitle him to a front rank among the physicians of Missouri.

DR. FRANKLIN was born in Flushing, Long Island, March 12, 1822. His father, Joseph L. Franklin, was a native of New York, tracing his lineal descent through the family of Benjamin Franklin. His mother, whose maiden-name was Fitch, was the grand-daughter of Eliphalet Fitch, who, under the Crown of England, held the appointment of receiver-general of the Island of Jamaica.

He was educated primarily at the district school in the township of Flushing, where he acquired the rudiments of an English education; was fitted for college at the school of the Reverend Eli Wheeler, at Little Neck, Long Island, and entered Washington College, Hartford, Connecticut, in 1837. In the third year of his collegiate course, a severe attack of illness compelled him to desist from study, and laid him aside for a year and a half.

In 1842, Doctor Franklin entered the medical department of the University of New York, as a private pupil of the illustrious Doctor Valentine Mott, and graduated in 1846. He commenced the practice of allopathy in Williamsburg, Long Island, the same year, and soon became the principal in a somewhat protracted medical controversy with Doctor Cox, a celebrated homœopathic physician at that place. This controversy elicited a severe cross-fire from Doctors Hanford and Culbert, two of his class-mates in the University, who had become converts to homœopathy, and were residing in Williamsburg.

In 1849, Doctor Franklin removed to California, and engaged in practice in San Francisco, where, in a few months, he amassed considerable money. He received the appointment of deputy health officer of the State of California, in 1851, and was placed in charge of the Marine Hospital in San Francisco. He remained in the office, on a salary of nine hundred dollars per month with perquisites, until the institution was dissolved and finally abandoned by the State. He then went to the Isthmus of Panama, where he received the appointment, for a time, of physician to the Panama Railroad Hospital. He spent three

years of successful practice in this place, and accumulated a large amount of property, but was compelled to leave on account of failing health, induced by successive attacks of Panama fever. This fever stubbornly resisted the treatment of allopathy, but yielded promptly to the homœopathic treatment. It was this experience that first enlightened him as to the real value of the new system, and led him early to its adoption. He first commenced its practice in Dubuque, Iowa, and after three years of residence there, settled in St. Louis.

In 1860, Doctor Franklin was appointed demonstrator of Anatomy in the Homœopathic Medical College of Missouri, and also supplied a vacancy existing in the department of Obstetrics. These positions he filled with honor to himself until his appointment to the chair of Surgery in the same institution. In this year he engaged in an able discussion in the St. Louis papers, with Professor M. L. Linton, of the St. Louis Medical College—an allopathic institution. The discussion, entitled "Medical Science and Common Sense," continued two months, creating a deep interest in the adherents of the opposing schools, and yielding a large amount of valuable instruction to the unprofessional reader.

In 1861, he was appointed Surgeon to the Fifth regiment of Missouri Volunteers called out by the proclamation of the President. Before the close of this service he was appointed by General Nathaniel Lyon, commanding, Surgeon-in-Chief of the first regularly organized military hospital west of the Mississippi river. After the battle of "Wilson's Creek" in 1861, which resulted in the death of General Lyon, he was placed in charge of all the sick and wounded of that campaign, and remained at Springfield, Missouri, taking charge of the various hospitals improvised for the occasion, and performing the surgical operations demanded. A few days after the entrance of the victorious army under command of Sterling Price, an order was issued by Brigadier-General Rains, to appropriate to rebel use all medicines and hospital supplies then belonging to the United States Medical Purveyor's Department. Accordingly, an officer with a squad of soldiers, entering the general hospital, demanded and removed all the medicines and hospital supplies in possession of the Union troops. At this conduct on the part of General Rains, Doctor Franklin became greatly indignant, and complained to General Sterling Price of the severe treatment inflicted upon the wounded and sick under his charge by the order of general Rains. General Price immediately gave him an order upon General Rains for the restitution of the medical supplies, which was handed General Rains in person, but who obstinately refused with an oath to give up any portion

"to the damned Yankees." It was here he performed the last sad offices to the remains of his lamented chief, depositing them in a rude tomb upon the farm of Hon. J. S. Phelps, preparatory to their removal to his native State.

In the fall of this year, he passed his examination before the Army Medical Board at Washington, and, receiving the appointment of Brigade Surgeon of Volunteers, was assigned to the Department of the West, where he organized the United States General Hospital at Mound City, Illinois, the records of which showed a smaller percentage of deaths than any other general or field hospital during the war. After fifteen months of service here, he was ordered to the command of Major-General F. P. Blair, where he served as operative and consulting surgeon, in field and hospital, in the memorable campaigns of "Chickasaw Bayou," "Arkansas Post," and the series of battles around Vicksburg which culminated in the overthrow of that military stronghold.

In 1862, he was appointed professor of Surgery in the Hahnemann Medical College of Chicago, and in 1867 was honored with a call from over thirty of the most prominent homœopathic physicians in New York, to reside in that city and practice surgery. Both these calls he was constrained to decline, because of his determination to attain to the front rank in his profession in the home of his adoption. Both appointments, especially the latter, were highly complimentary as they were honorable to the gentlemen who made them. During this year he published the first volume of a valuable treatise on "The Science and Art of Surgery," adapted to homœopathic therapeutics. This work comprises a general knowledge of the chirurgic art up to the period of its publication, besides much valuable and instructive material of the author's personal observation and experience, gained during the war. The work consists of nearly eighteen hundred pages, and is the standard authority of homœopathy throughout the world, and has been accepted as a textbook on this important branch by all of the homœopathic colleges in the United States. It is profusely embellished with wood cuts; was printed in St. Louis, and is the largest medical volume ever published west of the great Father of Waters.

In 1871, he was appointed surgeon to the Good Samaritan Hospital; and in the re-organization of the Homœopathic College of Missouri, in 1872, he was re-appointed to the chair of Surgery, which he still retains.

In 1874, he was invited to deliver the address before the Kansas State Homœopathic Medical Society, and while at its session introduced the resolution to establish a "Western Academy of Homœopathy," which

should embrace the talent, culture and zeal of the Western homœopaths. This medical body met in St. Louis in October of the same year, organized for action, and promises to take high rank among the medical bodies of the land. He was elected to deliver the first public address of this society in October 1875, which outlined its purposes, aims and action in the great world of medical thought and progressive movement.

The present year he was elected vice-president of the "American Institute of Homœopathy," at its late meeting at Put-in-Bay, and has been honored for several years with the appointment of chairman of its Surgical Bureau.

Dr. Franklin is a man beyond the average of intellectual power, and of skill in his department. Thoughtful, but quick of discernment and prompt in action, he has been particularly successful in his practice. He has performed, during the late war of the rebellion, the remarkable achievement of thirteen amputations before breakfast. This is surpassed only by a similar feat of the celebrated Baron Larrey, who is said to have performed eighteen amputations on a like occasion.

Throughout the ranks of the homœopathic profession in the United States, there is no one who has accomplished more good for the cause and done more to place the system on a respectable basis, than the Doctor. Ever ready with his pen to do battle for the cause, and always keen for a controversy, he has guarded the system with a zealous care, and is entitled to the credit of being one of its warmest and ablest champions. His controversy with Dr. Linton, above referred to, was the strongest and longest discussion ever entered into by partisan disputants, and did more to place the system upon an intelligent and permanent footing than all the writings before or since.

In 1865, Dr. Franklin was married to Miss Josephine F. McSherry, daughter of Hon. P. T. McSherry, a prominent politician and business man of St. Louis. One child is the fruit of this union. His children by a former marriage are nearly all grown, the youngest being thirteen years old.

Dr. Franklin has inherited a good physical organization, having a sanguine, nervous, bilious temperament, with sufficient of the phlegmatic to nicely touch his mental organization with the studious mold. He is genial and agreeable, a gentleman of the highest social standing, modest in his demeanor, which amounts almost to diffidence before strangers. Strong in his impulses, and determined and earnest in all that he undertakes, he possesses those rare attributes that have made him a leader among his sect and a bulwark of strength against his opponents.

JAMES C. NORMILE.

FEW men have achieved such enviable distinction in so short a time as the gentleman who forms the subject of this sketch. Arriving in St. Louis in 1869, a stranger in a strange land, he has surmounted difficulties that would have dismayed less daring spirits, and to-day he is justly ranked among the most distinguished citizens of our State. Hence it becomes our duty to accord him a place in this collection.

JAMES C. NORMILE, Circuit Attorney of St. Louis county, has scarcely entered the threshold of manhood, having been born on the 6th of October 1844. After receiving the usual primary instruction he entered Georgetown University, controlled by the Jesuits, where in due time he graduated with high honors. After severing this pleasant association, he entered, in 1865, the law department of Columbia College, and at the same time placed himself under the special guidance of Hon. O. H. Browning, of Illinois, and General Thomas Ewing, of Ohio, who were then practicing before the Supreme Court at Washington. This was the beginning of a prosperous career, for Colonel Normile will always regard the date of his meeting with Mr. Browning as the most fortunate day of his life. This pure statesman and profound lawyer devoted himself, with a fatherly interest, to maturing and expanding those germs of promise in his pupil which he foresaw would one day confer eminence and distinction on their possessor. There is something touchingly beautiful in the affectionate regard which Mr. Normile cherishes for his old legal preceptor, and he has often told the author of this sketch: "Whatever success I may achieve in this life, I will always attribute to him whose precepts and example first inspired me with the laudable ambition to rise above the common level."

Colonel Normile entered the Army at the beginning of the war, and though but a youth, he twice assisted in the defense of Washington when threatened by the enemy. He was subsequently sent to draw up a treaty with the Seneca Indians; a delicate mission, which his tact enabled him to perform to the satisfaction of all parties.

Colonel Normile was singularly fortunate in having early advantages, vouchsafed to but few indeed. For three years after his admission to the bar he was librarian of the Interior Department, where he had nothing to do but to store his mind with that classical and scientific lore that so often crops out in his speeches. He certainly improved to its fullest extent this golden opportunity, for there is scarcely an author of any distinction with which he is not familiar, and the variety and extent of his information is a marvel to those of less studious habits. In addition, he has been an eye-witness to some of the most stirring and inspiring scenes in our country's history: such as the trial of Daniel E. Sickles for the murder of Key; the farewell and departure of the Southern Senators; the inauguration and the assassination of Lincoln; the trial of Mrs. Surratt; the impeachment of Andrew Johnson, etc.

When his friend Judge Browning severed his connection with Mr. Johnson's Cabinet and retired to his home in Quincy, Colonel Normile found no ties to bind him to Washington society, and so resolved to seek new fields to employ his talents; and in pursuance of this design he landed in this city in May 1869, a knight errant in quest of fortune. Strangely enough, for one of his industrious habits, he remained idle for some months, when an unfortunate event first called public attention to him, and made him for a time the observed of all observers. It happened thus:

A well-known citizen, Mr. Munson Beach, was one summer evening shot dead on his own door-step, while surrounded by his family. The assassin fled, but was subsequently arrested. He proved to be Joseph H. Fore, a brother-in-law of the murdered man, very aristocratically connected, belonging to one of the first families of Kentucky. A thrill of horror ran through the entire community at what was considered a cruel, cold-blooded and unprovoked murder. On the day set for the trial of Fore, the court-room was packed to its densest capacity by an eager and excited crowd. All eyes were turned on the prisoner at the bar; and when they noticed how young and handsome he was: when they saw his lovely wife weeping at his side, and the look of sorrowful tenderness which he bent upon her, a universal feeling of sympathy pervaded the entire audience, mingled with regret at what seemed to be his inevitable fate. "Who is going to defend him?" was a question frequently asked. "A young lawyer named Normile," was the response. "Who is he?" and the invariable answer was: "I never heard of him before." The plea of the defense was that the defendant was insane. Experts were summoned, and the hitherto unknown advo-

cate began to examine them. He displayed such a thorough familiarity with the subject, quoted so many authorities that even these specialists had not read, refuted so many of their statements that militated against the presumed insanity of his client, presented such an ingeniously-conducted hypothetical case, that the majority of them reluctantly admitted the insanity of Fore at the time the deed was committed. A burst of applause greeted this announcement, mingled with murmurs of admiration at the skillful and learned manner by which the young advocate had forced these admissions. But the battle was only half won. Governor Johnson was yet to address the jury in behalf of the prosecution, and as a popular pleader he was was believed to be omnipotent. Fore's fate hung trembling in the balance, when Col. Normile, whom nobody knew, arose to address the jury on behalf his client. He began in a low tone amid a breathless silence. His exordium was simple and chaste; but soon getting into the merits of the case, he poured forth, for nearly three hours, one unbroken torrent of eloquence freighted with glowing imagery, unanswerable arguments, couched in trenchant language, and all delivered in the most animated and impetuous style of declamation. When he sat down, a roar of applause broke from the spectators, which infringement on the dignity of the court the Judge in vain endeavored to check. It was one of the grandest orations ever delivered at the St. Louis bar, and for its author it was one splendid leap from obscurity to fame. This speech was published in full in the *Missouri Republican*, and excited universal admiration, and received encomiums from different papers throughout the United States. We here append one from the official organ of the State of Kentucky, published at Frankfort :

The speeches of the counsel for the defense, especially that of Colonel Normile, are said to have been marked with commanding ability and extraordinary eloquence. One who has read a report of Colonel Normile's address to the Court and the jury on that occasion, says that if he is a young man yet—that is, on the sunny side of forty—he will some day equal the fame of Sergeant Prentiss.

In order that our readers may form some idea of the merits of this extraordinary production, we append a few extracts :

* * * * *

I feel that it behoves me personally to acknowledge the close and courteous attention you have given us during the progress of this trial, involving, as you are aware, as important issues as were ever raised in the annals of crime. Let us deal charitably with one another, for it is a solemn hour that finds us together, no less to you than to the prisoner over whose destinies you sit in judgment. It is a time when the soul should soar above all paltry things, ignore every narrow technicality, those vain conceits of barbarous times, and by the pure light of God's law dispense substantial justice. Deal it out with hearts purified by the oath you have taken; deal it out that the throbbings of regret disturb not your peace through coming years; deal it out by

the rule of the Great Teacher, which declares it better that the guilty escape than that one unjustly suffer. I shall ask but this for the youth for whom I speak; give him this, and the bolts that withhold him will fly back, and he will return stainless to the arms of that sylph-like creature that nestles at his side and appealingly looks up to him and to you for protection.

Gentlemen, the attorney for the State has told you once, and he will tell you again, that a dark deed of death has been done; that the innocent blood of Munson Beach has been shed by the hand of Joseph H. Fore, and that it now ascends to heaven unappeased. Beach, it is true, now sleeps beneath the sod of Bellefontaine Cemetery, and Fore is in our midst. He is here, yet his presence is not that at which

"The pale air freezes,
And every cheek of man sinks in with horror—
A cold and midnight murderer!"

You feel no oppressive weight in the air you breathe with him, no repulsive shudder with which man instinctively shrinks back at the sight of a being abhorred as every murderer has been from the hour when God affixed his blighting brand upon the brow of Cain. Where, where, then, is the foul form of the fiend? Where, you ask, as you gaze on every face around you, until the prosecution points you there—to whom? To a pale and beautiful youth, formed in nature's favorite mould, fitted for her noblest ends, and designed as the passive instrument of Providence to preserve society's great law in protecting the partner of his bosom from dishonor, abject wretchedness, ignominy and despair. Look upon him, and tell me if his is the brow of a murderer? Here, on this sacred ground, where naught but truth should enter; here, within these hallowed precincts, where every passion should be left at the threshold; here, in the presence of you, gentlemen of the jury, the Court and the community, I pronounce that youth guilty of no crime! Blood, it is true, has been shed in our midst, and it carried sorrow to the bosoms of some. We have grieved at the stern necessity of the blow, as we grieve when we read of the agony of the father who in the frenzy of despair took the fair life of his child to save her from dishonor. But that death was not in vain. Virginia, bleeding, restored liberty to Rome, and may we not hope that the blood of Beach poured out on the altar of the household gods, whose shrines he profaned, shed by the frenzied hand of an agonized husband, whose hearth he desolated—may we not hope that the shade of Beach will rise a solemn warning, stalk by the libertine in his career of crime, shriek—beware! as he enters the happy home whose peace he would poison? Covet not the wife around whose image the tendrils of that husband's heart are entwined; seek to separate none that God has joined together; play no dark sorcery with the heart of man, or on thy head his fury will be hurled.

* * * * *

Gentlemen, let us examine the character of the defendant by the testimony we have placed before you. His career, almost from the cradle, has moved in review, while his actions of late have been subjected to the microscopic gaze of the most malevolent scrutiny. About seven years ago, his vague sympathies assumed the form of a defined attachment for a cousin whom he met at his home and followed to Natchez, Mississippi. There he declared his affection and learned that her heart and her hand were plighted to another. Crushed and dejected, he wandered like the spectre of despair, seeking in vain for some repentance in which he might forget his sorrows. Brooding over his misfortunes, and seeing no hope whose smiles lit up the darkness that overcast his future, his sorrowing soul looked to self-destruction for that repose for which he yearned, and sought in the silence of an early grave to still the troubled beatings of his heart. Leveling a pistol at his breast, he fired, but the ball glanced upward, and that death for which he longed as for a bride, like that bride doomed him to disappointment. Thus do we find him at that early day a sensitive and suffering being, to whom life was a heavy burden, without some fond bosom on which to rest. Then for the first time he alarmed his friends by those indications of insanity which have so often since appeared in his actions, culminating in that acute madness for which he is now on trial. Had it pleased Providence then to accept that life he sought to surrender, he would know nothing of the agonies that awaited him, to which I trust, gentlemen, it may be your fortune to remain strangers. Around his memory would have clustered those fond regrets ever evoked by an untimely fate; a loving sister's tears, pure and gentle as the soft dews of evening, would moisten his mound, and her hand would embellish his grave and scatter upon it the earliest flowers of spring. He would sleep undisturbed by those human hyenas whose distant howlings, mingled with the wintry blasts, have chanted their discordant tones around

his cell. But there is a design in everything, and when reason and philosophy shrink back at the yawning gulf beyond their confines, we meekly return to the simple faith we learned at our mother's lap, which tells us that there is a destiny in the minutest mote that floats in the sun-beam, no less than in the existence of each of us; and from that faith springs the hope that the All-seeing eye that marked the tribulations of the prisoner will guide him through this ordeal and protect him from its fires.

Returning to Kentucky in 1865, we see little of him until the summer of 1868. We catch a glimpse of him now and then, seated in the shadows of evening at the graves of his parents, or quarrelling with his friends without cause, then suddenly repenting his folly and running to them weeping and asking their forgiveness. At one hour morosely repelling his little brother, the next caressing him with all the warmth of his nature. The sport of every idle fancy, restless and feverish, seeking amid the toils of the farm and the intoxication of the bottle for that peace for which his heart panted. How touching is the sight of that unhappy boy, longingly looking for some "sweet oblivious antidote" that would "minister to a mind diseased" and "pluck from the memory a rooted sorrow." Near his home there is a female academy, where, in the summer of 1868, he first met little Miss Alice Babcock, destined to become his wife, and destined also to be the source of all the bliss and misery her young husband has felt since that hour. They were in the spring of life, when heart with heart delights to blend. The path through which they would glide rose to their charmed vision, fringed with flowers and mellowed by that roseate twilight in which young lovers long to dream. Tender and celestial are the feelings of those hours; from the spark of the divinity within us they spring sacred as their source, purifying the soul of those baser thoughts that drag us down from the proud eminence to which we aspire and from which we are taught to believe we have sprung. He came to St. Louis, claimed his little girl as his betrothed bride, and when he had learned that she was too poor to purchase her wedding *trousseau*, she became but the more precious to him. He sought her father and tendered him a thousand dollars, which he begged he would accept as a loan, thus relieving him of the embarrassment of his poverty without compromising his pride. How refreshing is such a sight in these fortune-hunting days of convenient marriages, arranged with the most scrupulous regard for the balance in the bank and the value on the books of the assessor! How manly and sincere is this scene! How noble is the example to those vapid creatures and bearded heroes of the drawing room—the fondled darlings of fashion that recoil with an elegant horror from the sight of impoverished beauty, yet melt at the mention of lots, stocks and bonds, and grow as soothing and sentimental as doves at mating time. They were married in October of the same year, and never did a young and loving couple link their destinies with fairer prospects of future felicity. He was handsome as Hyperion, and around him hung that romantic hue in which the female heart find its highest happiness. He loved to deck his fair bride with every embellishment, and valued his wealth that it might cater to her wants and prove his devotion. They traveled, laughed and loved like children as they were, until their money was gone. Beneath the concentrated rays of the Beaches and the Babcocks it vanished like the dew of morning. While it lasted, young Fore was the pet and the pride of the family, a Corinthian lad of mettle that possessed a most accommodating purse. Around the ruins of this young man's fortune clung no green ivy, holding its shattered remains. Unprotected, he met the bitter blasts, and looking round for the Beaches, he found that they had vanished at the approach of adversity, as does the gossamer web that only basks in the summer sun. What woful scenes, gentlemen, do we behold in this wide theatre! Nature everywhere at war with herself, and endless struggle for existence throughout organized life; the weak held in the grasp of death by the strong, and innocence serving as a soft cushion on which villainy reposes and fattens. Even into the sanctuary of justice this strange medley extends, often hallowing the cell of the felon with the presence of the martyr, and by some trick of fortune placing the accuser in the dock of the accused. To-day it is Fore's turn, but to-morrow it may be yours; and should that anguish come upon you, and you stand before a tribunal of human justice, you will awake to a sense of your danger; you will learn that though guiltless of crime the accused is disarmed, helpless and tied down by technicalities that stifle truth. On that harrowing hour, you may turn in vain to your innocence to shield you; but from the poisoned cup of the Athenian decree it gave no protection to the noblest of the Greeks; it arrested not the crimson tide that flowed from the crucified on Calvary and stained the cross; its voice was drowned amid the flames that liberated the spirit of Joan of Arc from its prison and bade it ascend to its source; nor could it save Beatrice Cenci from the block, Madam Surratt from the

scaffold, millions from the headsman's axe in the old world, and many from the hangman's grip in the new. From such scenes we turn, shaken in our faith, in human laws, and human perfection. The gold-tipped wings of a bright philosophy are clipped, and we descend to our kindred dust where, in darkness and in doubt, we exclaim with the great dramatist—

“Out, out brief candle;
Life's but a walking shadow; a poor player
That struts and frets his hour upon the stage
And then is heard no more; it is a tale
Told by an idiot, full of sound and fury,
Signifying nothing.”

We find young Fore a bankrupt in purse but in nothing else. With a heart as light as in happier days he clasped his wife to his bosom, little heeding a loss that left him her love. Awakening to a sense of her danger from the association of the Beaches, he rented a little home in a distant part of the city. Guarded by a husband's honor, he left it and sought some employment from which he would derive a support. Failing in other directions, we see him at a Market street planing mill earnestly importuning work. He enters upon duties that were new to him, and the proud, high-strung Kentuckian bends without a murmur to the task of the common laborer, love lighting up the toils of the day, at whose close he bounded happy to her in whose caresses his cares were forgotten. Blessed influence of home, how it floats us in safety through the tempests of life, its fatigues and misfortunes! Mark the ordeal through which the prisoner passed, and tell me if his is the pottery or porcelain clay of human kind. Never has the pen of the poet or historian preserved the memory of a sight more noble than that toiling youth buffetting the billows of adversity, thinking only of her at home. Recall this scene when I shall be silent; amid the eloquent denunciation of him that will follow; cling to it closely, and when in a lofty flight of forensic indignation, he hurls at the prisoner's head the epithet, cowardly assassin! ask yourselves then, if this be the stuff such men are made of. Like the storm petrel, this poor boy has been rocked by every tempest; wave after wave of misfortune has dashed its spray over him, until drooping and helpless, he is washed upon the shore prostrate at the world's mercy. In the morning of life he is stretched upon the strand, shivering and torn; above him stands Beach—to succor or assist, think you? No! no! but like the Cornish wrecker, to plunder and strip the unfortunate voyager that fate has cast within his grasp. He lays hold of his wife and bears her off in triumph, shattering the reason of his victim into a thousand fragments; but the robber fell in the midst of his spoils, pierced by the reckless bullet of the madman.

Gentlemen, we approach the catastrophe that gave birth to this case. Three weeks before the shooting, the families of Beach and Fore were not on visiting terms, nor had they been for a year previously. The prisoner started for Louisville to secure a position more lucrative, leaving his wife in the care of her brother. Returning after a brief absence, and entering the humble but happy home he had lately left, he found it tenantless, the being that made it precious gone, his hearth-stone turned into a tomb, while around its once cheerful precincts smouldered the ashes of his hopes. Reeling beneath this shock of domestic desolation—doubting, fearing, distrusting the reality of the sight that abruptly broke upon his bewildered vision—he rushed through the city, seeking some one to explain the grim jest; searching for a wife that had gone, he knew not where. He found her, but the hour was joyless; for he knew not whether she was lost to him, lost to virtue—lost like a blighted and tarnished lily, no more to bloom in the beauty of innocence. Beach, that had pursued him with a fiendish hate, has concealed her at the Everett House, where for three days he is locked with her in the heroic design of accomplishing her ruin. So thought her distracted husband as he wandered through the streets, a miserable maniac, grasping with a convulsive energy her last loving letter to him, which he thrust beneath the gaze of every wayfarer, appealing to the compassion of every heart unchilled in its sympathies for human suffering. What, what shall I do? he helplessly cried. The Beaches have robbed me of my money, and now they have taken from me my beautiful wife! They will not let me see her—they even deny me the poor boon of a parting smile! They took from me my little Allie, pure and precious, * * * * * exclaimed the poor boy, his frame quivering with emotion. Unutterable and unearthly is the agony of that husband, racked by the throes of ten thousand furies, and plunged in the depth of a tribulation no mortal hand ever fathomed, by the sight of a wife more than murdered. She rises before his disordered fancy in the lascivious embrace of another—he sees her on the threshold of a career of shame; on the brink of that awful abyss she stands like a somnambulist, unconscious that in a moment she may

be da-hed to destruction. She, that had entwined her little arms around him until a separate existence ceased; she, that had ripened into womanhood beneath his fostering eye, and for three years nightly pillowed on a bosom that beat but for her: she, whose playful fondness could chase from his brow every trace of care, and brighten the clouds that gloomed over his pathway—he is torn from him to be trodden in the dust. Down, down to the goal of the brothel he sees her sinking, until, with faded and withered charms she skulks, an outcast, nameless, homeless and hungry. That torturing thought looms up like a flaming brand, firing the brain to madness. Around the seat of reason rages the fierce contagion, until its lamp is unhinged and extinguished beneath the ruins over which reigned that night of irresponsibility, in whose darkness Beach met death. In the name of humanity, I ask, is it not enough that they have impaired this young man's mind, and heaped upon him misery untold? Is not this enough to appease even fiendish malignity, without seeking the wretched life they have left him? But no, they must track him to the grave, and even they would outrage Christian decency by stamping upon his mound and desecrating his defenseless dust.

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Before again passing on to the testimony, I may as well announce that if you have tears to shed prepare them in time; if the fruitful river of the eye, as Hamlet says, be not dried up, get ready the sponges—not for me, for I merely want justice—but for my eloquent friend that will follow on the part of the prosecution. You will be entertained by some pathetic flights of forensic sensibility that will pierce the cloud, rid it of its electricity, and drench the Court with water. You will see Beach die once more on his own door-step, in the peace of God, etc.; you will hear the wail of the widow as she presses the disconsolate poodle to her bosom; you will behold her herculean efforts to control her able-bodied emotion, and to modulate those stentorian sighs she could emit with such tremendous effect. And you will be delighted to see my gallant friend Gilson, whom you will certainly encore, soothing and sustaining with a bottle of "smelling salts," which ever and anon he gave her nose, and took away again, softly saying, as Falstaff to Dame Quigley, "weep not, sweet queen, for trickling tears are vain." Then you will mark the entry of the injured orphans in pairs, and you will particularly note the faultless attitude of the bereaved mother pointing to her mate, whom she vows she will follow like turtle chaste. There being no orphans in the case, we have consented that a few should be hired for the occasion to heighten the dramatic effect, yet at great expense to the managers, and this is positively their only appearance. Think not, gentlemen, that I am capable of deriding domestic ties or of scoffing at conjugal tenderness. I am here to defend them. With me, the rosy twilight that tinges the fond memory of a mother, ever consecrates the home as the sanctuary of the heart. It is the green spot in which the tired vision is rested and refreshed, and where every virtue ripens into perfection. Amid the perfidy of friends and the execrations of multitudes, we can still receive a blessing from her that watched over our cradles, or stood at the altar by our sides. Disarming passion by her tenderness; by her purity triumphing over sense, she stands amid persecution like a herald from on high, cheering our drooping spirits by a love constant and ineffable.

Gentlemen, you have learned the mental condition of the prisoner one hour before the shooting. He was at the house of Mr. McDonald, who testified as did his wife, and from that venerable couple you have heard that he was unquestionably insane at that time. One thought was uppermost, the safety and purity of his wife, but the belief was steadfast that she was on the brink of prostitution. He had slept little that week, nor was it likely he could sleep much in that mental condition. Musser told you that it was a fine, balmy night as he strolled by Beach's, and took a seat beside him. The moon had just risen, silvering the tree tops across the street so invitingly that Mrs. Rapp lingered, loth to retire. A stream of light issued from the parlor, clearly discovering the form of Mrs. Fore sitting by the window, like a dove fluttering her little wings, but finding herself fast in the net of the fowler. Beach sat on the steps in a pair of summer pantaloons, with a pair of pistols in the pockets. At such a time, where, think you, should Fore have been? At home? he had none. His home was where his wife was, and there, too, was his broken heart, like a shattered mirror multiplying the object it reflected. He paces rapidly by, his eyes strained to catch a glimpse of her he loved, when he stumbled upon Beach, the author of all his shame and misery. He does not approach with the murderer's stealth or the assassin's muffled mien; but in the conscious rectitude of the madman he walks by, and in the frenzy of his delirious despair his arm is lifted, and the ball is gone; but where, is only seen by that hidden eye that sped it harmlessly by the mother of a sleeping infant to the heart of him that had

trampled upon every human feeling. There was no premeditated design of death in the prisoner's bosom, no dark thought riving his brain and calling on him to kill. Beach is as surely the author of his own destruction as if he fired a train that carried him to eternity. Could Fore stay the bullet? As well might you demand that he arrest the infectious wind or stay the pulse of ebbing life. There is a mine of destruction in man. The Creator placed it there for His own wise purposes; it surrounds the home, the wife, the child, and the moment you cross the threshold with even a look that threatens them with insult, that mine explodes—you touched it off yourself; you knew it was there, and may the lightning of the shock smite the invader and roll him reeking beneath the ruins. The flower blows ignorant of its beauty; the rain refreshes the earth and knows it not; the animal follows his blind instincts and asks not the reason of them; but it is man alone that can compare every act with the law given unto him. He has reason and will that are given to light and guide him; but should these be impaired or destroyed, man sinks below the brute, for he has not even the brute's unerring instincts. Hence the irrational being has been held irresponsible from the very dawn of civilization. This is a principle about which there can be no cavil. The difficulty arises only in bringing each case within the protection of this principle. We are unable to subject the operations of the brain to the microscopist's gauge or the chemist's scrutiny; we cannot view its workings as we do bees beneath a glass hive, nor can we fix where the shadowy hues of sanity commence dissolving into madness, or mark the point where responsibility ceases or derangement begins. No human hand can draw aside the veil that forever hides the mysterious chambers where the spirit dwells; no science can lift the shadows that gather round the realms of the immaterial. [Here Mr. Normile entered into an elaborate examination of the theory of insanity, and into the question of insanity as settled by judicial tribunals in this country and in England. He then compared the tests with the testimony before the Court, which, he argued, made a strong case for the defendant.]

Gentlemen of the jury, by a barbarous and bloody rule that has come down to us from darker days, the attorney for the State has the unfair advantage of the closing argument. Too often in the past has the voice of that officer echoed the wish of a tyrant, and heaped insult upon the heads of the martyrs of freedom; too often has that voice sounded the onset against humanity, and shrieked out the accents of triumph while bathing the sword of justice in innocent gore. My bosom swells with indignation as I read the records of these scenes, and when I witnessed them twice, I heard the base note of professional prostitution. No appeal for vengeance should emanate from the State; for we are all her children, and like a fond mother she should clasp us to her bosom, sorrowing at our sufferings and joyful when justice rescues from the scaffold and restores her accused darlings to society. This is the spirit of the ethics I have studied; I trust no other will find countenance in this Court. Into your hands I am about to surrender my client. * * * * * His future, the buoyant hopes that bubble fresh and bright from the fountain of his young summer, must cease at your bidding, and that warm stream of life springing from the Creator your breath can send back to its source. I invoke but the spirit of justice. Thou shalt commit no murder, says the great law; and you murder him you convict unless guilt be surely established. It is better that the guilty escape than that one unjustly suffer, is the teaching of Christian philosophy. This is the voice that rises high above the hum of human opinion, ringing out its solemn tones of warning amid the tempest of every passion, and in the midnight darkness of doubt guiding us in safety, and mooring our consciences to the great throne of eternal truth. The prisoner stands charged with the highest crime known to the law. It is not from mere killing we recoil. He that is arrayed in battle's front brings down his antagonist with more than the sportsman's pride. The being, inflamed by brutal lust, that attempts to rob a virgin of her vestal purity, we would slay, and feel but the peace which follows performed duty. What, then, makes homicide repulsive? It is the base motive of the design. Did Fore, under cover of night, break into the room of Beach with the design to rob, and, while his victim lay wrapt in innocent slumber, plunge a knife in his heart? Did he dispatch him in a midnight brawl in some brothel while wrangling over the favors of a strumpet? No. From what stagnant pool of vice, then, will we draw the dark coloring that will lend its horror to the deed of the defendant and lift it to the bad eminence of a heinous offense? The great and the good have ever taught that far above the statutes there is a law universal and eternal, and that in obedience to it consist the dignity and perfection of humanity. It stirs the bosom of the rude barbarian roaming his native wilds, no less than the child of civilization, and we can trace it in every animal throughout the universe. Strike at the mate or young of the most timid thing in life, and it rages, reckless of its

own existence, when theirs is endangered. It is an instinct the Divinity has planted within them. The mother sees her babe in the midst of flames from which no one can rescue. Her reason would tell it were hopeless to attempt it, but it is paralyzed by the danger that threatens her off-spring, and in she rushes to certain death with her little darling. Or perchance it is the young husband that beholds his wife amid the blazing rafters of his own home. Does he stand pouring out his lamentations over her fate, while carefully avoiding any danger to his own life from the belief of its supreme value? If he did, the finger of scorn would point to him as dishonoring manhood's form. Amid the heat of that burning mass he would seek her, and when the smoke had cleared a way, perchance you would behold their charred remains. We see the mother and the husband instantly changed from sanity to madness by the danger that encompassed their loved ones. Commune with your own hearts, and they will tell you that there are fears more terrible to a husband than his wife's death. Her urned ashes would be precious to him if unpoluted; nor is he without the hope religion yields that in the elysium beyond the grave he would again clasp her radiant form. Apart then from the inherited taint of the prisoner's mind; apart from the acute derangement in which it culminated years ago; aside from every other predisposing cause, I ask if the well-grounded fear of his wife's prostitution is not fraught with such uncontrollable frenzy as nothing human can withstand! If a villain break into your house at night and attempt to steal your coat, you can kill him in his tracks; but if he steal a wife from her husband: dive into his heart for its best treasure; rend asunder whom heaven linked as one; torture the tenderest feelings of his nature, and drag him forth to the slur and scoff of public dishonor, he must hear it all, you will be told, he must crouch without a murmur, or the law will lash him like a belabored hound. What a juggling show of justice is this miserable, foul and damning doctrine. Is there, then, anything we dare call our own? But surely the youth of the land should not run unwarned of their danger. Tell them to shun the influence of innocent woman as contagious breath, for they may love them, and that love may lead them to the gallows. Like the prisoner, a hapless youth may link his destinies with some sweet creature that will become his ornament and his joy; she may twine around his heart like a lovely and tender vine until they are no longer twain, but one flesh; feeling that she is, he may embellish her with every flower of devotion, but a Beach may lay rude hands upon her and tear her off, battering down the reason of his victim. In the blindness of the hour the poor husband may hurl a stray bullet at the robber, when he that should stand forth an accuser is then dragged into court in irons, his wrongs insulted, his madness derided as intemperance, and his innocence sworn away by purchased testimony, until his steps lose their hold on the scaffold. Over a noble youth the solemn murderers may have triumphed, and another martyr have joined the millions that have gone before; but when the sanguinary joy of the hour has subsided, let them pause and behold the pernicious fruit of their victory. Morality has received a festering wound; the barrier thrown round the marriage bed is flung down; every shrine of affection is shattered; the libertine rears aloft his brazen front and vaunts his perjured arts until virtue becomes the scoff of town, and society sinks to the level of the seraglio. God grant that my eyes shall never rest upon such a scene. By the memory of that fond name of mother; by those gentle sisters that in pride looked up to you for protection; by the mysterious ties that bind you to your helpless offspring; by the tender associations that link your hearts to home, I conjure you to revere the nuptial tie and reverence the sacred rites that hedge round its holy ground; and may that day never dawn on this enlightened land when its defender can be branded a criminal. Rescue this boy and send him back to his home in Kentucky. Amid the flowers and verdure of his native valley, he may forget the sad scenes through which he passed here. There, too, he may bury the recollections of the inhospitable prejudice he met among us. Far away amid the impressive calm that marks their village graveyard, quietly rest the remains of his parents, over whose sacred ashes I bent and invoked their shades to hover round their distracted child on trial in the land of strangers. Wrapt in the shadowing associations of that scene, where hostile sects are hushed and war no more, I invoked that Being we all adore, to shield the innocence of His afflicted image I now surrender to your keeping.

The Democratic Convention, which met shortly after this event, conferred on Colonel Normile the nomination of Circuit Attorney, he being successful over three of the oldest and most favorably known lawyers at

the bar. To this position he was subsequently triumphantly elected, though several others on the same ticket met with disaster. On taking charge of this office, during the course of a few remarks he said: "I am deeply grateful for the generous confidence my fellow-citizens have reposed in me. I shall cherish the laudable ambition to prove that confidence not misplaced." And he has certainly kept his promise, as a grateful and appreciative public can testify.

A little later, occurred an event as embarrassing as ever perplexed the path of professional duty. Fore, who, after his acquittal, left for his home in Kentucky, returned to St. Louis and made an assault with a hatchet on his wife, about noon, on Washington avenue. The act was generally regarded as that of an insane man. He was indicted, and the defense set up was the old defense of insanity, by means of which he lately saved his life, a defense his counsel deemed much stronger by this last act. He was defended by Colonel Arnett, Normile's associate on the former trial; but unfortunately for the accused, Normile himself was no longer with him. Appearing, as was his duty, on the part of the prosecution, he made an argument which proved that Fore was perfectly sane, and so he was convicted, and sent to the penitentiary for ten years, the highest punishment for the offense. No more than a year intervened between the first and second trials, and ever after it was facetiously remarked, that whether a man was sane or not, depended on which side Normile was retained.

The next exciting case was the trial of Anton Holme, for the murder of his wife, who was unfaithful to him, and who was, at the time she was killed, engaged in keeping an assignation house on Fourth street, south of the Southern Hotel. The defense was, combined insanity and justification. Colonel Normile prosecuted, and neither prevailing, Holme was convicted, and sentenced to be hung; but fortunately the Supreme Court reversed the sentence. Colonel Normile, we are told, spoke four and a half hours, but only a fragment of the speech is reported, and this we take from the *Globe*:

Colonel J. C. Normile, Circuit Attorney, next addressed the jury. He stated in advance that they need have no apprehension that he would detain them a long time. He would gladly have consented to let the case go to them without any argument. He had endeavored during the progress of that trial to occupy an elevated and impartial position. He was there to represent the State of Missouri, and he had stated nothing in his opening that he had not more than proved. He would have been content to prove Holme a murderer, but his counsel seemed to be unhappy until they had proved him a dissolute man and a panderer. He had striven to exclude the scandal in the case, and his gorge had risen at it. He felt humiliated as a man when the accused paraded his wife's shame in their presence. He alluded to insanity, particularly describing what feigned

insanity is, and the difficulty of its detection. He spoke of the prisoner's strange conduct, and explained it as the result of drunkenness. The Circuit Attorney, proceeding, said:

The ingenious fabric of insanity reared round the accused by his skillful counsel has been hurled to the ground, and the naked murderer stands confessed before you. It was malice, not madness, that guided the fatal dagger with unerring accuracy to his wife's heart; it was its precision that with a single thrust dispatched her—headlong to her Maker. There was no emotion ruffling his calm countenance as he gazed on her through the glass door, the moment before he made the deadly lunge; there was no feeling in his heart but that which the assassin harbors at beholding the object of his hate helpless within his power. He impugned her fidelity to him; but surely if she were no better than a brothel's inmate, it is no palliation of murder unless he caught her in a criminal act, which is not in evidence. She was pure, gentle, loving and lovely a few years ago, when she stood in the freshness of her girlish beauty, at the altar by his side; and she would be the same unto this hour had not a worthless and degraded husband pulled her down to his own low level. Woman is what man pleases so make of her. She is helpless in his hands; she is bent to his will or broken to his pleasure. Her virtues are her own; her faults are his. Holme labored about eight months in four years. Who supported himself, and his son and his wife during the balance of the time? An attempt has been made to prove he constantly received remittances from Germany, but the attempt has failed. It is proved, however, by his own witness that two years before the murder she was forced to support the family by renting rooms to fast women on Fifth and Biddle streets; it is proved that he knew this, and that his wife was in the habit of accompanying Minnie Gray and Emma to a bagnio on Green street of the classic name of the Rialto. It is proved that about this time he secured the fatal dagger, which he strapped around him in the bravest and most approved manner. The defense has taken much pains and labor in establishing this, and they have also put themselves to some trouble in showing that about this time he would occasionally brandish it in the most decorous mode, on which occasions his wife would invariably take it gently from him as she had a right to do.

Commenting on the evidence, Colonel Normile said: This is what the testimony of the defense establishes. It shows that he playfully placed his hand on his dagger three times in two years; that during all this time his wife kept a house of ill-fame, and that the accused knew all; that they ate at the same table in contentment, and slept beneath the same roof. Mark you, this is some of the testimony for the defense. Such were the pleasant relations that subsisted between them when, one month before the killing, they removed to 305 South Fourth street. There he realized the ideal of the loafer's dream. Looking out on the busy thoroughfare from his soft bower of innocence and ease, he wondered what fools men and husbands were, to dig and to delve for a living when they might glide through life like him.

The allegations as to the prisoner's insanity were combated and the counsel continued:

In their opening, the counsel for the defense promised us something genuine, and no emotional nonsense. To prove it, they have dragged with a close net the brothels of the city and brought their contents here and poured them out on you. Such rank and motley material I have never seen before in a court-room, and I trust I never shall again. There was no end to the pimps, prostitutes and perjurers they brought here to bolster Holme and rescue him from that punishment he so richly merits. They have dragged that poor woman from her grave, they have broken the ceremonies of her tomb, and in its cold and damp habiliments she paraded here to perpetuate her shame that her murderer's life may be prolonged. Yet they insult us with the assertion that that man loves the woman whose memory he has blasted. I am sick and weary of this trial and its disgusting details. "*De mortuis nil nisi bonum*."—speak nothing unkind of the dead—is a maxim of christian charity that we should ever cherish. Let its mantle cover the shame of that poor creature whose lips can never say aught in her defense, and God grant that her moral being may ascend to a purer existence. Gentlemen, I have done my part, and now I surrender to your keeping the interests of the community, its laws and morals, which have been violated by the prisoner at the bar.

At fifteen minutes to six, having spoken about four hours and a half, the Circuit Attorney closed his remarks, which were delivered in a very forcible and earnest manner.

The community was soon after shocked by another wife murder, that of William Morgan, now under sentence of death. He is a Kentuckian, and belongs to the better class of society, as did Anton Holme. His wife and himself had separated, and she sued for a divorce. During the pendency of the suit, he met his wife at a furniture store on Franklin avenue, where she was making some purchases in company of a man whom Morgan suspected. He called his wife aside, under pretense of speaking to her in friendship, when suddenly drawing his knife he plunged it in her body. She ran across the street and fell. He picked her up, pressed her to him, and stabbed her again. She died that night. The defense was insanity. Much testimony was given of the insanity of Morgan's family, and dozens of witnesses swore that Morgan had been insane for years. This was backed up by the testimony of medical experts to the same effect. Colonel Normile followed in a speech of four hours, tearing the case to shreds, and proving the man sufficiently sane to be hung, which is the doom which now awaits him. We quote from the report of the *Dispatch*:

Insanity is a disease of the mind located in the brain. It has its special symptoms as well marked as the ordinary diseases of the body, and it should not be sufficient to say that a person is sick in mind or body without indicating what is the special ailment that afflicts him. In view of the facts of this case; in view of the light of science, in whose path I have been an humble pilgrim, I hold that there was no madness in the brain of the accused when he plunged his weapon into his wife's bosom; but that there was that malice in his heart which the assassin feels at beholding his victim helpless within his grasp. Calm was his aspect at the moment of the murder. Not a ripple broke the placid surface of his emotional being, not a delusion, the true test of intellectual insanity, lured him like the false lights of the Cornish wreckers to destruction. There was not the ordinary eccentricity of life proven here. Even had they proven that on some subjects the accused was not as rational and sound as other men, still this will not exempt from punishment unless it amounts to insanity, and that it was in consequence of this the crime was committed. The mind may be defective on religion or any other subject—nay, it may be absolutely insane on one subject, and if he be practically sane of all other matters, he cannot claim exemption from the consequences of his act, unless such act is done in pursuance of an insane delusion, and really in consequence of it. The brain performs separate and independent functions like the several members of the body, and the action of one part may be impaired without perceptible injury to the remainder. The loss of an eye, ear, leg or arm, does not weaken the remaining organs; nor does the jarring and discordant tone of a single piano key affect the harmony of the rest.

Believe me, gentlemen, that I should have been pleased had the defendant been insane at the time he committed that dastardly deed, that casts a stain alike on our city and civilization. Compassion for a mind destroyed, a reason extinguished, and a will lost amid moral chaos, would displace those sentiments of indignation with which the heart heaves at contemplation of cowardice and cruelty. Three weeks before this crime, the murdered wife sought separation and protection in our Circuit Court. She had asked to be delivered from the accused for reasons the law precludes my stating. Nor can I call her here from her cold and contracted prison-house, to tell you the sad story of her wrongs and sufferings.

The green garb of spring is about to mantle the earth; its wave of verdure will hide each bleak and dreary prospect; it will roll, in the solemn silence of the cemetery, over the red mound of that poor woman, and the bare boughs that bend above her, will bud and shed their mellow

influence around. May they shield her from the cold heart of an uncharitable world, and from the blistering breath of her cowardly slayer—"De mortuis nil nisi bonum"—of the dead speak nothing unkind—is a maxim of Christian charity we should ever cherish. The grave and its defenseless dust is sacred, no less to the rude barbarian roaming his native wilds than to the child of civilization, and the being that desecrates it merits the detestation of his fellow-men. The accused has invaded the precincts of the tomb, he has droken its cerements, and dragged his dead wife here, in her damp and chilling habiliments, to perpetuate her shame that her murderer's life may be prolonged. Yet he insults us still with the assertion that he loved the poor creature whose memory he has blasted. God! God! how weary I am of such profanity. Think you, gentlemen, if he loved her that he would sit here hissing his hot libels upon her? No! No! like Hamlet he would jump into her yawning grave, and high upon them both they might heap the red earth, or, living, he would make a ghost of him that dared to speak lightly of that spirit that has gone. This should be the emotional mad lover, and not the stolid wretch that now sits before you. You are asked to believe that the most baneful lust of the cyprian lurked in the bosom of his butchered wife.

Surely, I have shown you that she was but the frail shadow of less than a hundred! pounds. Faded and feeble, there was nothing there to tempt the lust of the libertine, as she wandered homeless and hungry, with a heart in which smouldered but the pale ashes of every hope. "Oh God, I am so miserable!" and "for God's sake don't hurt me," were the last hopeless words she uttered in piteous supplication as Morgan's murderous arm was nerved for the deadly descent on her heart. Did he heed her imploring words? In a second and her yielding side receives his deadly lunge. A shriek of agony calls the neighbors to their doors. The assassin's knife is again descended with deadly precision, and although reeling and staggering beneath the blow, she gasps for breath, arrests the ebbing tide of life, and by the muscular motions of approaching dissolution she reached the center of the street, where she fell. Prostrate there I think I can see her pale face turned toward the butchering husband. I think I can hear her sob: Spare me, spare me, my husband, spare the dying mother of our child; spare her whose little arms gently twined around you; whose playful fondness did chase from your brow every trace of care; spare her who ripened into womanhood beneath your fostering eye, and for years pillowed your head on a bosom that beat but for you. Spare the poor unprotected girl you swore at the altar to shield against the world; send her not before her God without prayer or preparation. Spare her that lies here helpless at your mercy! He bends over her, he stoops, and seemingly relenting his murderous purpose, he lifts the dying wife from the dust, and, pressing her to his bosom, her lips are about to move in the accents of forgiveness and affection, when, as his strong arm presses her to him, the right has thrice plunged the knife in rapid succession to her heart, and then she falls to the ground mangled and murdered, in the fullness of God's peace, beneath the meridian blaze of a summer's sun.

Bear with me gentlemen; bear with me if I fling aside the mantle of office and ascend to the horizon of man, and there, if looking down on the defendant in the light of Nature's law, I denounce his deed to be as brutal as ever outraged our boasted civilization. And here I proclaim to you and the public that the flimsy fabric of insanity reared round the accused I have exposed and destroyed. I have hurled it to dust as base as the being it sought to shield, and that, in view of the facts in the case, were you to find the accused not guilty, you would even transcend him in the outrage you would perpetrate in the name of justice. Beware, gentlemen, beware! Man may war on man; on woman never. Thrice before have I lifted my voice against the wife murderer. Never have I raised it in vain. You have before you the most dastardly deed of all. Let your hearts oppose it if they can, and say, shall red-handed murder run riot through the land.

We will next touch on the case of Julia E. Fortmeyer, the abortionist. The thrill of horror that pervaded the community at the discovery of this woman's crimes, is still fresh in our memories. For years she carried on her criminal calling without detection, and was at length brought to justice only after the most careful preparation. She had

operated on at least a *hundred* babies, whose remains she was in the habit of disposing of by the process of cremation. It was at first feared that she would manage to escape through the difficulty of proving the case against her according to the technicalities of the law, which really seems to have been framed more in view of protecting the criminal than of punishing him. But the officers of the law were determined to rid the community of this pest, and every nerve was strained to ferret out her doings and bring them to light. She was indicted, tried and convicted on one charge, and dreading the ordeal of a second trial on another charge, she preferred to plead guilty and was sentenced to imprisonment for ten years. Colonel Normile proceeded against her for murder in the first degree, in the hope that he would be able to prove that the baby in question was alive when put into the stove. This could not be proved, and hence the jury could only find her guilty of manslaughter in the second degree. The trial was subsequently published by Barclay & Company of Philadelphia, whose interesting volume is now before us. We quote from this volume: "During the delivery of Colonel Normile's speech for the prosecution, the immense crowd who filled every inch of space in the large hall of the Criminal Court-room, listened with breathless eagerness." Again: "The speech here presented contains every important point made by the eloquent gentleman, and as a legal effort it will stand as one of the most able and powerful appeals ever made to a jury in a court of justice."

I am sick and weary of this trial and its disgusting details; my gorge has risen at it, and it is with impatience I approach the final moment when the mantle of responsibility shall pass from my shoulders to yours. Believe me, gentlemen, that you occupy an important trust at this hour; you may be unconscious of it, but you are in the annals of our city an historic group. You will be remembered here long after we have all passed to dust, and God grant that you may survive in the gratitude of those that will follow us, whose best heritage will be a purified social code which your verdict may do much toward perpetuating.

For seventeen years Julia E. Fortmeyer has pursued the abortionist's dark and deadly calling. Year after year she has risen higher in her daring and reckless career; bidding a bold defiance to our police, she has ranged the city in her nefarious trade, and pursued it with impunity almost to the threshold of this Court House. She has fallen, still she would carry ruin and destruction in her descent; she would lay rude hands on our fairest families; strip happy homes of their ornaments; into tombs would turn their hearthstones, around whose once cheerful precincts she would leave but the smouldering ashes of their hopes. Into the meridian blaze of public scandal she has attempted to drag chaste matrons and timid maids, and on the wreck of their fame she has essayed to float on the tide of time to after years, and make her own infamy immortal. Wretch! libellous wretch! with what fiendish delight she withers reputations, denounces our social fabric as immoral and depraved, which at this hour she would have us believe to be crumbling, reeling and tottering.

I have already explained to you at some length the two propositions of law involved in the testimony, and I have also reviewed and analyzed that testimony with candor and fairness. I have attempted to conceal none of its weaknesses; nor have I asked you to give efficacy and force to any fact not warranted by the most frigid rules of logic or reason. This is either a case of

murder in the first degree or man-slaughter in the second. I hold that a careful examination of the facts in evidence will sustain a verdict for the higher offense. That the child of Louisa Behler was about eight months advanced when it came to its death is admitted by the accused to three police officers; and should this be deemed insufficient, it is further proved by the mother of the child whom I have placed before you. That this child was born alive and cried is confessed by the accused, and is proven by its mother and by Sarah Fay, the servant who was present.

On precisely the same authority, I state that the child was fatally injured on the skull by the iron hook that lacerated its brain, while it was being prematurely introduced into this life by the defendant, but that, notwithstanding the serious or deadly injury, it continued to live for a period between fifteen and twenty minutes. But was it living at the time the flames were kindled around it? I hold that it is a principle of law that life being established it is presumed to continue, and it devolves on the defense to prove that life was extinct when placed in the stove.

Aside from this, Sarah Fay swears that the child was deposited in the stove immediately on its being delivered; and it being admitted by the accused that it lived at least fifteen minutes, it must necessarily have been alive when it was laid in the stove; which was not then fired, it is true, but which I have circumstantially shown was fired within the period intervening between the birth and death of the infant. The turning point of this case is involved in the testimony of Sarah Fay, and it is against this, the counsel for the defense have concentrated all their force, in the vain effort to shatter or shake it.

Sarah was a simple servant in the employment of defendant, receiving the beggarly pittance of the meanest scullion; yet you have been told by my opponents that you should look upon her as an accomplice, whose liberty is purchased at the price of swearing away that of her former mistress. Surely, gentlemen, I have already shown you that my learned opponents have been indulging in their taste for baseless declamation. Sarah stands unimpeached and uncontradicted. It is true she told the Coroner that Louisa Behler told her when she first came to be delivered that one Dan, a colored man, was the father of her child. She now says that although she did make such a statement on a former occasion, she was mistaken, and probably misunderstood Louisa in confounding the man that brought her to the house with her seducer. She made no effort at prevarication; she is candid in the avowal of her probable error; yet, strange to say, this circumstance that must commend her to your confidence, has been contorted into an occasion for attempting to overthrow her veracity, and for the further attempt to send her forth into the community a ruined and perjured girl.

Louisa Behler was then in the same room, they have told you, and they have asked in triumph how it was, if Sarah told the truth, Louisa could not see the same facts. It was in vain that Louisa repeated on the stand that the pain of the premature delivery was so great, that exhausted and lacerated nature sought refuge and relief in unconsciousness, and that as the child was taken from her she fainted and saw no more of the offspring. But they have insisted that she could have known and seen all, and that, forsooth, because she did not Sarah Fay must appear a perjured witness.

I have heard of strange actions of men under rare circumstances; I have read of Nero fiddling as imperial Rome was being laid in ashes, but I have never read in books of science that women should be cool and unconcerned although writhing beneath the terrible throes of premature delivery; that, amid the crying pangs of labor, women should amuse themselves with cracking nuts and catching flies. Louisa Behler, then, must be pardoned if she did neither; nor is Sarah called upon to produce such a miracle in order that her own truth may be attested before a jury of intelligent men.

They have not even stopped here, they have lugged in the cheap prejudice of race, and they have asked that German girl, Louisa, if nigger Dan was not the father of her child? Even if he was, what has that to do with the case? Louisa denies that her child had negro paternity; still the accused insists that it was a little nigger, and the child of nigger Dan, who brought her there to be confined. In the name of humanity, I ask, is it not enough that the accused has butchered this poor girl and dragged her to the brink of that early grave from which science could barely save her? Is not this enough to gratify fiendish malignity, without seeking to destroy the remnant of that reputation that is left her? But no, she would even now wantonly drag her into the gaze of public scorn; drive her out from amid her kindred and race, and consign her future and her fair features to the companionship of black ruffians. In the name of this defenseless and outraged girl, I protest against such an insinuation; I protest against it, in the name of the Caucasian race;

and I trust that the day will never dawn on this enlightened land when my vision will rest upon such a revolting spectacle.

Inviolable and sacred is the helpless life of infancy wherever society extends its protection; inviolable and sacred are our social sanctuaries, the source of every virtue in which we ride in safety. To protect these, gentlemen, is your high province; to protect these, individual life must yield; the vile must perish, and he that enforces the law with a Roman firmness and rids us of them, is a benefactor of his fellow-men. "Thou shalt commit no murder," says the great law. Against this edict she has transgressed. This is the voice that rises high above the hum of human opinion, ringing out its solemn tones of warning amid the tempest of every passion, and in the midnight darkness of doubt guiding us in safety and mooring our consciences to the haven of eternal truth. The prisoner stands charged with the highest crime known to the law. With the murder of an infant she is charged, with a murder alike cruel and cowardly.

I hasten to close, gentlemen; I hasten to dismiss a theme so distasteful, and I am now about to surrender to your keeping the welfare of the community, whose laws and morals the prisoner has outraged. Should the child have met death in coming into this world by an instrument of abortion, then under our statute I apprehend the Court will instruct you that the offense is only manslaughter in the second degree. But if you find, as I hold you should, that although the child was dangerously injured by the accused while performing the act of abortion, yet if, nevertheless, it still lived and continued after birth to have an existence separate from its mother's, and that while living, though injured, it was cast into the stove still alive, and met death by the flames she kindled around it, then I shall continue to hold that the accused is guilty of the crime of murder in the first degree. In vain we search the dark annals of crime for a deed fraught with more fiendish malignity. From the pale ashes of those helpless infants I have placed before you: from the calcined bones brought here by the Coroner, there ascends an appeal that melts even the frozen heart, fires the bosom with lofty indignation, yet humbles our pride of race and our boasted civilization. I think I can see those little arms lifted above the flames; that I hear the feeble voice rise in helpless supplication; that I behold this stolid wretch, as Sarah Fay describes her, bending over those little roasting bodies, feeding the flames with the burning fluid, and with the malevolent spirit of a demon gloating over the glowing embers and the tortures she would prolong. From what stagnant pool of vice can we draw the dark coloring that can deepen the guilt of the accused? Where can we gather attributes that can heighten its horror? And where, oh, where, gentlemen of the jury, can another be found that has attained an eminence as bad and brutal? Hers is a name

"The pale air freezes at,
And every cheek of man sinks in with horror—
A cold and midnight murderess."

You must feel an oppressive weight in the air you breathe with her; a repulsive shudder with which we instinctively shrink from a being abhorred, as every murderer has been from the hour when God affixed his blighting brand on the brow of Cain. A murderer for what? For a mere pittance. Urged on by no heated blood, smarting beneath a stinging insult. No! No! Calm, deliberate and secure, she crushes out young life with remorseless cruelty. With a searching and inquisitive malice she explores the source of generation and life, tearing the buds of human existence from their stems, and scattering their sacred dust unurned and uncoffined among the daily sweepings of her hearth. A mother herself, she has stifled every maternal instinct. Death darts from those eyes that should beam with tender sympathy, and black as the slime of the Stygian marshes is that soul that should be fair, while her hands still reek from that carnival of blood she shed with such prodigality and shed without shame. But enough! enough! our senses already reel and sicken. By the mangled and murdered remains of those infants, by those scattered atoms of human clay, by those hushed voices that in seeming silence pierce heaven with their appeal; by that paternal glow that kindles your bosoms in love of your own helpless offspring that now look up to you for protection; by all these I conjure you to deal with the defendant regardless of her sex—to deal with her as you should with a deed that is dark and deadly, let it be done by whom it may. Protect the little ones from the abortionist, for they cannot protect themselves. Guard the domestic hearth from desecration—guard the gentle maidens around whose image the tendrils of a parent's heart are entwined—guard her from the perjured arts of the libertine—say, beware! as he enters the home he would poison—restrain your lust, for a Fortmeyer's art can no longer flourish and save you. Arrest the tide of infant blood, and reverence every shrine of virtue, or lechery will stalk abroad in our midst, until chastity becomes the scoff of the town, and society sinks to the

level of the seraglio. Believe me, that issues that are grave are involved in your verdict. I have charged the accused with the murder of an infant; I have proved it. In the name of humanity and justice, I now ask a verdict of guilty.

We will close our reference to the State trials by a glance at the celebrated McNeary murder case. This case has been tried twice. Two of the best juries ever impaneled in the Criminal Court have sat on the case without being able to agree. A poor prostitute was taken from a house on Christy avenue about ten o'clock one night, and driven fourteen miles in the country, where she was murdered. She was a cousin of John McNeary, and he it was who took her from the house toward a spring wagon near at hand, into which she got and drove off with two men, neither of whom was identified. It was not proved that McNeary was one of the men that left in the wagon with her. In fact, the testimony for the State went to show that McNeary returned to the saloon about the time the wagon drove off. Besides this, several witnesses proved that McNeary was at home at the time the girl was murdered in the country. Notwithstanding all this, Colonel Normile connected him with the affair in a speech of acknowledged power. We quote from the report of the *Dispatch*:

I have now arrived at the period of my labors, and I hasten to take my leave of you, gentlemen, and to take my leave of the memory of that poor prostitute, whose mangled and murdered form has stalked for nights before our mental vision. Into your hands I am about to surrender the best interests of the community, its proudest boast of individual protection, the vindication of its outraged laws, the glory of that society whose palladium protects alike the great and the small, that would not wrong a dog of his bone, nor a harlot of the poor boon of fallen existence. I invoke but the spirit of justice. I have been told that no appeal for vengeance should emanate from the State. It is true, for we are all her children, and like a fond mother she should clasp us to her bosom, sorrowing at our sufferings, and joyful when justice rescues the innocent from the scaffold and restores them once more to their friends and firesides. This is the spirit of the ethics I have studied, and this spirit has ever animated my official efforts, and I trust in God it ever will, so long as I have the honor of representing the dignity and justice of Missouri. Keeping in view, then, the purity of this great principle that should guide the public prosecutor, and lifted by it above the low ambition of paltry things; from the pure atmosphere of impartial feeling I pronounce the accused to be the proven murderer of Ida Buckley. On the testimony, for the greater part, of prostitutes like herself, I pronounce this my deliberate opinion on the testimony of those strumpets, though they be the waves of the defense, have beaten with their stormiest violence, only to be broken and rolled back into frothy insignificance. And where, I have asked my learned opponent, does he derive his authority for asserting that chastity and veracity are so wedded that the loss of the former involves the latter also, and that, forsooth, because a woman is unchaste she must be untruthful; and I have also asked if he holds, as he must and be consistent, if unchaste men are necessarily perjurers whenever called upon to attest a fact in which they could have no more interest or motive to lie than Mrs. Plant's bands have had in this case. Science knows no sex, and from the monstrous and startling doctrine advanced by the defendant's counsel, I appeal to the annals of the human race in every age and clime; I appeal to the sages of antiquity no less than to the scholars and thinkers of our own times; I appeal to your own experience, gentlemen, and I ask you whether in your daily walks you find your fellow-beings all monsters or angels, or whether you don't find the virtues allied with the vices, as the ores of the most precious metals are blended with the baser ones? Believe me, then, that this is the philosophy of life, from the cottage of the peasant to the palace of the king; from Aspasia of Athens to

the Magdalen of the Gospel; and from the matron, unfaithful to her vows, to the faded and withered forms I have placed before you, who are blasted for the sins of the community, and whose wrongs and sufferings should shield them from insult. Like the fallen Mary that followed the footsteps of Christ, these poor women came here to this temple of justice to roll away the sepulchral stone from the memory of Ida, and lovingly to present to you her butchered image, as she was laid by them in that earth that wraps her as tenderly as it would the holy ashes of the cloistered nun.

Death loves to level all ranks, and as those poor prostitutes peered in the new grave in which they tenderly laid their murdered companion, they must have thought of the hour when they, the survivors, would approach their Maker; and as the humble funeral cortege headed homeward, and they left her to the solemn silence of the cemetery, they must have reflected on that mysterious pilgrimage, and that reflection alone, gentlemen, must have admonished them against that motiveless perjury that is here charged upon them. Well, they are fallen, and have none to defend them against the world's attacks, and so their assailant can securely march to a victory over them. But then, prostrate as they are, and helpless at the world's mercy, they are women still, and possess a flame, feeble and flickering though it be, of that celestial fire of truth that warms the soul into a genial glow of sympathy for human sufferings, and that though hidden and unseen, still burns like the holy lamp that lights up the decay and gloom of the sepulcher. When Boccaccio painted the character of a man that without pay or profit would volunteer to assassinate any person, the world since has branded that likeness as a thing unhuman, and like the fables of the phoenix and the griffin, belonging to the field wherein fancy plays its most fantastic tricks. The solitary human monster of the Italians, the counsel for the defense would have you hold exists here in a multiplied form, and he has virtually told that all the witnesses for the prosecution love to take the life of the accused, a stranger to them, and this too without any motive or inducement that the most fertile imagination can conceive. Hell itself must have yawned and cast forth all my witnesses, and until he convinces you of this, he cannot persuade you of his client's innocence.

And what motive for this deed has the prosecution shown? has been asked by the defendant's counsel with an air of defiance. I have shown you that the accused once took the deceased out of Mrs. Plant's bawdy house and took her to New York at his own expense, so anxious was he to get her out of town. I have shown you that about a month before the murder he asked his mother to take the same prostitute to New York again, and that he gave one hundred and seventy five dollars to defray the expenses. I have shown you by his own declaration that as soon as he had heard on the Sunday before the murder that she had come back to her old haunt, and that all attempts at keeping her away were futile, that he got drunk at the base ball ground and kept on drinking until after the murder. I have shown you that he had been to Plant's on Monday and Tuesday, and we have his own declaration for the fact that he went there to get her out of town. We have the motive of family pride and the despair of every effort to keep her out of the city; we have his declared intention to take her away and his visits to her for that purpose; and we have the further fact of her being taken away and murdered, and finally we have the proof that he is the man that disappeared with her. But I have examined all these points in detail and I shall now dismiss them from further examination.

Gentlemen, a deed that is dastardly, an abduction that is daring, and a murder that is inconceivably horrible, has been perpetrated in our midst. A helpless woman is being strangled in driving through our thoroughfares about ten o'clock of a summer's night, and the last act of butchery takes place three hours afterward in the orchard fourteen miles from the city. There she is left to rot like a carrion. The morning of Thursday dawned to discover her mangled remains, and those appeals for mercy and life that fell unheeded on the cold hearts of her cowardly assassins; that reached not beyond her breath, were chilled by the rain, and fell like it, they thought, to ascend no more. But when the sun arose they ascended on high to meet its coming, they spread over this city in seeming silence, and they harrowed up the great heart of the people to a height of horror hitherto happily unheard of among us. I pray you allay the public fears, quiet the public pulse, and say if John McNeary is not guilty. By the light of science you cannot say it; by the light of religion you cannot say it; and if say it you will, it must be on account of the lurking darkness of some doubt in the recesses of your mind, that neither science nor experience can illumine or dispel. My duty is ended, and I now leave the case to you.

We can not close this sketch without inserting a little speech delivered at a banquet at the Southern Hotel, in 1871. The released Irish political prisoners had just arrived in this country. Congress, as well as other bodies of importance, had welcomed them. The Knights of St. Patrick, at their annual banquet, toasted the exiles and selected Colonel Normile to respond. The speech was reported in the *Republican*, and was extensively copied by other papers. General H. A. Pierce, reproducing it in his journal, says: "The following gem of eloquence and oratory was delivered at the fifth annual banquet of the Knights of St. Patrick, held on the 17th ult., at the Southern Hotel, in St. Louis. A more chaste and beautiful gem of oratory has seldom fallen under our observation than this little speech. Its sentiments are grand and elevated, and breathe the fervor of the patriot and statesman as he looks down to the future. He invokes not the fell spirit of hate, but with a heart made full of the spirit of true republican liberty, points the way to peace. We predict a brilliant future for Colonel Normile, for, with a mind stored richly with classic and modern literature: with a power of expression vouchsafed to few in the fields of oratory, he possesses all the requirements of success."

In response to the toast, Colonel Normile said:

KNIGHTS: GENTLEMEN: Again we have laid aside the cares of the world without, and are gathered round this festive board to invoke the shades of our ancestors and place ourselves in communion with the past. Of the future, we can know but little; our yearnings to penetrate its misty realms are vain, and the heart turns from it in despair at finding nothing around which its sympathies can twine. The present dies at its birth, and like the lightning's flash, is gone as we gaze. To the mighty mausoleum of the past, then, must we turn for every object of human affection; for the source of every inspiration; to the perennial springs of human love, and alas! to the pestilential pools of human hate. There is the eternal war of force against right, of superstition against science, or prejudice against principle, and of tyranny against freedom. The domination of race over race and of religion over religion; crimes in the name of liberty and in the name of God; and man, whose sublime vanity likens himself to his Creator, sunk far below the peaceful herds that graze harmlessly on the hillside. Were all the records of the past thus repulsive, we should shun the pages of the historian as contagion's breath, for a poison more deadly to our peace than the scorpion's is concealed within. But thank God that the antidote, too, is there! that through the Cimmerian gloom the light of truth has ever gleamed, now hallowing the hemlock of a Socrates, and now the scaffold of an Emmet. Liberty, no less than religion, has its martyrology, and it shall be our pious province to-night to make a pilgrimage to its shrines, and hang an humble garland on the urns of those that have suffered in its wake. Little did he hope who first saw the sun go down in the west, that it would light up his world again; little did he expect who heard the dying groan of Athenian liberty, that its echoes would live through those ages and be audible even now; little did the Roman dream of freedom's resurrection as he beheld the best hopes of his country extinguished in her blood; but it is ordained that from strife and blood great truths must spring; in blood must they vegetate; it has stained the cross on Calvary's heights, and it has often since crimsoned the axe of civil despotism. In truth—

"They never fail who die in a great cause,
The block may soak the gore,
Their heads may sodden in the sun,
Their limbs be strung to city gates and castle walls,
But still their spirit walks abroad."

A few years ago, and the policy of England consigned to a felon's cell the men whom the justice of America now hails with honor. Yesterday, and the brand of the British criminal was on the brows around which to-day plays the light of freedom's martyrs. Yesterday, and even the petty prison-keeper heaped contumely on the heads of those whom to-day this great nation welcomes to our shores. Millions of hearts swell in sympathy with their cause, and to-night thousands of eloquent tongues throughout this broad land mingle their names with those that will live in the love of the country for which they suffered. There is in liberty a bond of brotherhood which makes all the world akin. No matter under what sun the banner of self-government may be raised; no matter what sea may surge or ocean roll between, whether freedom's holy fire ascend from a butchered Poland or from Ireland's martyr soil, the soldiers who guard it are our comrades whose death it were our duty to mourn and whose sufferings it behooves us to assuage. Far away beyond our reach, we could not stretch out our arms to shield or assist them, nor can we do more than say to those that battle for free government in the Old World: Fight on, brave men! fight on! In defeat's dark hour Columbia's light shines over the sea; it will guide you to liege hearts and hospitable homes, where the oppressed of every country and of every creed can find an asylum. From the Seine, the Shannon, the Danube and the Rhine, come and mingle in the ranks of the Republic. Nurtured here where liberty is loved as Nature's noblest boon, how strange to be told that under the boasted freedom of England, it is still a high crime to hold that one enlightened people should not be slaves of another; that the Christian principles which prompted the liberation of the colonial blacks ought not to be denied the whites at home. Surely you will say this cannot be treason, yet for this are brave men condemned and driven forth from their native land. Cast your eyes over the record of that solemn mockery, and tell me to what period of the world's progress it belongs. To our times, think you? No, no! The spirit of this century indignantly repels it, and pointing to the gloom of the dark ages, tells you to go there and assign it a tomb among its kindred. The great and the good have always taught that far above the statutes there is a principle universal and eternal, and that in its obedience consist the dignity and perfection of man. Since the fiat of Omnipotence first fixed it, creeds, sects and systems have risen and decayed; time, so destructive to these, has been but the highway over which it has traveled, like the light of some star remote from man, taking ages to become manifest to all. That principle is liberty. Where it is denied, the species languish and degenerate. The notes of the imprisoned songsters, the naturalist tells, have but little of the melody of their kindred that roam the wild woods; captive animals pine and decline to propagate, and even plants droop and sicken when removed from their native air. So it is with men and with nations. Liberty is essential to their progress and perfection, and history attests that the greatest have been the freest. Viewed in the light of this law, Ireland is vindicated; the sedition of her sons is loyalty to Nature; their patriotism is sanctified as a religious obligation, and the world can do justice to that wonderful genius that has dazzled, enchanted, astonished, despite the most grinding oppression that ever cursed our species.

The decree of exile is now bereft of its terrors. To the Athenian, sadder than death was the sentence that drove him from his city, its altars, its freedom, its forum and its glory. To wander in the land of the hostile stranger; to gaze for the last time on the blue tide that laughingly kissed his cradle; to lie beneath the turf of some far-off land never consecrated by the shrines of his country's gods, was a doom that extinguished every hope. How different is the lot of the exiles of to-day! It is true that here they will miss the lovely valleys of the shamrock and the daisy in which rest the recollections of their childhood; the wild lay of the lark and the soft song of the linnet, the thrush's warble and the cuckoo's note; the strange legends, fairy tales, and traditions that cluster round every grove and graveyard; the holy inspiration ascending like the dews of morning from the sacred ashes of their sires; the tombs on which center the mingled memories of their country's checkered career, and a thousand associations to which its weeping and smiling scenery gives birth. Yet is their fate not unfriendly. To-morrow's sun will rise upon them in our own free nation. Friends now surround them, and perchance at this hour the sweetest strains of Erin's harp remind them that they are in no strange land. Above them waves their green banner and its golden sun-burst, and higher still floats our own mighty emblem—proudest among men—that will protect them hereafter. Public bodies have welcomed them, and the two greater parties of the Republic vie with one another in the sincerity of their attentions. But surely no sane being can suppose that this incense is offered to the personal characters of this handful of humble men, the very names of whom we have scarcely learned. No! no! with

their private history, their merit or their rank, we have nothing to do. In the honor we accord them is pronounced an appropriate condemnation of the illiberal policy of England; in that honor we arraign her at the great bar of public opinion, before which the proudest must eventually bow.

But here let us pause, and say to the spirit of resentment we'll follow thee no further. The serried hosts of England's enemies now darken the horizon. Amid the sombre forests of Eastern Europe they are whetting their beaks and nerving their talons for the fierce swoop that would crush and redden the channel with her blood; the great boar of the Baltic is steeling his tusks and erecting his bristles; the vultures are flapping their heavy wings, and the ravens are hoarsely croaking her death. Ireland, too, foams in fetters as her sons lift the arm nerved to the wrongs of centuries, that with one terrible blow would avenge them all; but she cannot strike a foe that is fallen, for England now sinks and sickens as the shell-fish in casting off the armor of old opinion she has outgrown. From that languor there will rise a republic. Over its cradle, then, prepare to swear peace. Ireland will forget the violated treaty of Limerick, Scotland the massacre of Glencoe, and we will only think of the brightness of the future as our prayers ascend for her prosperity. Ireland hates not England, but her tyranny; when that is no more they will embrace. United by the ties that bind the States of our Confederacy, they will enter their new career of progress, and together they will roll back the tidal waves of despotism which threatens the liberties of Europe.

To preserve the memory of the trials, the sufferings and the virtues of our ancestors is the pious office of filial affection. We owe this much to those that have gone before us; we owe it to ourselves that we may be worthy of them; we owe it to the past that now looks out upon us through the portals of the grave. But we live still more for the future; to posterity we are bound by ties more tender, and those beings that will bear our names mutely appeal to us to leave to them no heritage of national hate. They would ask us to preserve but what is bright in the past; to bury the records of those persecutions and wrongs that must fire the heart with revenge blood alone will quell. They would ask us to believe with the great Greek that crime is but ignorance, and to practice the divinest portion of the Redeemer's prayer. Even the shadowy forms of the dead seem to beckon to us and implore peace to their dust. They point to the annals of Ireland, to England next, then to every land; they show us oppression, tyranny and wrong everywhere have sullied every creed, blighted every soil, and blasted many a fair clime. No more, then, should we invade the precincts of the tomb—no more break its cerements to display the hideous skeletons within. To the future, bright with golden promise, let us turn; it will ripen every bud of liberty, mellow every discord, and like the green garb of spring, its wave of verdure will hide each bleak and dreary prospect. Then plant no weeds for our children to root up, but let flowers bedeck the turf beneath which we must slumber. Let us labor to leave the world better and happier than we found it. The exiles have done their share, hence we honor and welcome them.

The year 1872 marked an important event in the amusements of the city. Our theatres had been proverbially poor for a large city. Until then we had nothing metropolitan in size; hence the opening of the Grand Opera House was hailed with delight by the community. The *elite* and beauty of the city filled the house the night set apart for its dedication. Colonel Normile was invited to deliver the dedicatory address. The day preceding the opening, he sauntered through the edifice for objects to start his thoughts and reflections. Looking up at the ceiling, he observed the portrait of Rossini, and near the stage that of Shakespeare. Returning to his office, he prepared some observations on the drama and the opera, and had paid especial attention to an elaborate apostrophe to Shakespeare. Coming on the stage before a crowded house the following night, without notes, he started with his

address, and on looking up he noticed that Shakespeare had changed very much in appearance. A closer look revealed that it was not the bard at all. He had been removed that day, and the portrait of one of the proprietors had been put in his place. The embarrassment of Colonel Normile, he confesses, was excessive. Never was he more disgusted. His apostrophe to Shakespeare was never delivered, but he proceeded with his address, from which we quote :

LADIES AND GENTLEMEN: I have been invited here to-night to participate in the pleasing ceremony of dedicating this elegant edifice to the uses of the histrionic art. The event is a novel one to us. For the first time in our city's history, the dramatic and the lyric muse have found a sanctuary that is suited to them. Here we have a temple to which will throng the votaries of those fastidious goddesses; and here, too, I trust, will be found a resort acceptable to those local divinities who will grace it with their presence. At no period more than in those thrifty, delving days of ours, did the mind need the relaxing influence yielded by the Thespian art and the musical drama. In the pastoral times of the poetic past, our progenitors, we are told, pursued their peaceful lives in the shepherd's garb, and reclined with their crooks on the shaded bank of every brook. At noon each grove echoed the notes of their tuneful reeds, while the sighing breezes of evening awoke the soft music of the Æolian strings. By no man's hand was their theater reared. It was Nature's workmanship, and she, too, was the scenic artist. The curtain drops, to rise upon a scene of our times. Here is the endless struggle, in the camp, in the marts of trade, in the fields of the professions, we see the dust of the arena on every shield, and on every brow the scowl of battle. But man is something better than an instrument of strife, something nobler than an accumulator of paper that is stamped or metal that is coined. We are creatures of emotions, no less than of intellect. The heart should not be ignored in the plan of a rational existence; it is the sun and center of our being, physiologically and morally; it is the perennial spring that flows in sympathy with our species; it governs the world, and music, next to religion and sexual love, is the spirit that refreshes and refines it. We hail the opera, then, as a humanizing agent in society. Springing from the banks of the beautiful Arno, it has kept pace with the industrial development of Europe, softening man and wooing him aside from the pursuit of profit, whose unbroken influence would dwindle us to the seared and selfish narrowness of a Shylock. Never have I listened to the strains of a few compositions without feeling their improving and chastening influence, and if there has been a moment when I approached the fulfillment of the great precept of loving my fellow-being, it was when the spell of the "Last Rose of Summer" kindled a glow that shed its mellow light on all around, and invested them with the affection we would feel for fellow-travelers on a pilgrimage that would be lonely without them.

Here on the banks of the Mississippi, the destined center of an advanced civilization, here where the varied elements of material wealth bespeak the greatness that awaits, surely here must be fostered the liberal arts and the sciences, and here too must be reared a nursery for the flowers of foreign song. Nor shall we be without the interpreters of the standard drama, "whose end both at first and now was, and is to hold, as 'twere the mirror up to nature; to show virtue her own feature, scorn her own image, and the age and body of the time his form and pressure." Whatever enlarges the horizon of our sympathies by clothing the cold precepts of the moralist with the flesh and feeling of sentient being: whatever teaches truth and nature by the seductive means of enlisting us in the cause of their acting delineation, must be beneficial to our condition. If we would view it justly, the drama is "philosophy teaching by example," not indeed the frigid and fruitless systems of the schools, but the philosophy of life, from the cottage of the peasant to the palace of the king. Above us bends the form of its mighty priest whom sages venerate and bards adore. With his magician's wand he touched the barren desert and it bloomed in flowers; he waved it over fancy's field and there arose those beautiful creations more perfect than Pallas; he pierced the shadows that hung round the horizon of man, and they vanished before the flood of light that extended the frontier of our conceptions—an extension that has done more for our species than all the homilies from Bossuet to Beecher.

Persecuted by the divines of his times, who accounted himself and his players the source of the

pestilence that overspread London; persecuted also by Chief Justice Coke, who branded him a vagabond whose existence proved the shameful defect in the laws, he is enshrined in the hearts of succeeding generations, and to-day he is the solace of the scholars of every shore. The stage has undergone many improvements since the times of Shakspeare. Perspective art has been perfected in those varied shifting scenes unknown in his days; nor are the beauties of his female creations longer marred by being impersonated by boys and men, as was then the fashion.

Imagine what we have gained by the demise of those brawny Ophelias, those muscular Juliets, and those ungentle Desdemonas, whose accommodating spirit in submitting to be smothered was the more commendable when it was seen that one blow from the shoulder of the fair one would have sent the Moor to his corner with amazing velocity. The moral tone of the theatre is better than at any other period in the history of the drama, and if by chance we should get a peep behind the curtains now, our vision would not rest upon the improprieties which startled the unsophisticated country gentleman in London fifty years ago, who

“Saw Anne Boleyn in the green-room grant
A kiss to Woolsey dangling at her crupper;
Heard an Archbishop cur-e a figurante
And Shylock order sausages for supper.”

The speeches of Colonel Normile on various subjects would fill a good-sized volume; but from the great mass, we have made what possibly may be an injudicious selection. We found so many things worthy of reproduction that we experienced great difficulty in discriminating. His triumphs have been principally confined to the forum, but some of his few political speeches contain passages of great beauty. In the year 1870, a great liberal movement was set on foot to restore the right of suffrage to the disfranchised citizens of Missouri. This movement elicited Colonel Normile's warmest sympathy, and in advocacy of this proposition, he delivered an able and eloquent address at the Court House, immediately following Governor Brown and Senator Shurz, and suffering none from the comparison. We can only find room for the concluding sentences:

CITIZENS OF ST. LOUIS—What moral grandeur hallows this gathering! Here, beneath the lofty dome of this temple of Justice, the manhood of this great city is seen to-night; here to gather no spoils of office, nor to pander to those in power—but to imitate the Divinity and forgive. You come to restore her stray children to the State, and to bid her dry her tears and lay aside her mourning. Contrition has effaced their offenses, and re-baptizing them at the altar of a common country, you invite them again to share with you the blessings of a common liberty. The hearts of all good men swell in sympathy with you, and this triumph of reason and justice over passion and prejudice is one at which humanity itself rejoices. Blended with the importance of the occasion, you rise to the dignity of patriots, humble though many of you may be, for the votes you are about to cast will give new life to the republic. They will win for you a triumph as proud as the hero's, for—

“Peace hath her victories
No less renowned than war.”

When you shall have left this temple and regained your firesides; when the torches that lighted you hither are extinguished, the music hushed, and in the silence of the night the conscience speaks, how approving will be its voice! In after years, when time shall have left its marks on those bright faces before me, with what pride can you tell your children that in 1870 you helped to regenerate Missouri! Tell them that there was a grand old party, whose youth gave promise

of a glorious manhood; whose career marked the progress of modern civilization, but whose age would have gone down in disgrace did you not shield it from the stabs of some of its own children. Tell them, that though sold by its Apostles, denied by Peter, though its followers were decapitated, and all the strength of a dictator used to crush it, yet, like the pure spirit of the Christian Gospel, it triumphed over persecution, and went on redeeming and liberating mankind. [Long and continued applause.]

We regret our inability to present to our readers a portrait of Colonel Normile; so we must content ourselves with a brief personal description. He is what the ladies would pronounce decidedly handsome, and no one is more conscious of that fact than himself.

He is tall, symmetrically proportioned, blonde hair and mustache, features classical, and eyes that can melt with love or flash with rage. That gifted but erratic child of genius, James J. McBride, appropriately dubbed him "The Romeo of the Four Courts, and the Adonis of the Bar." These natural gifts the Colonel endeavors to set off to the best advantage as he is always scrupulously neat and tasty in his attire.

In concluding, we trust that we have not permitted the partiality of a long-established intimacy to blind us to the faults, peculiarities and eccentricities of our friend. We do not claim perfection for him, by any means; but simply that during his public career, he has been true to himself and to those who reposed confidence in him. He has been the most successful public prosecutor since the days of Blennerhasset. We sincerely trust that his future may verify the glorious promise of the past, for then the highest pinnacles of honor and station will not be without his reach.

ISAAC EATON JONES.

AN honorable and distinguished ancestry may be considered as something worthy of mentioning, even in our republican government, where all are held responsible for their own acts and are judged by their own merits. The subject of the present sketch, we are sure, never boasted of his ancestors, and but few of his intimate friends even are aware that in his veins there flows blood as noble and good

“As all the blood of all the Howards.”

Though he has not attained great distinction in public life, ISAAC E. JONES has done much better than the majority of public men; he has gained the confidence and respect of the whole community by honesty, fair dealing, and a modest and upright deportment; and while enjoying a good income from the profits of his business, he has the satisfaction of knowing that he has impoverished none and injured none in his efforts to acquire wealth.

As to the ancestry of Mr. Jones, the following is the record, which has been carefully preserved by a member of the family living in Connecticut: The first of the family of which mention is made, was Colonel John Jones, who came from the Isle of Anglesey, North Wales. He was, to sum up his honors, at once a counsellor at law of Westminster; a baron and peer of England; Governor of the Isle of Anglesey; one of the Lord Lieutenants of Ireland; one of the judges of Charles I, and a member of the Long Parliament.

From him descended Sir William Jones, a Judge of the Supreme Court in Calcutta, India, and the Rev. William Jones, a distinguished writer and divine.

Colonel John Jones married a sister of Oliver Cromwell, and was a colonel in his army, covering himself with military glory, especially while commanding the forces in Ireland. He was condemned as one of the judges of Charles I, and suffered death in October 1660, at the advanced age of eighty-one. His oldest son, William, married Hannah Eaton, daughter of Governor Eaton. He was a man of wealth—a counsellor at law in Westminster, England; and after his marriage, which took place in England, he came to America and settled at New Haven.

Governor Eaton being dead at this time, his son-in-law occupied his old homestead, which was the inheritance of his wife. This house is

described as a large and elegant mansion for the times, "containing nineteen fire-places, and many apartments." Mr. Jones was a man of great learning, and high, unblemished character, and for the space of thirty-six years was chosen either a magistrate or deputy-Governor of the colony of New Haven or Connecticut. He was also one of the Commissioners of the United Colonies of New England. He died in 1706, aged eighty-two years. Governor Eaton, his father-in-law, was known before he came to America as the Honorable Theophilus Eaton, Knight of the Bath, Deputy-Governor of the East India Company, Ambassador from the King of England to the Court of Denmark. He was the first Governor of the New Haven Colony; one of the Commissioners and one of the Presidents of the English United Colonies in New England. He was born in 1591, at Stony Stratford, Oxfordshire, England, and was the son of a distinguished clergyman of that place. He was educated at Merton College, and afterward, to the chagrin of his parents, decided for a mercantile life. The after events of his life showed this to have been a wise choice, as he was chosen Deputy-Governor of the East India Company, which Company in token of respect for his very acceptable services, presented to Mrs. Eaton a basin and ewer, double gilt and curiously wrought with gold, weighing more than sixty pounds. Becoming so thoroughly acquainted with the affairs of the Baltic, and being such an adept in mercantile matters, he was sent by James I, King of England, as Ambassador to the Court of Christian IV, King of Denmark. He acquired great wealth, and in 1618 married Anne, daughter of the Right Reverend Thomas Morton, Bishop of Chester, afterward of Litchfield, Coventry and Durham. By this marriage he had five children—two sons and three daughters; three only survived him; one of the daughters being Hannah—the youngest, who married the Honorable Wm. Jones, who was then living in London. Governor Eaton came to America in the year 1637, and was chosen the first Governor of the Colony, and was annually re-chosen up to the time of his death—a period of twenty years. His death occurred January 7, 1658, and in honor of his memory, and on account of the many distinguished services he had rendered to the infant Colony, his funeral charges were borne by the public, and a monument erected in the ancient burial ground on which were inscribed these words:

THEOPHILUS EATON, ESQ., GOVERNOR, DECEASED JANUARY 7, 1658,
AGED SIXTY-SEVEN.

Eaton, so meek, so wise, so just,—
The Phoenix of our world, here hides his dust;
His name *forget*, *New England* never must.

After the death of Governor Jones and his wife—Hannah Eaton—they were buried, one on the right, the other on the left of Governor Eaton, and these words were added to the inscription :

“To attend you, Sir, under these famed stones,
Are come your honored son and daughter Jones,
On each hand to repose their wearied bones.”

This monument was removed from the old to the new burial ground in 1812, where it now stands. The old Governor Eaton Mansion, situated on Elm street, was occupied by the family until it was removed in 1810.

Timothy Jones, a grandson of Governor William Jones, and great grandfather of Mr. Jones of St. Louis, was born in 1696—twelve years before the death of his grandfather. His son, Isaac Jones, was born in 1739. He inherited what, for those days, was a very large fortune—his father having left a property of three hundred thousand dollars to be divided between three children. This Mr. Jones built a handsome brick house on Elm street, which is now over one hundred years old, and stands almost on the site of the old Eaton Mansion. Mr. Jones was the father of ten children—six boys and four girls. All the sons were educated at Yale College, as was their father before them, and four of them chose the learned professions. The eldest, Isaac, was a clergyman of the Episcopal Church; William H., the second son, and father of our St. Louis representative of the family, was a lawyer. The two next were physicians. The youngest went South, and became a planter. Mr. William H. Jones also went to the Southern States and remained a while, practicing his profession, but afterward accepted a professorship in a college, which he abandoned after a few years to return to his native place. During the administration of Mr. Madison, Mr. Jones was appointed postmaster of New Haven, and held the office up to 1841—a period of thirty years. Through a life which outran the ordinary limits of mortality, he maintained the perfect regard of the community and the cordial friendship of all who knew him socially. Mr. Jones married Miss Sarah Russell Barker, the accomplished and only daughter of Colonel Edward Barker, of Wallingford, who died in New Haven a few years since, regretted by all. Their remains now repose side by side in the City Cemetery. Mr. William H. Jones was the father of eight children—six sons and two daughters—three only of whom are living, two sons and one daughter. Four sons died unmarried, and the daughter, deceased, married Richard R. Crawford, a lawyer of Georgetown, District of Columbia. Mr. Jones designed that all his sons should have a collegiate

education, but soon after the graduation of his oldest son, Edward, at Yale College, and while the two youngest were at the Episcopal Academy at Cheshire, Connecticut, preparing for college, reverses of fortune compelled a change of plans. The younger of the two last mentioned—Isaac Eaton Jones—heroically went to work, offering himself as clerk in a drug store.

He came to St. Louis in the fall of 1847, and was employed first by Francis and Walton, druggists at the corner of Fourth and Market streets. Here he remained six months, performing the laborious work of a prescription clerk in an establishment which had an extensive patronage. He then returned to New Haven for a few months on a visit to his friends, but came back to St. Louis in the fall of 1848, and opened a drug store at the corner of Third and Vine streets. In 1849, this locality was considered at that day the business center of the town, and Mr. Jones' establishment was the model drug store of the city. The year 1849 will ever be memorable as the period when the Asiatic cholera prevailed to such an alarming extent. It broke out in the fall of 1848, and early in the ensuing spring it re-appeared; the number of deaths increasing daily as the summer approached, and in June it assumed a virulent and epidemic form and spread dismay throughout the community. The number of deaths increased to one hundred and sixty per day, which in a city with a population of less than sixty-four thousand, shows the fearful extent of the epidemic.

Mr. Jones' drug store was crowded day and night with customers, all demanding remedies and preventives against the dreadful disease. His skill in compounding medicines and in administering frequently to those who could not employ a physician, was the means of saving many a life. Although his sales at this time were large and profitable, his donations to the poor were correspondingly large. The lives of his neighbors and friends and of strangers had to be saved—money or no money—and he never turned the suffering away from his drug store or refused them medicines.

Mr. Jones remained at Third and Vine streets until 1857—when he went out of business for a short time. In 1858 he opened a new store at Fifth and Market streets, with Mr. Leitch as a partner, and continued the business without change for several years. Eventually disposed of his interest to Mr. Corlies and retired from business; but his habits were too active for retirement, and after a few months we find him again under full sail, at the head of one of the largest and best appointed wholesale and retail drug establishments, with Mr. E. R. Sibley as a partner.

The firm of Jones & Sibley is one of the most substantial in the city. Their store is a model of neatness and good management. Their establishment has become the most popular resort of the kind in the city.

Mr. Jones has never held public positions, though they have often been tendered him. He has preferred the quiet, unostentatious life of a private citizen, though not shrinking from any duty that might be required of him. He has not lived, however, solely to acquire wealth, but has, in his long business career, kept his heart open to the calls of charity and friendship. As a proof of Mr. Jones' generous and self-sacrificing disposition we will mention one instance, known to only a few of his intimate friends. After he had been in business in St. Louis a few years, but before he had acquired a large amount of money, news came to him, from relatives, of his father's financial troubles. Creditors were urgent in their demands for a settlement of accounts, and it was feared his father's personal property would be sold to pay debts. He wrote to his father to procure a short extension; then mustering all his financial forces he resolved to pay his father's debts, or "go down" trying to do it. In the autumn of the year, by drawing heavily on his bank account and by mortgaging his property, he was enabled to raise several thousand dollars in cash. With this money in his pocket he started for New Haven.

The next morning after his arrival at home, he started out with his father to hunt up creditors. They were easily found for there were plenty of them. The elder Mr. Jones had no idea that his generous-hearted son would do more than to provide for the payment of one of the most pressing demands. His astonishment and gratitude knew no bounds, however, when he saw Isaac go from place to place in his native town, and pay notes of long standing, principal and interest in full, refusing to pay less when the holders offered to compromise for fifty cents or even less, on the dollar. He got rid of his thousands in this work of love and duty before the day was over, and placed his father before the community a free man.

"This is the happiest day of my life, my son," said old Mr. Jones, as with tears streaming from his eyes, he embraced the son who had produced so much happiness.

This noble action was the out-growth of the principles which had been instilled into his mind in youth, and which have governed him through life. His whole course in St. Louis has been characterized by honesty and justice toward all.

Mr. Jones supported his father and mother in their declining years

until the mother's death; when his father was cared for by his sister, Mrs. Talcott, of Hartford, Connecticut, wife of Hon. Thos. G. Talcott, who was a son of the Hon. Samuel J. Talcott, Attorney-General of the State of New York under Martin Van Buren,

Mr. Jones was married several years ago to Evelina J., daughter of Captain James Hunt, of New Haven, Connecticut. They have never been blessed with children of their own, but have no lack of affection for the children of their kindred and neighbors, who always find a welcome in their pleasant home.

Thoroughly conversant with the details of his profession; energetic in all his commercial transactions, as well as honorable and high-minded in all the different phases of life, Mr. Jones occupies an enviable position among his fellow-citizens, who willingly accord to him a place in their first ranks, not alone for his many professional and business qualities, but for every trait that marks the true christian gentleman and man of honor.

CHAUNCY F. SHULTZ.

THE subject of this sketch belongs to that class of citizens who although undemonstrative and unassuming in their natures, nevertheless form the character and mold the society of the communities in which they live. This class it is that develop our great manufacturing interests, spread our commerce, and replace the rude hamlets of our forefathers with magnificent business palaces. They, above all others, build our cities, our steamboats and railways, and they alone deserve the credit of it.

St. Louis, probably more than any other city in the West, possesses a large number of the class we speak of, men who continuing ever on the even tenor of their paths in life, have raised her to the proud position she now holds in the commerce of America; and prominent among them is the gentleman whose name appears at the head of this sketch.

CHAUNCY F. SHULTZ was born in Sommerset county, Pennsylvania, May 29, 1824. His paternal grandfather emigrated from Switzerland in 1762, and settled in Franklin county, Penn. His father, Adam Shultz, was a farmer, in easy circumstances, a man of energy and enterprise, who gave his son all the educational advantages the country, at that early period, afforded. While Chauncy was but four years old, his father removed to Alleghany county, Maryland. Here, in addition to his agricultural pursuits, his father became a contractor under the Government, on the national road, and also carried on an extensive tannery, where his son learned the business in all its various branches. In the course of time, from 1842 to 1848, he managed the business for his father, when, having married, he rented the establishment and carried on the business for his own profit and interest.

In 1857, Mr. Shultz went to Virginia, where he erected a large tannery, which he carried on for two years and a half, when he sold out, and in 1859 came to St. Louis. Here he entered into the hide and leather business, which he continued until September 1874, when he sold out, and retired from the business.

Previous to his arrival at St. Louis, Mr. Shultz had received many marks of confidence and respect from his fellow-citizens in Maryland,

who in 1854, elected him one of the County Commissioners of Alleghany county on the Democratic ticket, which office he filled two years—a full term.

In St. Louis, also, his many sterling qualities have brought to their possessor their reward. In November 1874, Mr. Shultz was elected Presiding Judge of the County Court, an office he still fills. Probably no man in our community is more fitted for the position. Calm and deliberate in all his transactions, thoroughly impressed with a deep sense of justice, his decisions have gained for him the universal respect of St. Louis county. In this position, above all others, we learn to love and admire the man. His long business career, during which he was ever marked for his high sense of honor and integrity in all his mercantile dealings, has endowed him with that keen sense of right and wrong, which should ever characterize those who are called upon to administer our public affairs, or decide questions between man and man.

In April 1875, he was appointed assignee of the Western Savings Bank, a position involving great responsibility, and in February 1876, was appointed assignee of the West St. Louis Savings Bank, in connection with Edward Wellhousen; another mark of the implicit confidence placed in him by his fellow-citizens.

Notwithstanding the fact that Mr. Shultz has been called to fill offices of trust on many occasions, he was ever known for a strict attention to his own private affairs. In this case the office sought the man, not the man the office. By his straightforward and upright course in life, he has secured for himself the respect and regard of the public. Affable and genial by nature, urbane and polite in his intercourse with his fellow-men, he soon elicits the warm friendship of all with whom he has transactions of any kind. In social life he mingles with our choicest circles, where his agreeable qualities make him a welcome guest. Public spirited in the highest degree, he never fails to take an active interest in all matters relating to the public welfare; no man is more liberal in forwarding enterprises of a nature calculated to redound to the benefit of St. Louis. To the wants of the poor, with whose misfortunes his position as County Judge brings him in contact, his sympathies and purse are ever open. Such is the character of a man who well deserves a place among our most prominent citizens.

DANIEL R. GARRISON.

TO young men, making their entrance upon active life, with great ambitions, conscious capacities, and high hopes, the prospect is, in ninety-nine cases out of a hundred, most perplexing. They see every avenue of prosperity thronged with their superiors in experience, in social advantages, and in the possession of all the elements of success. Every post is occupied, every office filled, every path crowded. Where shall we find room? It is related of Mr. Webster that when a young lawyer suggested to him that the profession to which he had devoted himself was crowded, the great statesman replied: "Young man, there is always room enough at the top." Never were wiser, or more suggestive words, spoken. There unquestionably is always room enough at the top, where excellence lives. Mr. Webster was not troubled for lack of room. Mr. Clay and Mr. Calhoun were never crowded. All the great legal lights of the present day have plenty of space around them. The brilliant pulpit orators of the time would never know, in their personal experience, that it was hard to obtain a desirable ministerial charge. The profession is not crowded where they are. Dr. Brown-Sequard, Dr. Willard Parker, Dr. Hammond, are not troubled for space at their elbows. When Nelaton died in Paris, he died like Moses, on a mountain. When Von Græfe died in Berlin, he had no neighbor at his altitude. Stevenson, the engineer, and our own Fulton, worked out the great problems of steam and its uses, as applied to the locomotive and steamboats in their day, and still there was an abundance of room for others to solve more completely their problems and practical theories.

It is well that all young men should learn that nothing will do them so much injury as quick and easy success, and that nothing will do them so much good as a struggle which teaches them exactly what there is in them; educates them gradually to its use; instructs them in personal economy; drills them into a patient and persistent knowledge of work, and keeps them at the foot of the ladder until they become strong enough to hold every step they are enabled to gain.

The first years of every man's business or professional life are years

of education. They are intended to be so in the order of Nature and Providence. Doors do not open to a man until he is prepared to enter them. The man without a wedding garment may get in surreptitiously, but he immediately goes out with a flea in his ear. It is probably the experience of most successful men, who have watched the course of their lives in retrospect, that whenever they have arrived at a certain point where they are thoroughly prepared to go higher, the door to a higher place has swung back of itself, and they have heard the call to enter. The old die, or voluntarily retire to rest. The best men who stand ready to take their places will succeed to their position, its honors and emoluments.

One can fancy that every calling is pyramidal in its living constituency, and that while one man is at the top, there are several tiers of men below him who have plenty of elbow room, and that it is only at the base that men are so thick that they pick the meat out of one another's teeth to keep from starving. If a man has no power to get out of the rabble at the bottom, then is he self-convicted of having chosen a calling or profession to whose duties he has no adaptation. In the realm of eminent acquirements and eminent integrity, there is always room enough. Let no young man of industry and perfect honesty despair because his profession or calling is crowded, Let him always remember that there is room enough at the top; and that the question whether he will ever reach the top, or rise above the crowd at the base of the pyramid, will be decided by the way in which he improves the first ten years of his active life in securing to himself a thorough knowledge of his profession, and a sound moral and intellectual culture.

We have in DANIEL R. GARRISON, whose life-like portrait on steel accompanies this sketch, a man who has compassed within his own experience an amount of beneficent enterprise and well-directed labor that, were what he alone has accomplished thus far in his busy life, parceled out among half a score of men, it would make the life-work of each very large. He is one of the many who stood at the base of our imaginary pyramid many years ago, and, by the force of his wonderful energy and indomitable will, has reached the top. No detail of his great enterprises has been too trivial for his attention; no operation so stupendous as to prevent his entire comprehension of it.

He was born near Garrison's Landing, on the Hudson river, in Orange county, New York, November 23, 1815. That favored section, so rich in historical associations and every charm that Nature can supply, was his boyhood home. From that section, nurtured in an atmosphere of grand

traditions, have come many of the men who have been the admired of capitals, the oracles of senates, the statesmen of great emergencies, and the devotees and patrons of literature and the arts.

His father, Captain Oliver Garrison, owned and commanded the first line of packets that ran between West Point and New York, before steamboats were known. His paternal ancestors were of the old Puritan stock of New England. His mother came from the old Holland stock which had settled in that section of New York at an early day. Her family connections embraced such names as the Schuylers, Buskirks and Coverts—all historical names—she being a native of New Jersey.

In 1829, Daniel's father removed to what was considered the far West, and settled in Buffalo, where his son obtained employment with the firm of Bealls, Wilkinson & Co., engine builders, with whom he remained until 1833. On the tenth of June of that year, occurred an incident of considerable importance in young Garrison's life. Mr. Webster was then on a visit to Buffalo, and Mr. Garrison was one of three young men who presented that distinguished statesman with a skillfully-constructed card table, which they had made themselves, and which was composed of nearly every description of America wood. A silver center-piece bore an appropriate inscription, together with the makers' names, and the date of presentation. The gift was a testimonial of their indorsement of Mr. Webster's tariff views.

In the fall of 1833, Mr. Garrison went to Pittsburg, Pennsylvania, and engaged himself as an employee, at the pattern and machine business, in one of the largest establishments in that city. Here he remained for two years. In 1835, he came to St. Louis and secured employment, at the head of the drafting department, in the foundry and engine works of Kingsland, Lightner & Co., where he applied himself closely to work. He remained in this employment for a period of five years, when, in 1840, in connection with his brother, Oliver Garrison, he commenced the manufacture of steam engines. The many advantages St. Louis presented as a manufacturing point had been thoroughly revolved in his mind—a mind naturally so quick in its perceptions as to seem instinctive rather than philosophical, and his judgment was seldom at fault. Manufacturing establishments at this time were comparatively few, and nearly all manufactured articles were brought here from other points. No large capitalists had then invested their wealth in the establishment of manufactories west of the Mississippi, and it was by slow advances, at first, that any progress was made in that direction. Coal and iron were to be had in abundance; labor was cheap; and it was only

a question of time as to when St. Louis would present her claims to be regarded as one of the great manufacturing centers of the Union.

The shops of the Garrison Brothers were commenced on a moderate scale, but, as business prospered, their capacity was increased to meet the growing wants of the times, until nearly every kind of steam machinery in use was manufactured by them. This enterprise of the Garrison Brothers gave great impetus to the manufacturing interests of the city, and the example of their success induced others to erect similar establishments. During these busy years, Mr. Garrison found really no time for leisure. Every piece of work turned out from his establishment, from its inception to its completion, passed under his personal supervision. All the drafting of the establishment was done by him; and there was no detail of the business that he was not thoroughly conversant with,—no part of the work to be done so trivial that he did not examine and understand it.

In the year 1848, news of the discovery of gold in California spread over the whole country, and excited the cupidity of all. Mr. Garrison early came to the conclusion that *there* was presented a new and profitable field for enterprise. He correctly reasoned that steamboats would find lucrative employment on California rivers, as soon as they could be obtained. With this object in view, Mr. Garrison left for San Francisco February 15, 1849, and after a somewhat tedious journey, by way of the Isthmus, he reached San Francisco in safety. Finding the reports of the rich gold discoveries fully confirmed, he immediately wrote to his brother, Oliver, to send him at once three large engines. These were forwarded to San Francisco in due course of time, by the way of Cape Horn, and reached their destination in the fall of 1849. One of these Mr. Garrison sent to Oregon, for service in a steamer which he built near the mouth of the Willamette river; another was put in a boat built for the navigation of the Sacramento river; and the third was placed in a saw mill at some point in the interior. These enterprises, and others engaged in, resulted in great pecuniary success.

Having finished his business in California, he made a trip to Puget Sound, going through Oregon by the Cowlips river, in a canoe propelled by four trusty Indians. While making this trip, he met with a small vessel in Puget Sound loading with furs and peltries on London account, which had been sent to that point by the Hudson Bay Company. His business completed, he took passage on this vessel for home, but, after some time of fair sailing, the vessel was becalmed, and drifted idly for many days in the current of the Pacific ocean. In passing along what

was then known as the Great California coast, he, at a former time, had observed a gigantic rock, on whose barren and bleak top a cedar tree had taken root. This was a conspicuous object, and when, after drifting through dense fogs, the vessel was found to be in its immediate vicinity, Mr. Garrison knew its exact position. When on board of the United States steamer "California," Lieutenant Budd commanding, this object had been pointed out to him, and Lieutenant Budd had put it down upon his chart as Cape Ray. Being near the coast, the winds favored them again, and the vessel was turned for the harbor of San Francisco, where fresh supplies of water and provisions were taken aboard, and a new start on the homeward-bound trip was commenced.

Mr. Garrison returned to St. Louis *via* the Isthmus of Panama in 1850; and soon after, himself and brother retired from the machine works they had founded, each the possessor of a handsome fortune which they could enjoy as best suited their tastes and inclinations. But a man of Mr. Garrison's active temperament was not likely to remain long at leisure. One great wonder of the day—uniting St. Louis directly with the East—had been completed in 1847; but the theme of the magnetic telegraph had lost its novelty. There was a mania abroad in the land about this time, for railroad extension, and the paramount desire of almost every Western city of importance was to become a link in the great chain of railroads which was being fast extended throughout the Union, thus placing distant points in close proximity. While one or two lines of railroad had been commenced and only partially completed on the west side of the Mississippi, St. Louis had no railroad connection whatever in any direction at this time. On the east, railroad connection had been made with Cincinnati, and it was the grand project to extend this connection so as to unite the Mississippi river and the East by rail, making this city the objective point. It is not necessary here to enter into all the details of the grand project. Suffice it to say that it was decided that St. Louis must have an outlet by rail to the East; that the "Ohio and Mississippi" railroad must be completed, and that the proper man to undertake the task was Daniel R. Garrison. At the earnest solicitation of his friends and prominent citizens of St. Louis, he undertook the task, and became vice-president and general manager of the road. To aid in completing it, the propriety of taking measures to authorize the city of St. Louis to subscribe five hundred thousand dollars was considered at a public meeting called for the purpose, at which a good deal of bitter opposition was developed. However, the Legislature was applied to, with success, to pass a law authorizing the

people of St. Louis county to decide the measure by popular vote. The vote was taken, and the requisite stock subscribed. The fact that Mr. Garrison had undertaken to complete the road was full assurance that it would be done. Messrs. Page & Bacon, who were doing an extensive banking business at that time, had embarked largely in the enterprise previously, and had met with many serious difficulties; but when Mr. Garrison took the enterprise in hand, they saw their way clear. He pushed the road to Vincennes, Indiana, and in 1855 it was completed from that point to Cincinnati. The energy and consummate skill shown by Mr. Garrison in the completion of this road in the face of many discouragements, is fairly typical of the genius and energy of the man. Citizens of St. Louis, and those residing in the counties along the line of the road of Illinois, who had almost violently opposed public subscriptions to the project, used every argument and means in their power to thwart him in every measure he sought to have adopted. Those not personally cognizant of the surrounding circumstances, can have no correct idea of the difficulties he had to contend with. Old residents of this city, who had observed all Mr. Garrison's movements, inform us that but for the almost herculean labors he performed, the appliances he brought to bear in the prosecution of his work, and the indomitable will and energy of the man, many years would have elapsed, in all probability, before the road would have been completed. As it was, he laid the last rail of the first railroad that cemented the Mississippi with the East, and gave St. Louis her first railroad connection with the world beyond her to the East.

An incident worthy of note occurred about the time the road was approaching completion, which will serve to show the pluck of the man, and the tactics he resorted to in order to finish it, without further outside or legal interference. When all but about seven miles of the road had been finished, Mr. Garrison discovered that he was short of iron. Where to obtain a supply, to make up this deficiency, was a serious question. There was not a single pound of railroad iron to be had anywhere in the country for any consideration whatever. He had iron then on the way from England, and its arrival had been daily expected, but for all he knew it might have been deposited in the depths of the ocean. Days and weeks, and even months, might elapse before it would reach here and be available. Here was a serious emergency; and the question as to what was best to do, forced itself upon his mind.

That a great enterprise on which millions of dollars had been expended, and on the speedy completion of which the great commercial

marts, situated along the grand central line or the commercial traffic of the country were dependent, should be delayed for want of seven miles of iron, was certainly a misfortune. It so happened that a considerable quantity of railroad iron belonging to the old Terre Haute road, was lying on the St. Louis levee, and was not then wanted for immediate use by the Terre Haute Company. This iron had been imported from England, and was certainly not intended for use, by the Terre Haute Company, in the building of any competitive road. No monetary consideration could have purchased a pound of it for such a purpose. It was necessary, however, that this iron should be transferred to the east bank of the river for use by the company owning it. It is quite probable that when this transfer was being made, at this very opportune time a portion of it reached the immediate vicinity of the Ohio and Mississippi road; and it is also possible that a sufficient amount to complete seven miles of any road may have been misplaced on the construction cars of that road. Mr. Garrison had a very large force of men in his employ at that time, and it was, perhaps, impossible to keep a close watch of all their movements. They might have supposed that this iron being transferred was a part of that belonging to the Ohio and Mississippi road, which had been daily expected for some weeks. Be these suppositions as they may, another effort was now made to thwart Mr. Garrison in his efforts to complete the road. One morning the Sheriff of St. Clair county, Illinois, with a posse of men, appeared upon the scene with a warrant for the arrest of Mr. Garrison, and authority to seize about seven miles of railroad iron which, the warrant alleged, was the property of the old Terre Haute road. Here was a dilemma, and how to get out of it was the question that at once presented itself to Mr. Garrison. His men may have made a mistake, but the grand project was to finish the road at all risks. If possession was nine points in law, the law was certainly in Mr. Garrison's favor, and he had no time, just then, to argue the tenth point. His quick mind suggested a plan of escape. He received the Sheriff and his men kindly, and, having some urgent business along the line of the road, invited the Sheriff and his men to take a ride, when the matter could be talked over and either settled or compromised. The Sheriff accepted the invitation, and, with his posse, stepped into the car to enjoy the novelty of a ride over the newly laid rails of the Ohio and Mississippi road. After a word in private to the engineer, and certain imperative orders given, in a quiet way, to the section foreman, Mr. Garrison joined the Sheriff and his party in the car, and with the cry of "all aboard," the engineer opened the throttle valve of his engine and

the entire party were at once speeding away at the rate of full thirty miles an hour. Mr. Garrison soon placed himself beyond the jurisdiction of St. Clair county, where the Sheriff and his men were powerless to serve any local papers. There he left them. Suffice it to say that before the Sheriff was enabled to reach his home, the Ohio and Mississippi road had been completed—the last spike driven—through the systematic, harmonious and far-sighted policy of Daniel R. Garrison.

The completion of this road was a marked event in the commercial history of St. Louis. It was appropriately celebrated, and the merchants of St. Louis presented Mr. Garrison with a costly and magnificent service of solid silver, as a mark of their respect and appreciation of his efforts in giving to St. Louis her first railroad connection with the East.

Mr. Garrison continued to manage the affairs of the Ohio and Mississippi Railroad Company until 1858, when he had made the road a perfect success. During this time he was elected a director of the Missouri Pacific Railroad Company, and subsequently became its vice-president. This road, at the time of the outbreak of our civil war in 1861, had been completed from St. Louis to Sedalia, where the work had stopped, partly on account of the war, but mainly for want of means to continue its prosecution. The war clouds had now cast their dark shadows over almost every commercial enterprise in the land, and especially over railroad enterprises in the West—particularly in Missouri—where there was a strong conflict of war opinions. The greatest embarrassments existed in getting anything done. The completion of the Missouri Pacific from St. Louis to Kansas City, a distance of two hundred and eighty-two miles, was a consummation devoutly wished, but it seemed as though for the time being, inventive genius was stifled, improvement despised, and every energy of the people paralyzed. Efforts were made to induce Eastern capitalists to come forward and assist in the completion of the road, but these efforts were only partially successful. It was under the most unfavorable auspices that Mr. Garrison stepped forward and offered to complete it. By many leading citizens a good deal of anxiety was felt, but the question was one of means, and where the money could be obtained to carry it through. Those opposed to Mr. Garrison's policy made a bitter fight against him, and in every possible way he was hindered by some of his colleagues—men who lived long enough afterward, when he achieved success, to regret the bitter and unrelenting warfare they had waged against him. He was by no means disconcerted, however, by their opposition. He had lived the greater portion of his life by the labor of his own hands, and could do so wholly when it became necessary

to the fearless discharge of his duty. He saw clearly that if the building of this road was to be left to the mercy of individual selfishness and caprice, it would not be completed at all; at least within any reasonable period of time. He knew well that the general good was only to be obtained through general effort, and that there ought not to be anything narrow, partial, envious or exclusive in the policy that should govern its completion. It is a fact, that the seeming personal interests of many were directly adverse to its construction—impelling them to impede rather than advance it.

Mr. Garrison was not disturbed by the opposition. He knew his resources. He had made up his mind that the road must be built. He first made application to the Legislature to release the State's first mortgage on the road from Dresden west, and to take a second mortgage on the whole road, in which he was successful. He induced the people of St. Louis county to come forward and loan its credit to the road; and he also persuaded counties west of St. Louis, through which the road passed, to raise money for the same purpose.

But the times were out of joint. A desolating war had commenced, and Missouri was the theatre of most active operations between the Federal and Confederate armies. The demoralization of the war, the destruction of the habits, sentiments and motives of order and peaceful life which war usually entails; the impaired reverence for legal right, civil authority, and for the sacredness of property and human life, which it generates; the impatience of peaceful economy and regular industry; the thirst for excitement and gambling ventures; the vices and violences wont to wait upon all wars, and especially civil wars,—these constituted the danger to Missouri at this time, and made it hazardous to engage in such enterprises as Mr. Garrison had undertaken.

The great obstacle that presented itself to him in undertaking to carry out his purpose, was the menacing presence of two hostile armies in the State, constantly marching and countermarching over the magnificent domain through which the Missouri Pacific line was to run. Mr. Garrison, at the outbreak of the war, from the very moment when the news was received that the first gun had been fired at Fort Sumter, declared himself an unconditional Union man; and when the Confederate flag was flying openly, over the heads of passers-by, in all the principal streets of St. Louis, and the national colors were spit upon, he unfurled the starry banner from the windows of his own house, and stood bravely by, prepared to protect it with his own life from any treasonable hand that should dare to pull it down. It was, therefore, a seemingly dangerous

enterprise for him to undertake to build a road which required his personal supervision, surrounded by all the circumstances incident to the war. During its progress, he stood, as it were, a kind of mediator between the two contending armies, in order to save his property from destruction. He had to have a large number of men in his employ, also horses and mules, together with ample stores of provisions and feed, which he was obliged to protect from pillage, and which, by his peculiar adaptation to meet all emergencies, he managed to save, although the contending armies were fighting all around him, in desperate conflict for the maintenance of two hostile principles. More than once he periled his life to push forward his undertaking, and repeatedly had warnings that his life was in danger, but to these he paid little attention, and his courage never forsook him.

Before the close of the war, the road was finished through a magnificent region to Kansas City, on the western boundary of the State. The completion of this line of road was another splendid triumph, and added a fresh laurel to Mr. Garrison's fame.

In its success his own personal fortune was largely involved, together with the fortune of many others, for Mr. Garrison had raised a very large sum of money to complete the road, on his and their responsibility. The directory of the road had millions at stake; but they had an unwavering faith in Mr. Garrison—had given him *carte blanche* to go ahead; in fact, had staked nearly everything on him. The men who stood by him in the completion of this road, and who comprised the directory, included such names as Robert Campbell, Henry L. Patterson, George R. Taylor, Oliver O. Hart, Charles H. Peck, Robert Barth, Adolphus Meier, and others.

The original gauge of the Missouri Pacific road was five and a half feet, but the directory, at a later period, to conform to that of other roads, decided to change it to four feet eight and a half inches. Could this be done along the whole line of the road from St. Louis to Kansas City, without causing any interruption to travel or to the business of the road? Mr. Garrison decided that it could; that the work along the whole distance of two hundred and eighty miles, could be accomplished in less than sixteen hours; and while all were incredulous, the directory permitted Mr. Garrison to undertake it. Such a thing had never before been attempted, but on Sunday, July — 1869, the entire work of changing the gauge, including switches and frogs, was performed in *sixteen* hours, without any interruption of travel over the entire distance. On the evening of that day, Mr. Garrison left St. Louis on the train

carrying the United States mail, and reached Kansas City on schedule time, and the train which left Kansas City also reached St. Louis on time, and without having met with any delay. The gauge of a large number of locomotives and much of the rolling stock had previously been changed to conform to the new gauge. Mr. Garrison performed this feat (which has since been done on the Ohio & Mississippi road and the Grand Trunk railway of Canada), by his wonderful faculty of concentrating, utilizing and directing labor.

These triumphs of Mr. Garrison's energy, sagacity and industry, would doubtless suffice to keep his name fresh in the recollections of our people long after he shall have passed away. But he has achieved other triumphs, and without mention of them, no sketch of his life would be complete. Enough has been written to show that Mr. Garrison is eminently a self-made man, whose whole mind runs decidedly in the direction of everything that is practical—of the greatest service—and which will confer the greatest and most lasting benefits, not only upon those personally and pecuniarily interested with him, but upon the public at large. In the common acceptation of the term, he is not a learned man, but his education has made him a reasonable man. He is a man of vast and comprehensive thought, which seems to direct itself to the development of his country rather than to the consideration of his own interest, but knowing that whatever can be done to develop the city or the country must necessarily benefit every one, directly or indirectly, who resides in and is a part of it. Practically, his mind was very materially enlarged and developed by the building and opening up of these two railroads. He saw, in the building of the Atlantic and Pacific railroad, the great future of the country west of the Mississippi river, and he had, by investigation, confirmed his mind in a knowledge of its great resources—mineral, mechanical and commercial. He saw as clearly as though endowed with prescience, the future of St. Louis as a great manufacturing city, and his attention was instinctively turned to iron as the basis of its great prosperity. Having acquired so great a control over moneyed men and capitalists East by his practical operations in the past, he was able, as probably no other one man could be at that time, to combine ample capital for the purpose of building a rail mill, and the consequence of his effort was the establishment of the Vulcan Iron Works, at South St. Louis. "I happen to know," said the Hon. John Hogan, in a speech made upon the opening of these works, "that but for the fortunate circumstances of a combination by which Daniel R. Garrison was thrown out of the Pacific railroad, we would not have

been to-day celebrating the establishment of a rail mill in St. Louis. He was thrown out of it, and he went among his friends and gathered up capital, a little, and a little, and a little, and, by diligence and perseverance, skill and energy, when nobody thought that Daniel R. Garrison or any other Garrison would have accomplished the result, he did what we see to-day, and look at it!"

In the spring of 1870, he left the management of the Pacific road, and upon completing the organization of the company, he was chosen president of the Vulcan Iron Works. Ground was broken for the erection of the works July 4, 1870. A large number of invitations had been sent out, but the attendance was mainly confined to those more immediately interested in the building of the works. In one short year from the commencement of the works, they were completed and in successful operation, being the first mill of the kind built west of the Mississippi river, and one of the largest in the country. The works employ nearly one thousand men, and their annual product is eighty thousand tons of pig and railroad iron. This was the consummation of a grand idea that Mr. Garrison and a few other enterprising citizens had cherished for years—to make, in this Iron State, rails out of Missouri iron to build Missouri and other Western railroads.

In connection with the Vulcan Iron Works, Mr. Garrison and his friends constructed the Jupiter Iron Works, one of the largest furnaces in the world. The capital to carry on these great enterprises to completion has been acquired mainly through confidence in the subject of this sketch—the faith and confidence of those interested with him in his ability to prosecute to a successful termination whatever projects he undertakes, and reliance upon his own judgment as to their positive value.

But these works, grand as they are in themselves, are but the pioneers of other and greater and more numerous works of power and mechanism and glorious progress, that are to follow. A long-cherished thought of Mr. Garrison has been to construct, in connection with the Vulcan Iron Works, works for the production of Bessemer steel. The announcement is made as we draw this sketch to a close, that the plans of the new works are already matured, and the building of suitable houses will be speedily commenced; and Mr. Garrison has been re-elected president of the consolidated company in charge of the Vulcan Iron and Steel Works, under the reorganization which took place May 7. As at present projected, the Vulcan Works are modeled after the J. Edgar Thompson Bessemer works of Pittsburg, with some improvements which experience in that establishment has demonstrated to be necessary to

completeness. The cost of the works, as now projected, will exceed half a million of dollars, making the entire capital invested more than two million five hundred thousand dollars. We have thus marked the point from which St. Louis takes another stride in the onward march to that grand destiny which the future has in store for her.

In all these great enterprises of his life, Daniel R. Garrison has had the countenance and assistance and special advice of his brother, Oliver Garrison, and a few warm personal friends and capitalists of St. Louis.

The indomitable energy of these brothers has produced remarkable results; but for many years past, Daniel R. Garrison has been the active working man of the family.

Few men have done so much for the real prosperity of the West as Mr. Garrison; and few men having accomplished so much, are so silent and reticent concerning their labors.

Mr. Garrison is a man of powerful frame, and capable of great physical or mental endurance. He is a most plain, unassuming gentleman in his manners—kindly and courteous, yet decided. His expression is very frank and candid, while there is an air of pleasantry and good nature that is wonderfully attractive to a stranger. Mr. Garrison numbers a host of warm friends, with scarcely an enemy.

His life has been a busy one, and his success has not been the result of chance or good luck, which is a futility, but of vigorous, well-directed efforts.

He is now vice-president and general manager of the Pacific railroad and its connections. In executive ability and good management, he has no equal in the West, and but few in the country. He is yet in the strength of vigorous manhood, although his children have grown up and married around him.

No other man fills a similar place in the history of St. Louis and her railroads. Daniel G. Garrison stands alone. He is another eminent example of what energy, industry and perseverance will accomplish when judiciously applied; and when he takes hold of an enterprise, however great the magnitude, his name is a sure guarantee of its success. At this time, there is no man in St. Louis, perhaps none in the Valley of the Mississippi, upon whose shoulders rest as many great responsibilities, and who is equally capable of performing as great labors. It was said by Kossuth that man is physiologically constructed like the palm tree—the greater the burden put upon it the more it can endure. This doctrine seems to be well illustrated in the person of Mr. Garrison, whose burdens constantly increase with advancing years. His burdens, too, are of that

character that brings with them great responsibilities, and contribute greatness and worth to the community in which he lives.

By his own efforts he has risen above the crowd at the base of the pyramid, and in the realm of eminent acquirements and eminent integrity he still finds plenty of room at the top.

In presenting this sketch to the public, it is well to say that it is the history of one of those men whom Providence has given to the people to fill a compensating link in the chain of usefulness and adaptation which often, to the eye of the superficial observer, seems to be lacking under the rule of wisdom.

There are times in the affairs of men and nations, when there seems to be an absolute want of those strong intellectual characters so essential to the direction and leadership in commerce and government; when the people feel that mediocrity pervades the entire land; but Providence, true to its exacting law of compensation, always supplies in one field of usefulness that which is wanting in another; and if we have not in our midst a Benton in politics, we have, in the person of such men as Garrison, Cæsars in the great field of commercial activity, who, with large brains to conceive, and physical power to execute, are constantly subserving the purposes of Providence by maintaining an equilibrium in the operation of the law of compensation.

J. F. ALEXANDER.

THE subject of this sketch is, in every sense, a representative Western man. A native of the State of Illinois, he has, from his youth, been identified with the progressive movements, in both thought and action, that during the last quarter of a century, have conspired to shift the center of political and intellectual power from the slopes of the Alleghanies to the Valley of the Mississippi. This western sweep of empire raised, in a rapidly-developing country, a race of men who stood boldly in the face of great events, shaping them to their purposes with rare ability and foresight—men who were undismayed in the face of difficulties, and who, with persistent calmness, traced the paths in which the trade of the future was to flow, and laid down the propositions which were destined to rule the thought of more than one generation. These propositions have been modified with the changing conditions that have so rapidly succeeded each other, but they have retained all their consistency, and, while we yet admit their influence, we see that their faults lie rather in imperfect interpretations than in the rules which they teach. The past twenty-five years cover the period in which Illinois merged from comparative unimportance into the full blaze that belongs to the brightest star in the Western constellation.

So long as the current of events is smooth, it is difficult to distinguish the men who furnish the controlling force from those who are mere hangers-on. Here, as elsewhere, the noise and hurrah bears usually an exact proportion to the emptiness from which it proceeds, while men of sagacity and foresight are too busily employed with their plans to think of any advantages that may flow from sounding their own praises. The blow which the railroad interests of the country received in 1873 made some startling revelations of this character, stripping off the merely ornamental fixture and showing us the real sinew and brain on which the entire system was based.

JEDIAH F. ALEXANDER, now occupying so important a position in the affairs of the Southeastern railroad, was born in Bond county,

Illinois, January 4, 1827. Although yet comparatively a young man, he has had a somewhat eventful and active career, and has filled a measure of usefulness that could not be well subtracted from the substantial progress of his State. His father was a farmer and surveyor, who moved from Cabarrus county, North Carolina, to Tennessee, and from there to Illinois at an early day. The young man remained on the farm and attended school until he reached the age of twenty.

In 1848, he went to Greenville, the county seat of Bond county, and there, during the campaign, published a Free-soil paper. This sheet was intended only as a campaign paper, and, having served its purpose, was discontinued. After the election he again attended school during the winter, and then, in 1849, became a partner in the office of the *Greenville Journal*. This paper the next year passed under his exclusive management, and was independent in politics until 1856, when in the Presidential campaign of that year it declared for Fremont: In 1853, while publishing the *Journal*, he was elected Treasurer and Assessor of his county, and held the office for the term of two years with honor and satisfaction. In 1855 he entered upon the practice of law, a profession by no means inconsistent with his duties as editor and publisher of a country paper. The period covered by his legal practice extended from 1855 to 1863, while he was constantly occupied with other pursuits. In 1858 he started the *Greenville Advocate*, and continued its publication up to 1863, when he turned it over to other parties. In 1861 he was Enrolling and Engrossing Clerk of the House of Representatives, and in 1862 was appointed United States Collector of the Tenth Illinois district. The latter office he held for four years, when in the fall of 1866, he was elected to the State Legislature.

In the fall of 1870 Mr. Alexander was elected State Senator, and served his full term of two years, showing himself as an honest and capable representative of the people, and one uninfluenced by any selfish considerations.

Both in the House and in the Senate, he was justly regarded as one of the best parliamentarians in the body, and at one time was strongly urged by his friends to become a candidate for speaker of the House. He, however, declined, thinking the honor due to older members.

When the time came that the people of the tier of counties lying on the air line between St. Louis and Terre Haute, Indiana, were anxious for a railroad, Mr. Alexander came to the front, secured subscriptions and perfected the organization of the Vandalia railroad, and was the first president of the company. For four years, from the spring of

1867 to the spring of 1871, he was the president of the company, conducting its affairs with marked ability and success.

In 1869, he became interested, with General Winslow, in the construction of the Southeastern railway, and under his supervision much of the work was done. He was vice-president of that company at its inception, and then when the panic came, in 1873, was elected treasurer. The embarrassments brought on all railway organizations, especially new roads, by the unlooked-for financial revulsion of that year, had their effect on the Southeastern in forcing it into the hands of a receiver. When the selection came to be made for that important position of trust and responsibility, Mr. Alexander, from his knowledge of railway affairs and high character, was, with remarkable unanimity, selected for the trust. Under his management, the best interests of all parties were conserved, and his course dictated no less by strict justice than by an enlarged policy.

This is in part the course of a man who has filled numerous public and private positions of influence and honor, and who has been unswerving in his devotion to the simple duties before him. A man of powerful, stalwart frame, with a clear, healthy mind, unbiased by the passing prejudices of the hour, he is a representative of the thoughtful, ready, earnest, self-reliant men who have been unostentatiously working out the grand results which we see about us. When seasons of depression and embarrassment come, they are the men who stand out strong in the face of disaster, and lead to the consummation they at first marked out, however beset by difficulties.

Mr. Alexander has ever pursued with honesty and steadiness of purpose, the course best calculated to serve those who have committed their interests to his management, and has won the highest confidence of his associates.

As an Odd-Fellow, he has been selected for the fourth term of two years as a representative to the Grand Lodge of the United States: in itself a striking proof of clear and unselfish purpose.

In the transportation problems of the West, which must continue to claim some of the best thought that it can command, he will be found to bear no unimportant part, and, as the friend of enduring progress, will be equal to the demands of the time.

HON. ERASTUS WELLS.

IT may be said, with a good deal of truth, that the lives of our self-made men furnish a more satisfactory and practical illustration of "history teaching by example" than any other to which the attention of our young men can be directed, especially that large class of young men who, unfriended and alone, are compelled to strike out in the bleak world to find, or make, their future sphere and home. While rich and poor live in like abundance—the former in wealth and the latter in hope—it is also true that the great end of a good education is to form a reasonable man. The young man who, with superior advantages, comprehends this fact, has already made a good beginning in life.

The self-made men of the West are those who have improved wisely the golden opportunities of the most impressible period of their lives, and who have never abused any portion of the remainder. While the country has many notable examples of self-made men, the West furnishes a class of men who have fought the battle of life under greater hardships and severer struggles than, perhaps, any other section of the country, and their victory has been proportionately more brilliant than that of the same class elsewhere. In the West, to hew out an empire from the wilderness has taxed the hands and brains of all to the utmost. The self-made men of the West belong to that large class of the human family whose energies are developed by opposition. They commenced life aggressively, and the harder events pushed them, the more aggressive they became. They never slackened under any circumstances, and refused to halt before any obstacles that stood in their way. Forge and anvil, axe or adze, spade or shovel—no matter what implement they worked with—they drove ahead from morning until night. If the mortgage clung to the cottage, hard work must lift it. They pulled bravely against every tide—held up with buoyant hearts and unflinching courage under skies that, perhaps, were often ashen and sober, and walked with a firm step over "leaves that were often withered and sere." Theirs has been no royal road to success, nor was there any reserve corps to step up at the last moment, fresh and vigorous, to bear



WESTERLY - HARTFORD - ST. LOUIS

Very Respectfully
Erastus Wells

off the laurels. All alike have borne the brunt of the battle. The fame of fortune perhaps nerved their younger days with its bright visions, and the stimulus of hope urged them on. When the day was won, the rank and file received their just reward.

ERASTUS WELLS, of St. Louis, is one of those self-made men who is now reaping the reward of that indomitable energy and industry evinced in his early life. Mr. Wells was born in Jefferson County, New York, December 2, 1823. By the death of his father, he was left an orphan and penniless at an early age, and he experienced all the hardships incident to such a start in life.

From his twelfth to his sixteenth year he worked on a farm, and during the winter months attended a district school. The school-house was built of logs, and it required a tramp of two miles through the deep snows of those Northern winters to reach it. At the age of sixteen, seized with a spirit of enterprise, he left the farm to seek his fortune in the world.

Shortly after his father's death, young Wells proceeded to Watertown, New York, where he soon obtained a situation in a grocery store, at a salary of eight dollars per month. He remained here but a short time, for in the year 1839 we find him in Lockport, New York, engaged as a clerk, for a firm in which ex-Governor Washington Hunt was a partner. Here his salary only ranged from eight to twelve dollars per month. During these early years he found an abundance of hard work, and had to exercise the most rigid economy. But even out of his paltry salary he managed to save something. At the end of three or four years he had laid by the sum of \$140, an amount in those days of considerable magnitude to a young man who had earned it by hard work and close economy. With this sum in his pocket, young Wells turned his face toward the West, of which he had heard glowing accounts, and decided to reach St. Louis, then one of the most enterprising points on the Western frontier.

Mr. Wells arrived in St. Louis in September 1843, and at once engaged in business. He formed a partnership with Calvin Case, and on November 2d, of the same year, started the first omnibus line ever seen west of the Mississippi river. The rolling-stock of this line consisted, at the commencement, of a single 'bus. It was a very rude affair compared with the splendid establishments seen in St. Louis to-day, having no glass windows, but curtains instead, and elliptic springs in place of the present low flat ones. It was built in this city at a cost of two hundred dollars. The route was from Third and Market,

along Third and Broadway to North Market street, and the receipts for the first six months did not exceed \$1.50 per day. We have ascertained that the sum named, as the daily receipts during the period given, is approximately correct—for, while Mr. Wells was not only proprietor of the line, he was also driver, fare taker, and, during many of his trips, the sole occupant of his vehicle.

The citizens of St. Louis praised the enterprise, and admired the pluck and energy of the man who had started it, but they were accustomed to walk—it was cheaper, and they continued to walk. The omnibus business did not pay until Mr. Wells was nearly discouraged. At this period the growth of the city was rapid; its limits were extending; residences were removed farther out toward the suburbs, and the business of the city was spreading out over a broader area. It was not long before the fact was demonstrated to many of the more prosperous, well-to-do citizens, that riding was more profitable than walking, when time was considered.

In 1844, business had so increased that the enterprising proprietor put on another 'bus. Mr. Wells now began to make money. Within a period of five years, business on the line had so increased that they had from twelve to fifteen 'busses running on said line. For nearly two years Mr. Wells continued to drive one of the 'busses himself. He was not afraid of work; he had from early boyhood systematically learned to earn his bread by the sweat of his brow, and he was not the man to lean on others for subsistence. He was a deserving man, always pushing things; with a brain by nature and habit nicely adjusted to the reception, retention and consideration of one thing at a time. But he was a man of expansive ideas, restive under restraint, and in the wide domain of Industry he looked about to see what more could be accomplished. The omnibus line was now permanently established, and, finding a favorable opportunity, Mr. Wells sold out his interest and remained out of business for about one year. He then purchased a small lead factory; but contact with the poisonous lead soon prostrated him on a sick bed, and caused him to abandon the business. He then erected a saw mill, located in the upper part of the city, but subsequently leased it to others.

In the latter part of 1850, Erastus Wells, Calvin Case and one or two others, forming the firm of Case & Co., purchased all the lines in the city, and established a line of 'busses between St. Louis and Belleville, Illinois, and subsequently one on Olive street, between Fourth and Seventeenth streets. The Belleville line was very remunerative; the

fare each way was fifty cents, the 'busses being always crowded. In January 1856, the co-partnership was dissolved, by the death of the senior member, who was killed in the memorable accident on the Pacific railroad, at the Gasconade bridge. The different lines were owned and operated by the surviving partners, but separately, until 1859, when the street railway mania reached St. Louis, and the omnibuses were speedily superseded.

The St. Louis, Missouri, Citizens' and People's Railway Companies were formed in the spring of 1859, and the first company that started their cars was the Missouri, on their Olive street line, on July 4, 1859. The first president was Erastus Wells, who has filled the position up to the present time. They have now nine miles of track. Thirty-three years ago there was one omnibus running, carrying not more than fifty passengers per diem; now we have ten distinct lines of street railway, each doing a prosperous business and representing a large amount of invested capital.

So far, we find that Mr. Wells' life had been an active and progressive one. Unbefriended and penniless at the start, he had much to contend against, and many things to overcome that would have discouraged many young men of less determination than he possessed. He found those at whose hands he sought employment far from being generous or magnanimous; but he was not long in learning that he would have to depend upon his own physical and mental resources to become a self-made man. He found life as earnest, active and aggressive in his early days as he finds it, perhaps, to-day; the road to fame and wealth a long one; but where there is an earnestness of purpose and a persistent, untiring devotion to business, there will always be an ultimate reward. Mr. Wells has always cultivated a catholic spirit. He was always ready to receive suggestions that might be profitable to him. His usefulness to his fellow-men has been increased by the broad and liberal views he entertains on all subjects of public policy, and by his refusal to be bound by the sectarian notions, dogmas and fanaticism which are found hanging to the skirts of so many professions in life. He has been one of the foremost in everything that pertained to the city's welfare.

For a period of fifteen years he was a member of the City Council. He was first elected to that body in 1848, was re-elected in 1854, and remained in the Council until March 1, 1869, when he resigned to take his seat in Congress, March 4th of the same month. During the long period he served the city, his influence by voice and vote was always in favor of such judicious and timely measures as were best calculated to

advance the glory of the city, and to add to the prosperity of its citizens. He was in favor of the adoption of strict sanitary measures. Formerly this city used to be considered unhealthy. Its miasmatic fevers and occasional epidemics were notorious, but to-day it is the healthiest large city on the American continent. Much might be said here concerning the sanitary condition of the city, and in kindly remembrance and acknowledgment to the man who was foremost in inaugurating measures for the preservation of the health of its citizens, but the limits of this sketch forbid.

It was while Mr. Wells was serving in the Council, as chairman of the Committee on Water-works, that his serious attention was turned to this subject, and seeing the great deficiency in the supply of water for a city making such rapid strides, he agitated the question of building new works—works that should be on a scale commensurate with the wants of the city for years to come. In that year he was appointed on a special committee to visit the principal Eastern cities and examine the system of water-works in each, and report upon the same. Mr. Wells was the only member of the committee who took upon himself the performance of this delicate and arduous duty. He visited New York, Boston, Philadelphia, Washington, Cincinnati, Louisville and Cleveland, being kindly received at all these cities, and was given every opportunity to make a thorough inspection of the water supply in use at each point. Upon his return, he made an elaborate and valuable report of what he had seen and learned, and the question received a fresh importance through the information thus imparted. Mainly through his efforts, an Act passed the Legislature, at the subsequent session, authorizing the city to issue bonds to the extent of \$3,000,000, to commence the construction of the present magnificent water-works—among the finest to be found in the country—and which supply the city as if from an inexhaustible fountain. Mr. Wells was tendered by Governor Fletcher a commission as one of the Board of Water Commissioners, but he respectfully declined it. This tender, coming from a political opponent, was a flattering compliment to Mr. Wells, as the position was a responsible and honorable one, and it was made without any solicitation on his part or even on the part of his friends.

But this was not all that was to be accomplished to promote the public interests and the public good. Mr. Wells' work did not end here. He knew that, as a representative of the people's interests, he owed society something more than merely doing what could be done to make the physical air of the city healthy, and providing an ample supply of water

to contribute to personal cleanliness, and prevent the disasters arising from great conflagrations. There is a moral atmosphere in every large city, being imbibed daily by every grade of society, against which the upright man and good citizen will have to stand with uplifted hands. You may make, by your sanitary regulations, every particle of air we breathe, and every drop of water we drink, as pure as crystallized carbon; you may discover remedies that will antagonize the specific poison of disease; yet they all go for naught so long as there is in the body politic a class of men who have no moral instincts or sensibilities. It is not too much to say that no one knew better than Mr. Wells the inadequacy of the police system of St. Louis, under the old regime, at the time he was in the Council; and when he went East to investigate the question of water supply, he took special pains to look into the different police systems of the several cities which he visited. He learned from the mayors of New York, Boston and Philadelphia, that, in their opinion, Baltimore had the best metropolitan police system of any city in the Union. At that time complaints came up from almost every city of any size, chiefly the Eastern cities, of the great defects of their police regulations. Baltimore, specially, had passed into the hands of a desperate class of men known as "plug uglies," against whom the police authorities were powerless, and this unruly and turbulent element was not placed under control until the Legislature of Maryland had passed what is known as the "Metropolitan Police Bill."

Mr. Wells had brought a copy of this bill home with him, and after changing it to meet the laws of Missouri, and to comply with the city charter, he secured the consent of Francis Whittaker, Henry Keyser, George K. Budd and Bernard Pratt to put their names in the act, they to serve as the first board of police commissioners of this city; and after a severe struggle in the Council, a resolution was passed recommending its passage by the Legislature. Mr. Wells visited Jefferson City, and laid the resolution with the bill before the Legislature during the session of 1860-'61. Claib. Jackson was Governor of the State at that time, and there was a good deal of political excitement. The party in power insisted on striking out the parties named in the bill for commissioners, and leaving it with the Governor to make the appointments. The friends of the bill were successful in securing its passage in the form in which it was presented by Mr. Wells, and the Governor signed it. Its provisions were at once carried into effect, and a new era in the police system of St. Louis commenced—one that, after a trial of nearly

fifteen years, has proved acceptable to all parties, and has produced results beneficial to the public interests.

In 1850, Mr. Wells was united in marriage to a daughter of the Hon. John F. Henry, now of this city, and by this lady he has three children. In 1865, seeking rest and recreation, and to gratify a long-cherished desire, Mr. Wells made a trip to Europe, taking with him his oldest son. After visiting many of the principal cities in Great Britain and France, he took a French steamer and went to Lisbon. After some time spent here, he visited the Cape de Verde Islands, and extended his journey to Brazil, and at Rio embarked for home, returning to St. Louis in 1866.

The Congressional career of Mr. Wells, as we have stated, commenced in 1868, since which time he has been continuously a member of the House of Representatives of the United States. At the last election (November 3, 1874,) he was re-elected for a fourth term by a majority of nearly three to one. In politics Mr. Wells is a Democrat, but he is popular with all parties, and he received many votes from those politically opposed to him. In Congress he has been a close observer, and a diligent worker in behalf of the State and city of his adoption. He is a *live* man, possessed of sound views on all questions of public policy, and has accomplished more work for his city and the West than many of his predecessors have done. Without being brilliant, his speeches show careful thought and study, and his constituents are satisfied with his capacity, his energy, with his respectable culture and enlarged views — in a word, with his unquestioned honesty and practical common sense. Through his efforts Congress has appropriated the sum of \$4,000,000 for the building of the new post-office and custom-house, now in process of erection on the block between Eighth and Ninth on Olive street. Until his advent in Congress not a dollar had ever been appropriated for the improvement of the Mississippi river between the mouth of the Missouri and Meramec. Between these points he was successful in having a Government survey made, and for that purpose an appropriation of \$200,000 was set apart; also a further appropriation of \$300,000 for the improvement of the channel of the river between the mouth of the Meramec and Cairo.

In 1873, he was the prime mover in causing to be held here the Congressional Convention which assembled that year, the deliberations of which were so important to Western interests. He projected the Congressional trip of that year to the Indian Territory, which proceeded south to Galveston, and thence to New Orleans to inspect the mouths of

the Mississippi, that Eastern members might have personal knowledge of the serious obstructions existing there, and which so seriously affected the whole commerce of the Mississippi Valley. The fruition of all this was the passage of the bill known as the "Eads Jetty Bill," during the last session of the Forty-third Congress. The bill relating to the Indian Territory, known as the Oklahoma Bill, is also a measure which Mr. Wells is persistently working for at the present time.

Mr. Wells has been connected with many important enterprises, and has filled several responsible positions in connection with them. He was a director of the Ohio and Mississippi Railroad Company for several years; he was president of the Accommodation Bank for six years; he is still largely interested in street railroads; is also president of the narrow-gauge railroad between this city and Florissant; is a director in the Commercial Bank; and in 1864 was a member of the convention called to prepare a new city charter, which was subsequently adopted by the Legislature.

In private life, Mr. Wells is greatly beloved by all who know him. He is a man wholly free from ostentation or display. His manners are those of the thorough Western man—frank, genial and kindly. Success in life has in no way changed him, and this is a principal reason for his popularity. Political opponents credit him with industry and fidelity to the interests of those he represents.

Erastus Wells has fought his way up to his present position earnestly and manfully. Having become a leader, he still remains one of the people, and thus he is one of the best examples of the self-made men of our times.



Western Engraving Company of St. Louis

D. H. Milton

JAMES H. BRITTON.

NO State in the Union has given to our common country more active, earnest and intelligent business and professional men than the Old Dominion. Virginia has ever been the mother of Presidents — a proud title she richly deserves, from the long line of illustrious patriots and statesmen she has given to the Republic — as well as the birth-place of a hardy race of men remarkable alike for their power of endurance and enterprise as well as superior intelligence, who, scattering themselves over the vast West, have become leaders at the bar, in medicine, and in the great branches of industry which, during the last half century of our national existence, have made the Valley of the Mississippi the garden of America, and St. Louis the commercial metropolis of the Southwest. To this class of native Virginians, whose energy and individuality never fail to make them prominent in the community in which they reside, belongs the HONORABLE JAMES H. BRITTON, the subject of this sketch. As a man who has been intimately connected with the progress and growth of Missouri for well-nigh half a century, and as one whose business capacity, energy and honorable, straightforward dealing have brought him the substantial reward of honest industry — a competency — as well as the prominent and active part he has taken in every public measure or enterprise calculated to redound to the honor of his adopted city, he stands among the most worthy of those eminent citizens whose names and lives appear in this work.

JAMES H. BRITTON was born in Shenandoah—now Page—county, Virginia, July 11, 1817. His father's family was of Celtic origin; his mother, however, came of Welsh stock. His ancestors on both sides came to America at a very early day, and engaged in agricultural pursuits, and in the course of time were counted among the most prominent families of the State.

The scholastic facilities offered by the State of Virginia, as early as 1817, were necessarily very limited and imperfect; yet such as they were young Britton received, comprising as they did, the rudiments and foundation of a good common-school English education; and ardent,

earnest and aspiring in his nature, he never failed to take every possible opportunity of acquiring practical and theoretical knowledge. Having entered upon his course of life with a determination to succeed, his naturally apt mind, aided by the perusal of such books as he was able to obtain, and assisted by the counsel of good friends who took a deep interest in the boy's welfare, he acquired that practical culture and knowledge of the world, which is worth far more to the earnest business man, than the superficial book knowledge gained too often under the educational system of the present day.

At the early age of thirteen, he commenced his battle with the world by entering a general store in Sperryville, a small country town at the entrance to one of the gaps of the Blue Ridge, where, at the modest salary of seventy-five dollars per annum, he remained four years, when he was intrusted with the management of a store at Thompsonville, Virginia. So faithful was he in the discharge of all the duties pertaining to his position, and such was the confidence reposed in him by his employer, that two years later, Mr. George Ficklen, proprietor of the establishment, and the gentleman whom he still regards as the best friend and counselor of his early years, admitted him to a partnership. As might naturally be expected, he succeeded as a part-proprietor, even as he had as a subordinate. The partnership relations lasted two years, during which time Mr. Britton was married, soon after which he made preparations to cast his fortunes with the growing West.

It was during the year 1840, when the great tide of emigration was seeking the Mississippi Valley and the West, that Mr. Britton settled in Troy, Missouri, and upon a capital of fifteen hundred dollars opened a store for the sale of general merchandise. Always economical, full of energy, thoroughly competent in his business qualifications, and ever honorable and upright in his commercial relations, he soon found himself in the possession of a, comparatively speaking, lucrative business, which he continued until 1857.

During this year, it may be said a new era opened up for him. St. Louis had assumed her great commercial importance; the merchants were beginning to command the trade of the great plateau lying between the Mississippi river and the Rocky Mountains; her productions and manufactures found their way into every city and town in the West, and were fast supplanting those of Eastern make, and the future Southwestern metropolis had already assumed the proud title of "River Queen." During that year, Mr. Britton removed to St. Louis and assumed the responsible position of cashier of the Southern Bank, a

position which his business habits and financial abilities rendered him eminently well calculated to fill. His upward career was rapid and marked. In 1864 he was called to the presidency of the same institution, an honor which he duly appreciated by doubling, if possible, the attention he gave to the affairs of the corporation. He was soon recognized as one of the ablest financiers in St. Louis, and his well-earned reputation as an active, honorable business man called him to preside over the oldest, richest, and most powerful moneyed institution in the city,—the present National Bank of the State of Missouri. Here he still remains, guiding and directing the affairs of this powerful corporation, and with a reputation second to no man in the West for financial ability.

Although never in his life what is usually understood as an office-seeker, Mr. Britton has been called by the votes of his fellow-citizens to fill many honorable and lucrative public positions. In 1848, he was secretary of the Missouri State Senate; in 1852, and again in 1854, he was elected to the Legislature from Lincoln county; he afterward served as chief clerk of the House of Representatives, during the session of 1856-'57. For several years he was treasurer of Lincoln county, and postmaster at Troy, the county seat. After the death of John J. Roe, he was two years president of the Life Association of America.

His active and honorable career has been the natural result of good principles, instilled in early life, and so rigidly adhered to afterward, that he enjoys the respect and esteem of all classes of society. He was treasurer of the Illinois and St. Louis Bridge, and one of the pioneers in that enterprise. He not only proved a safe custodian of the millions of money expended upon that structure, but also a most active and efficient member of the board of directors. As a banker, he is an exponent of the true principles that should control the power of the purse, to bring about the highest commercial good.

On May 10, 1875, he was made the choice of the Democratic party of the city, in their convention held at that date, to succeed the lamented Arthur B. Barret, whose death occurred only one short month after he was elected Mayor. He was nominated not only as the candidate of the entire party, but as the especial representative of the best, worthiest, and most intelligent elements of the party. He was declared elected at a special election held May 15, 1875, and took his seat as Executive of our city. His opponent, Mr. Overstolz, however, instituted a contest on the ground of fraudulent voting. The matter was decided in the contestant's favor, first by the Council and afterward by the courts of

law. After Mr. Britton had done everything which his duty to himself and his constituents demanded, he vacated the mayoralty and was succeeded by Mr. Overstolz. While he was in the chair, his administration of city affairs was judicious and wise, and it was to the deep regret of many of our most worthy and influential citizens that he came to the conclusion to vacate.

Through all the varied responsibilities of life, Mr. Britton has acquitted himself with dignity, fidelity and honor, and won the approbation and esteem of opponents as well as friends. His large experience and great energy have been signally displayed in all enterprises that he has undertaken, and he is eminently a thoroughly practical and true type of a self-made man. Eminently democratic in his manners and associations, being easily approached by any citizen, no matter how humble, yet he is cool, calculating and safe in all his business transactions. A man whose natural abilities would secure him prominence in any community, he is eminently calculated to manage the affairs of the great financial establishment at whose head we find him, and to successfully grapple with the vast enterprises which must necessarily arise, from time to time, in a metropolis as growing and important as St. Louis.

In private, no less than in public life, he ranks among the first of his fellows; his friends are legion, to whom his many genial qualities, as well as his pure and high-minded conceptions of every relation of life, have endeared him, and in whose respect and esteem he is securely imbedded as he calmly advances in his honorable and useful career.



Western Engraving Company of St. Louis

W. C. Garrison

WILLIAM C. JAMISON.

THE Bar of St. Louis and Missouri has ever been noted for men of transcendent genius and deep legal research. This has ever been the boast of the St. Louisian abroad and at home, who never failed to point with pride to such legal geants as Benton, Bates, Geyer, Gamble, Broadhead, Hill, and many others, who have and still continue to shed a lustre upon a profession of which we have so many bright stars. There are also many members of the legal profession, who, although not claiming a national reputation, yet fill a space in our community, which commands more than ordinary attention, and who are worthy of more than ordinary mention from the chronicler of passing events. Prominent in the class last mentioned, is WILLIAM CALDWELL JAMISON, a man of more than ordinary merit, and one who, as a lawyer and citizen, possesses in a special manner the confidence of his fellows.

MR. JAMISON was born in Murfreesboro, Rutherford county, Tennessee, September 25, 1822. His father was of Welsh descent, and a farmer of easy circumstances. The family was well known in Tennessee, and had, for several generations, been settled in that State, several of the male members holding offices of public trust and responsibility.

Young William received a thorough classical training at the Union University of Murfreesboro, an institution of learning well known throughout the South for the number and brilliancy of the scholars it sent forth.

In 1843, before he became of age, he had completed his studies, when he was induced by an aunt who resided in St. Louis, to visit that city, with a view of making it his future home. Accordingly he came in 1843, and, like most other young men who visited St. Louis at that early day, was favorably impressed with the future prospects of the rising city.

Having made up his mind to follow the law as a profession, he immediately entered the office of the Hon. John F. Darby, where he prosecuted his studies for nearly a year, under that distinguished gentleman's immediate instruction. He afterward went into the office of Messrs. Todd and Krum—Hon. Albert Todd and Judge John M. Kruin, with whom he remained until the fall of 1844, when he was licensed to

practice. He remained, however, in the office of Juge Krum until 1846, before launching into practice for himself.

In March 1848, he formed a partnership with Franklin A. Dick, which continued, however, but for one year, when he joined his professional fortunes with James R. Lackland, which continued until 1852, when Mr. Lackland was called to the bench of the Criminal Court of St. Louis county. In 1853 the firm of Cline & Jamison came into existence, and was, in 1857, made "Lackland, Cline & Jamison." In 1863, Judge Lackland's health failing, he retired for the purpose of travel, and the firm remained "Cline and Jamison" until 1866, when Mr. M. C. Day became a member, and it has remained "Cline, Jamison & Day" ever since.

Mr. Jamison started out in life as an Old Line Whig, but upon the formation of the Abolition party he affiliated with the Democrats. Old associations and Southern sympathies led him to this, and although never an ultra in politics, he never failed to co-operate with his party. He took no part in the civil war, and while he believed in the inseparability of the American Union, yet, born a Southerner, he felt deeply for the section in which lay all his sympathies. While of a retiring disposition, yet he has taken quite a prominent part in some of the most important enterprises of his day. He was for many years a director in, and attorney for, the St. Louis Mutual Life Insurance Company. He is at present a director in the St. Louis Mutual Fire Insurance Company, and a stockholder in the National Bank of the State of Missouri, and the Mechanics' Bank. He is also administrator for some of the largest estates in St. Louis, among which is the Henry T. Blow estate, in which he was obliged to give a bond of one million dollars. He is also administrator of the estates of Major William H. Bell, Hon. Olly Williams, and others, in which he has taken upon himself large responsibilities. The fact of his possessing such large trusts, is sufficient evidence of his high standing in the community.

Mr. Jamison was married in July 1865, to Miss Mary E. Noe, of Norfolk, Virginia, a lady of rare accomplishments, who has borne him three children, but one of whom, a boy, survives.

Mr. Jamison is still in the prime of life, of a robust constitution, and with, it is to be hoped, many years of usefulness before him. His social nature has secured to him hosts of friends in private life, while his well-established reputation for honorable dealing has brought him a large and lucrative practice, but not half as large as his legion of well-wishers predicts for him.

WILLIAM HAMILTON.

IN presenting to the public the representative men of the city of St. Louis and State of Missouri, who have by a superior force of character and energy, together with a combination of ripe qualities of ability and excellency, made themselves conspicuous and commanding in private and public life, we have no example more fit to present, and none more worthy a place in this volume than WILLIAM HAMILTON. Not only does he rise above the standard in his line of business, but he also possesses in a high degree the excellences of human nature that make men worthy of regard among their fellows. He is a high-minded and liberal merchant; one who is keenly alive to all the varying requirements of trade, and one of those who conduct operations of the most extended and weighty character, and who, above all others, have succeeded in making St. Louis the great commercial metropolis. William Hamilton, the senior partner in the well-known house of Hamilton & Bartle, conducts one of the great and powerful pork-packing establishments of the city.

Mr. Hamilton was born in Belfast, Ireland, October 27, 1827. His father was engaged in the provision business in the old country. Young Hamilton had received a good common school education.

He accompanied his father to America in 1846, and first went to work for a farmer in Montgomery county, Pennsylvania, for the space of one year, during which time he spent his leisure moments at a neighboring school.

His father had settled in Chillicothe, Ohio, and engaged in the packing business, which, during the years 1847-48-49, had become quite an important branch of trade with Europe, owing to the removal of the import duty on meats by the British Government in 1847, and which action had induced many large packers from Belfast and Liverpool to come to America and commence operations in parts of Ohio. Young Hamilton engaged in business with his father, in which connection he remained until 1849, when he made a trip to Europe, returning to America in the

fall of 1849, from which year dates his connection with the business of St. Louis.

Mr. Hamilton engaged with the house of Hewitt, Roe & Co., and remained until the house dissolved by the withdrawal of Captain John J. Roe, who established the house of J. J. Roe & Co., of which Mr. Hamilton became the foreman, for which position his many years of experience in the packing business eminently qualified him. This position he held for ten years, from 1855 until 1865, during which time he had earned the reputation of being one of the most energetic and trustworthy business men in the packing business. Ever on the alert to forward the business of the house, he always knew the ups and downs of the market in which he operated, and it is an acknowledged fact to-day that the powerful house of John J. Roe & Co., was materially assisted on its road to success by the individual efforts of its foreman, Mr. Hamilton.

In 1865, Mr. Hamilton first became a partner in the house, and upon the death of Mr. Roe, which took place in 1870, he continued the business, associating with himself Captain Bartle, thus constituting one of the most flourishing houses of the West, under the firm name of Hamilton & Bartle.

Mr. Hamilton has been twice married. Of the first marriage there were two children, one of whom still lives; of the second marriage there are also two children, both living.

In 1874, Mr. Hamilton was elected president of the National Pork Packers' Association of the United States, an honor to which his prominent position in this branch of trade in America certainly entitled him. He has served as a director in the Merchants' Union Exchange of St. Louis, the United States Insurance Company, and has been connected with many other organizations of importance, where his sound counsel and business sense have made him acceptable.

Mr. Hamilton has had a life-long experience in the pork-packing business, and is regarded by parties in this trade as a man whose judgment is second to none in the Union. In everything he undertakes, he is active, earnest and thorough-going, occupying a lofty and enviable position in commercial circles as a man of strict honor and business integrity.

In the private walks of life he is genial and sociable, and is endeared by these qualities to a large circle of friends and acquaintances.

As a public-spirited citizen, Mr. Hamilton occupies a front rank in St. Louis; in all enterprises of a public nature, or which may in any

way redound to the public weal, he is liberal and generous, always coming forward and assisting in a manner so material as to make his influence felt. His character for benevolence is well known; to worthy objects of charity his purse is ever open; the truly worthy never apply to him for assistance without becoming the objects of his wide-spread bounty.

Mr. Hamilton is in every sense a superior man, and bears with credit that name which has been so distinguished in the history of this country, and in the learning of Europe.

He is now in the strength of manhood, in the full tide of business success, blessed with a sound and unimpaired constitution, happy in his public and private relations, and now, in the meridian of life, enjoying the well-earned reward of many years of hard toil and strict attention to business, he looks forward to a more enlarged sphere of life, where he will bear greater burdens of public trust imposed on him.

COL. GEORGE KNAPP.

COLONEL GEORGE KNAPP, senior proprietor of the St. Louis *Republican*, with which he has been connected, boy and man, for half a century, and whose more recent history is, in no small degree, a personal history of himself, is a thorough Western, and representative man—typifying in his own fortunes the healthful and permanent expansion of Western life and power, and exhibiting the generous encouragement which the Mississippi Valley furnishes to the humblest merit. He is one of the few printers who have achieved the dignity of proprietorship: a fact which is partly due, perhaps, to the fortunate accident that associated him in early life with such a paper as the *Republican*, and such liberal-minded men as its founders and former proprietors; but more largely owing to his own sagacity, enterprise, patience and admirable temper. He was not one of the founders of the *Republican*, but he entered the office while one of its founders, Joseph Charless, was still conducting it; and he has been the associate of all the subsequent proprietors whose genius and ability developed it; and it is only stating a fact familiar to journalists and to many of the older citizens of St. Louis, to say that his genius and ability are entitled to the largest share of credit for what the paper is, this day.

COLONEL KNAPP was born in Montgomery county, New York, September 25, 1814, and at the age of six years was brought by his parents to St. Louis. It was necessary that he should earn his own living, and with this view his parents secured for him the humble position of apprentice in the printing department of the *Republican* in 1826; and the twelve-year-old lad began the career of patient labor that, at the end of fifty years, exhibits him as a leading citizen, a successful journalist, the head of a large and happy family, and the center of a political and social circle as wide as the West. All instructive examples of success have small beginnings—and the present senior proprietor of the *Republican* takes a pardonable pride in having it known that he began as an apprentice, and rose, by successive gradations, to his position. His first advancement was in 1836, when he obtained an interest in the book and

job printing department of the paper; and his next was in 1837, when, at the age of twenty-three years, he became one of the proprietors of the paper itself, his assistant partners being Messrs. Chambers and Harris.

Both Colonel Knapp and the *Republican* were young, with the future before them, at that time, and if both have become eminent since, it may be said that it is the result of mutual relation; he has assisted to make the journal what it is, and the journal has assisted to make him what he is.

Colonel Knapp is a man of singularly gentle manners and amiable qualities, and it is not surprising, therefore, that his association with his co-proprietors, Charles, Harris, Chambers and Paschal, was cordial and pleasant, and that "Colonel George," as he is called, is to-day respected and beloved by every member of that army of writers, printers, clerks, pressmen, and assistants employed in the mammoth establishment. It might be imagined that he lacked the advantages of a thorough education; but this is not altogether correct. A newspaper office is nearly as good an educator as a high school or a college; and Colonel Knapp has had all the advantages of that incessant friction which newspaper life imparts, and which has made so many persons of the day distinguished in letters and practical journalism. He rarely writes for the *Republican*, but this is not to be taken as saying that he has little to do with its editorial management. It is his constant habit to draw up memoranda to be elaborated into editorials by the practiced writers in the establishment; and between him and Mr. Hyde, the editor-in-chief, there exists the practice of daily consultations on important national, state and local questions.

Colonel Knapp has been connected with a newspaper for half a century, and has witnessed that development of modern journalism which the last twenty-five years have brought forth. Yet, he has recognized the new influence and promptly conformed to it; the *Republican* under him is as enterprising as it is conservative; it is in the van of the discussion of the results and aspects of modern thought; and it has a sharper appreciation of news and expends more money in obtaining it than ever before—all of which shows that the prentice boy of 1826 possessed the capacity to become the journalist of 1876.

But Colonel Knapp is no less a patriotic and public-spirited citizen than a successful publisher. As early as 1835 he took an active part in the organization of a volunteer militia in St. Louis, and when the Mexican war broke out, in 1846, he enlisted in the service as Lieutenant

of the St. Louis Grays, of the St. Louis Legion, and served honorably during the war. He maintained his connection with the local militia for many years after his return, and aided much to bring it up to the high discipline and efficiency it exhibited at the time of the civil war in 1861.

He is active and unwearying in movements for the embellishment of St. Louis with public edifices; and the Southern Hotel, the Illinois and St. Louis Bridge and the new Chamber of Commerce, not to include the imposing *Republican* building itself, attest the unselfish liberality with which he contributes to such improvements. It is no discouragement to him that an enterprise will not pay as an investment; it is enough that the city needs it, as an adjunct to its commerce, or as part of its municipal outfit, to enlist him in the work of securing it.

The new Chamber of Commerce, one of the noblest and most symmetrical buildings in the West, would not, probably, have been built—certainly would not have been built when it was—but for the persistent vigor with which he brought the co-operation of other citizens up to the work, and the unflinching zeal with which he prosecuted its details through doubt, uncertainty, and discouragement, till the great edifice was crowned with its capstone, and the merchants of St. Louis provided with one of the most magnificent rooms in the world for their daily meetings. He seems to live for St. Louis; the great city presses on his heart; he has an undoubting faith in the splendor of its future, and is ever ready to hasten its approach. The large influence which he possesses as a private citizen, backed by the power of an independent journal, makes it an important object to enlist him in great local undertakings, and while he scrupulously recognizes the line that should divide the publisher and his journal, and is careful not to permit the *Republican* to subserve any one's personal interest, he is always ready to lend its power and his own to all legitimate schemes for the advancement of the renown of his city.

Colonel Knapp was married in 1840 to Miss Eleanor McCartan, daughter of Thomas McCartan, deceased, of St. Louis, a lady whose estimable qualities are universally acknowledged. His family is a large and happy one; the growing sons inherit much of their father's journalistic inclination and aptitude, and several of them occupy positions in the establishment, where they are acquiring the knowledge and experience to qualify them for the management of the inheritance that will one day fall into their hands.

JOSEPH B. M'CULLAGH.

THE life of the editor is best seen in the columns of the press. It is the repository of some thoughts that should be as immortal as our language: certainly more enduring than the perishable material on which they are printed. What Shakspeare said of the dramatists, fits the calling of editors more accurately. They are the brief chroniclers of the age, and in their daily toil is seen the form and pressure of the body of the times. They pass away, and are forgotten. Their brilliant sentences and witty paragraphs go glimmering a few years, and become extinguished, or they are gathered to that store-house of orphan and unclaimed thoughts that become parents of other thoughts, ignorant of the source that first gave them being. Such is the fate of all the able newspaper writers of the past half century, and from this inevitable destiny we can claim no exemption for one, the peer of any, a brief sketch of whom we will now present our readers.

JOSEPH BURBRIDGE McCULLAGH was born in the city of Dublin, Ireland, in November 1842, and is therefore now in his thirty-fourth year. There it was he received his early education, not indeed in her far-famed University, for he was still too young for matriculation: being only eleven when he shook the classic dust of the Irish metropolis from his feet, and sailed for the United States. Dublin has been the parent of a larger number of distinguished newspaper writers than any other city in the British Islands. The brilliant and versatile Celt has long been the brains of the London press; and we believe they compose a majority of the editorial writers in the seven principal cities of this country.

Arriving in New York, young McCullagh was apprenticed to the printing business. With the restless, roving spirit of his native land, he arrived in St. Louis in 1858, still a little lad, and again apprenticed himself in the office of the *Christian Advocate*, a religious weekly, where, no doubt, he imbibed that Christian spirit which has abided with him, and which often appears in his paper. Tired of setting up homilies of heavy preachers on sin and slaughter, he solaced himself with making mysterious signs on paper, puzzling the old boarding-mistress until she

finally discovered that there was nothing diabolical in it, and that her youthful little boarder was perfecting himself in the art of short-hand writing. Mastering this useful art, he left the preachers to look after their own sermons, and started in the path of reporter, securing a situation on the *Democrat*, then, as now, published by Mr. McKee. It was soon discovered that this boy was a sort of prodigy. Brilliant beyond anything of his age yet seen, he was sent to Jefferson City, the capital of Missouri, to report the proceedings of the eventful session of the Legislature of 1859-'60, and there he gave proof of talents of a rare order, that were destined to place their possessor at an early day in the very front rank as a writer and correspondent. With the restless spirit of youth, he resigned his situation and left for Cincinnati, where he readily secured employment as a writer for the *Gazette*.

The civil war soon after breaking out, young McCullagh thinking that in that crisis the sword was mightier than the pen, entered the Army as Lieutenant in the Benton Cadets, Fremont's body-guard, with whom he served until Fremont was superseded in Missouri and assigned to the Army of the Potomac. Laying aside the soldier's jack-boots and braid, he entered civil life once more. Craving something more stirring than the weariness of the editorial room, he again joined the Army as correspondent of the Cincinnati *Commercial*, participating in the great battle of Fort Donelson, and being one of the few that volunteered on board the iron-clad "St. Louis," the first gun-boat that succeeded in passing the murderous fire of the fort. The day following, he participated in the land fight and then, and subsequently at Shiloh and Vicksburg, he proved himself as fearless in battle as he is in the press. Leaving the Army after the surrender of Vicksburg, Mr. McCullagh was tendered the post of Washington correspondent of the Cincinnati *Commercial*. This important position he filled from December 1863 until 1868, when he became editor of the Cincinnati *Enquirer*. As war correspondent, he was the delight of the Western army. Racy, spicy, witty, brilliant and graphic, Mr. McCullagh was not second to the famous Bull-Run Russell of the London *Times*.

But it was reserved for his career in Washington to extend his readers and admirers to the entire nation. We can recall a few of the principal correspondents who found employment for their talents at the nation's capital after the close of the war. There was Carl Schurz of the *Tribune*, Townsend, Whitelaw Reid, and Mr. McCullagh. They are all known to the reading public now. Of these writers Mr. McCullagh and Mr. Townsend were most read and admired. Both were brilliant, both were

young, and possessed all the freshness and vigor of style that throws such a charm around the productions of the spring-tide of life. In addition to these, "Mack," as he has ever since styled himself, possessed a newsy faculty peculiar to himself, which of course, combined with his other talents, placed him justly at the head of the Washington correspondents.

Being on terms of an easy social intercourse with most of the leading men that flocked to Washington in winter, he was the first to discover and employ the process of interviewing, a practice now indispensable to the press, and until then not thought of. We all can recall his celebrated interview with Alexander H. Stephens of Georgia, in the spring of 1867, in which Stephens, for the first time, severely criticized the conduct of Jefferson Davis, holding him personally responsible for the disastrous downfall of the Confederacy. It created a genuine sensation in the North as well as in the South. Andrew Johnson may be mentioned as among the most prominent subjects of this master of interviewers, and the famous one of his Excellency on the impeachment trial, aroused the resentment of his enemies, without doing, perhaps, any especial good at that moment to the cause his friends were conducting for him with more prudence.

In the year 1870, Mr. McCullagh retired from the editorship of the Cincinnati *Gazette* and became editor of the *Republican* of Chicago, an independent journal rapidly rising into favor, when the kick from Mrs. O'Leary's cow swept it away in the flames that enfolded that doomed city. We believe the paper was never started after the great fire, in which Mr. McCullagh lost most of his earthly goods, the fruit of the labor of years, among which was a very valuable library. Reduced in circumstances, he took a last look of the smouldering ashes of his triumphs and misfortunes, and set out for St. Louis, the scene of his boyhood. He left it full of youthful promise eleven years before, and now, in 1871 he returned to it, still little more than a youth, crowned with honors and the laurels of the journalistic profession. Since then he has been a conspicuous figure among us, first as editor of the *Democrat*, next in the same capacity on the *Globe*, and eventually as editor of the *Globe-Democrat*, a position he at present adorns.

Such is a brief sketch of a young man at present merely on the threshold of manhood. With such a past, from which springs such promise, who can predict the splendor of his future? Indeed, it was prophesied by some that his great strength lying in his correspondence, as a managing editor he would be as great a failure as Townsend and Schurz. He has been equally successful in both, and in fact we deem

his editorial paragraphs as brilliant as the best of his letters. He is a prodigy of labor, performing at least two men's work. He is a constant student, and without having undergone the process of collegiate training, he is an accomplished classical scholar, and is especially familiar with the English classics, which he can apply with a skill that is fatal to an adversary. Like the immortal Junius, he has often defeated his opponent by the mere virtue of superior style. In that personal journalism unfortunately too much in vogue, he is a master; and in convivial moments, around the banquet board, his wit is inimitable. His habits, however, are studious and temperate.

In personal appearance, Mr. McCullagh is about the medium size, remarkably well formed, and blessed with a splendid constitution. His head is large and finely developed, especially in the region of perception, causality and ideality—as the phrenologists would say. His features are finely chiselled. He is careless in his habits and garb. He indulges neither friendship nor hypocrisy, and has never given way to the weakness of a strong attachment.

HENRY STAGG.

HENRY STAGG is one of our oldest and most respected citizens. He was born in Cincinnati, December 5, 1819. His father, Daniel Stagg, from New York, and his mother, from New Jersey, were early settlers in that city, having arrived there about the year 1812.

Before he had reached manhood, Mr. Stagg entered the General Agency Office of the Protection Insurance Company of Hartford, under the management of Ephraim Bobbins, one of the most cultivated men of his day. Mr. Stagg became the head clerk and book-keeper of this establishment, which position he filled for a number of years, until in December 1842, he came to St. Louis, accompanied by his bride, the daughter of John Davis, a member of the Society of Friends, and a highly esteemed citizen of the Queen City. On his arrival, Mr. Stagg opened an agency office of the old "Protection" of Hartford, and commenced the business of fire and marine insurance. He was also agent for the Ætna Fire Insurance Company, of Hartford, and with these two popular companies, did a large and flourishing business for a number of years. In 1848, when life insurance was comparatively new, he was appointed agent for the Connecticut Mutual Life Insurance Company of Hartford, which company he faithfully represented for fifteen years, doing a large business. And it may be said that Mr. Stagg is justly entitled to the honor of being the pioneer agent for fire, marine and life and insurance in St. Louis.

In 1859, Mr. Stagg formed a partnership with his brother Warren, in the business of financial brokerage; and, by their strict fidelity and prompt attention to business, secured the confidence of capitalists and of the community. In consequence, they were enabled to loan millions of dollars on real estate and other first-class securities.

Mr. Warren Stagg met a sudden death by accidental drowning at Helena, Arkansas, in September 1864; since his death Mr. Henry Stagg has continued the business of financial brokerage, under the old firm name of "Stagg & Brother."

In 1864, Mr. Stagg was elected by the Republicans a member of the

City Council from the Seventh Ward, and was chairman of the delegation from that body, that was appointed to attend the funeral of President Lincoln at Springfield, Illinois, in the spring of 1865.

Mr. Stagg is a gentleman of culture and refinement, which, coupled with his genial manners and the warmth of his attachment towards friends, have secured for him a high place in the affections and esteem of his circle of acquaintances. His heart is ever in sympathy with the sorrows of the unfortunate, and his hand ever ready to contribute to the alleviation of distress. But perhaps the richest and most beautiful traits of his character are his strong domestic sentiments and habits, which impel him to seek his highest happiness in the family circle, and render him its joy and its light.

Mr. Stagg is a man of strong and clear convictions, which are the result of independent thought and careful study. Reverential and conscientious in his nature, he is naturally religious in his tendencies; yet he forms his religious opinions for himself, being careful only to be right, without regard to the general or popular beliefs, and is satisfied with his religious views only when they are in accord with his own highest convictions of truth.

JOHN H. CRANE.

JOHN H. CRANE, a man who has won a deserved distinction in one of the leading branches of industry and trade in the metropolis of the Mississippi Valley, is well worthy of the measure of success that has repaid his earnest, unremitting, well-directed endeavors.

He was born in Newark, New Jersey, February 25, 1832. That flourishing city was then little more than an ambitious country town, but it had good facilities for manufacturing, and the father of John H. Crane started there the first steam furniture manufactory in the United States. Although, measured by our present ideas of magnitude it was not large, it then employed one hundred hands, and was the most extensive furniture manufactory in the country. At the second great fire in New York, which occurred in 1844, and while the engines from Newark were helping in the city, this factory took fire and was destroyed. Following this event, the father determined upon continuing the business in Cincinnati, and the young man, then a lad, assisted him in the shop, learning in this best of all schools the foundation of the business he was henceforth to follow. In 1854, the father quit the business, and in the following spring the son, John H. Crane, who had been in business with his father in Cincinnati, came to St. Louis with a lot of goods to sell for other parties. These goods were shipped on the steamer Grand Turk, but on arrival the young man found that he could not close them out, dealers expecting to get them cheap by holding off for a time. Informing his principals of the state of affairs existing, he determined to store the goods intrusted to him, and to retail them out, unless instructed otherwise when he heard from the owners. Taking a store on Third street, opposite where the Merchants' Exchange now stands, and without any idea of settling here, he entered upon the business of selling out for the advantage of his principals. This action met their approbation, and resulted successfully. From that beginning he afterward commenced buying in a small way as a merchant, and soon had a good credit and a good trade.

Early in 1861, on the same memorable day on which Fort Sumter fell, his place of business was burned out. Following the fire he rented a

basement and office in a building standing upon ground now covered by the Merchant's Exchange, sold hospital supplies, and soon commenced taking small contracts in the furnishing of camp supplies. After a few months he rented the store, one block above, at 211 North Third street, now occupied by the Mercantile Bank, and remained there until he moved to his present location, corner of Fourth street and Washington avenue.

Although doing a retail and a wholesale business from the start, his transactions in the latter line were the result of persistence of effort and steady growth of his own trade in common with that of this particular branch in the city. His extreme punctuality in meeting all engagements and his plan of buying almost everything for cash made his business much sought by dealers, and secured him the most advantageous terms in all transactions. His store became noted as the best place to seek for rich and elegant goods, as also a repository for any article coming under the head of furniture; and about the time when the most sagacious of our merchants mapped out Washington avenue as the most desirable and central line of business, he made the change to his present extensive house, where he enjoys facilities in storage and handling, commensurate with those which attach to a stock so large and varied.

In comparing the humble beginning of twenty-one years ago, with the grand business into which it has now swollen, we can but be struck with the commanding force of energetic perseverance in a worthy cause. Mr. Crane is the same unpretentious, earnest man that he then was, but in the meantime he has demonstrated the advantages of the city he made his home, and abundantly verified the good opinions of his many friends.

He was married in November 1858, to Miss Ellen S. Hart, daughter of John W. Hart, of Alton, Illinois, who is one of the oldest and most esteemed citizens of that place, and who is now living at an advanced age. By this union he has two children, both daughters.

Mr. Crane has always stood apart from public life, devoting his time and talents to commercial pursuits alone; but while fulfilling all commercial pursuits and social duties, and surrounded by an interesting family, he has made substantial improvements in our city, in repeated buildings, in which he has avoided stereotyped designs, and exhibited much good taste.

A conscientious and enterprising citizen, he has fulfilled all the duties of life in good faith and with good judgment.

THOMAS C. FLETCHER.

THE first Republican Governor of Missouri, and the first native-born citizen of the State who attained to the position of its Chief Magistrate was THOMAS CLEMENT FLETCHER, who was born in Jefferson county, January 22, 1827. His parents emigrated to Missouri from the eastern shore of Maryland, in 1818. His youth was passed in a locality and under circumstances so unfavorable to the acquisition of an education, that he grew up to manhood without having acquired even a knowledge of the common branches taught in the lowest grade of our country schools; but with a quick perception, he gleaned from books and observation such knowledge as he had occasion for in the pursuits in which he engaged. At seventeen he was employed as a deputy in the county clerk's office of his county. By dint of hard study and close application to his duties, he soon excelled as a clerk. Soon after attaining his majority, he was elected Clerk of the Circuit and County Courts of Jefferson County, in which position he remained until 1856, when he resigned and engaged in the practice of law, of which science he had been for several years a close student. He had married in 1851, Miss Clara Honey, also a native of Jefferson county. Two children, a son and a daughter, comprise the family. In manner and disposition he was always cordial, easy and pleasant — ever avoiding controversy, but clear, decided and unyielding in his opinions in matters involving principles. In his own language, "he had no prejudice against the institution of slavery, arising from education or association," but was an anti-slavery man from convictions of right, and was one of the active men in founding the Anti-slavery party in Missouri. In 1860, he was a delegate to the Chicago Convention which nominated Abraham Lincoln; and in the canvass of that year was active and earnest as a Republican candidate on the State ticket, without hope of success, but aiding in strengthening the party with the view of the future success of its principles and the triumph of the right even in a slave State.

When the civil war came, he was at once beside Blair, Lyon, Sigel, and the men who organized the patriots of Missouri to meet the shock.

In 1862, he refused the nomination for Congress. As Colonel of the Thirty-first Missouri Volunteers, he did good service with Sherman's army. In 1864, he was nominated for Governor, while serving with his command in the Atlanta campaign. Returning to Missouri in ill-health, he sought the quiet of his country home, but was roused from a bed of illness to aid General Rosecrans in organizing to repel the invasion of Price's army. In a brief time he recruited and organized the Forty-seventh regiment and a portion of the Fiftieth. At Pilot Knob he was second in command. He was a soldier without bravado or bluster, but firm, cool and unyielding. His command was always greatly attached to him on account of his kind and humane consideration of his soldiers. He had been wounded and captured in 1862, and had endured imprisonment in Southern prisons, but never manifested any personal malice or resentment.

In November 1864 he was elected Governor, by a majority of 40,000 votes. His administration of the affairs of the State was marked by great energy; and his term of four years as Governor was distinguished by the most important events in the history of the State, and by a prosperity unexampled. His messages and speeches are among the ablest state papers produced by any of our Executives.

The partisan feeling existing in the State at the time, was as intense and bitter as it necessarily would be under the circumstances. The war had ceased in the field, and men laid down their arms upon the battlefield to rush in the political arena, there to fight out the contest so long carried on by powder and ball. The Republicans were in power; they made such laws as men will always make as affecting their enemies then in arms and seeking their destruction. These laws were given Governor Fletcher to execute, and he did his whole duty in a vigorous and determined manner. Of course he became the mark of the vengeful darts of the whole opposition party. There has not probably, in all our country, been an instance to parallel the denunciation and abuse heaped upon him; and certainly there is no instance of a statesman who so little heeded the attacks of the opposition. Under his administration the State was restored to quiet; the school fund founded on a sure base; the internal improvements put in a way of completion; the State severed from connection with railroads; the debt reduced; the credit of the State re-established, and population and capital brought to the State.

After the expiration of his term as Governor, he returned to the practice of law and removed to St. Louis. In 1874, he was again nominated for Congress but refused to accept the nomination.

Few men enjoy to so great an extent the friendship of kind personal relations with all parties as Governor Fletcher; few men can number so many personal friends as he; and though he has not recently been active in politics, he still retains a great popularity with his party. The bold and decisive action which he has always shown in the time of greatest exigencies, will always secure him the confidence of those with whom he acts, and points to him as a leader to be trusted in severe contests.

STILSON HUTCHINS.

THE subject of this sketch was born at Whitefield, Coos county, New Hampshire, November 14, 1838. His father, who died before his only son was born, was a Democratic politician of considerable prominence for one so young, and enjoyed the friendship and esteem of such men as Franklin Pierce, Levi Woodbury, Isaac Hill, and many others who, equally with these, were distinguished in the public affairs of New England and the nation.

STILSON HUTCHINS was educated in the public schools of Boston. In the early freshness of his youth, and when life was fullest of its most ardent and solacing aspirations, he formed that attachment for this system of instruction which has colored, to a recognized degree, the exertions of his official life, and made him a leading Democratic champion of the public school system of Missouri. From the high school he went to Cambridge, designing to enter upon a full collegiate course at Harvard, but circumstances intervened to prevent his graduation.

His step-father, in 1855, removed to Northern Iowa, and Hutchins, dropping his books, entered at once upon the practical realities of a fresh Western life. While yet a student, and when only sixteen years of age, young Hutchins had become a regular contributor to the *Boston Post*, the *Boston Herald*, and numerous other journals. A year later, after his removal to North Iowa, he commenced the publication of the *North Iowan*, an influential Democratic newspaper, in Mitchell county. Such was the reputation he established in connection with the *North Iowan*, and so marked the ability shown in its management, that he was solicited in 1859 to take control of the leading Democratic paper in the State, the *Journal*, published at Des Moines. This he did, publishing for nearly three years an undeviating State Rights journal, until compelled by the hostile feelings engendered by the war, to either change its politics or dispose of it. He preferred the latter alternative, and disposed of a lucrative business at a considerable pecuniary sacrifice. A year later, invited thereto by the leading Democrats of the State, he assumed control of the *Dubuque Herald*, then, as now, the oldest, the



WESTERN ENGRAVING CO. OF ST. LOUIS

Wilson Hutchins.

most influential and the best Democratic newspaper in Iowa. At that time the war was in its most virulent and bitterly prospective epoch, and when, to fulfill what he considered to be his duty to the party, required the exercise on the part of Hutchins of unceasing vigilance and undaunted courage. Threatened, assaulted, discriminated against socially, commercially and officially, he yet remained defiantly at his post, and made such a steadfast and unceasing battle for the right, that his name became a synonym for patriotic endurance, and his newspaper a watch-word for State Rights and individual liberty.

In 1865, suffering severely in health from unceasing application to business, he relinquished the management of the *Herald*, and, after a year's recuperation, in connection with John Hodnett and D. A. Mahoney, started the *St. Louis Daily Times*, the paper of which he is now the manager, editor, and largest proprietor.

The venture was a serious one. He came to St. Louis almost penniless, found a few good friends who had faith in his energy and pluck, gathered together with his partners less than three thousand dollars, and entered at once with all the natural ardor and vehemence of a naturally ardent and vehement youth, into the struggle.

The Democratic party at that time, in Missouri, was hopelessly and helplessly proscribed. Without leadership, with no organ in St. Louis reliable longer than a personal whim or fancy lasted, disfranchised, and wholly deprived of office, it needed something in the form of a rallying point where political sentiment, at least, might find expression, and public indignation an adequate escape-pipe. To this extent, and to this extent alone, were circumstances at all favorable to the establishment of a Democratic daily newspaper in the great metropolis of the State. Energy, intellect and audacity were to supply the place of money—an experiment, by the way, which is especially disastrous in a newspaper point of view, but which, in this instance, was to prove an exception to the great bulk and average of Western journalism.

In building up his newspaper in St. Louis, he was at once editor, business man, pressman, solicitor, reporter and politician. For six months, while the struggle was desperate and uncertain, he turned the editorial room into a sleeping room at night, and devoured a meal when he could. He knew from the first where the opposition would mass the flower of their forces, to give him battle and destroy him, and his energies were aroused incessantly to continued efforts to prevent the overthrow. He knew that his means were scant and uncertain. He knew that the prestige of success was wanting—that kind of success which,

with the St. Louis of 1866, came from long residence, the slow accumulation of years, and the gradual increase of property and prosperity, rather by natural concentration and economy than through energetic handling and competition. He knew that his newspaper had to be made to live a year as a bare guarantee of good faith, and after that the people would see. He was determined that it should live a year. Hence the long, patient, unswerving, uncheered, and, to a certain extent, unproductive vigil of a twelvemonth. He had made up his mind to succeed, and of course it had become necessary to multiply himself. He literally wrote as he ran. Here and there about the State, some ringing words to the Democracy—thrown off in moments of severer despondency or more impenetrable gloom than usually came to him—found lodgment and championship. While he was laboring to win the attention of the party, he was also getting fast hold upon its respect. Passion is wanting to the defensive, and Hutchins fought then as he has always fought since, on the aggressive. He would have been wrecked at times, it may be, but for the fact that in the midst of human crises, something stronger even than the men who appear to guide, comes to the rescue—the will of the event itself. The *Times* succeeded, and was everywhere recognized as one of the most valuable newspapers in the Mississippi Valley.

In July 1872, he sold his remaining interest in the concern to his partners for \$100,000, and six months later became a candidate for the Legislature from the Sixth Representative District of St. Louis, the wealthiest and most populous district in the city. As was to have been expected, he encountered and overcame a tremendous opposition.

He triumphed over everything, and obtained a vote as large as it was gratifying to him as a man, and complimentary to him as a Democrat. Satisfied with an indorsement at once so emphatic and pronounced, he made scarcely any effort at all for the Speakership, which was pressed upon him from various portions of the State. Many from afar, who had watched with more than an attentive interest the various phases of a struggle which brought into such bold relief the wonderful resources of a trained and powerful intellect, were desirous of expressing their appreciation in some more substantial manner than through the ordinary forms of well-meant congratulations, and commenced, some little time before the Legislature assembled, to organize in Hutchins' interest for the Speakership. While being very grateful, he remained for a considerable period undecided as to his own inclinations in the matter, and never once got his own consent to make anything like a concerted effort for the position.

On the floor of the House he took rank instantly as a formidable debater; as one clear, luminous and vigorous in argument—as one who understood thoroughly the details of legislation, and who spared neither time, labor nor patient research into the utilities of laws and the merits or demerits of general propositions. A senatorial race of considerable excitement and importance lent its special interest to the more general interest of the regular session, and afforded a fine field for parliamentary *finesse* and scientific political management. In one crisis of the battle, leadership of the very highest order was demanded, and by consent Mr. Hutchins assumed control of the Democratic forces.

In June 1873, Mr. Hutchins bought a controlling interest in the *St. Louis Evening Dispatch*. Having been raised to journalism, as it were, and having drunk deep of that spring whose waters infatuate beyond all the power of the future to cure or disenchant, he could not have resisted, if he had tried, the unappeasable and occult spirit which bade him get back into a newspaper.

When he took control of the *Dispatch* it was a society arrangement, confined in circulation strictly to the corporation of St. Louis. Making no pretensions to politics, its existence, in a Democratic point of view, was unknown to the State. At a bound, and as if under the control of some supernatural agency, it went from the extreme rear to the far front, leading the Democracy of Missouri in a campaign remarkable for the complications sought to be connected with it, and for the complete triumph, in the end, of those principles which underlie and constitute the indestructible basis of States' Rights Democracy. An unprecedented increase in circulation showed how acceptable to the people were the clear, ringing, unmistakable utterances of this ardent worker and writer in the ranks of the organization. These facts are stated merely to show how great Mr. Hutchins' capabilities are in a journalistic point of view, and how naturally he assumes the position of a leader in those crises in politics which require the exercise of immense energy, versatility, high courage, and patriotic self-abnegation and devotion.

While the campaign in the State was at its height, and at the very time when the hottest fire of the whole struggle was being poured forth evening after evening against the entire length of the enemy's line, a call of extraordinary voice and volume was made upon Mr. Hutchins in 1874 to become again a candidate for the Legislature in the Sixth District. Especially were the commercial interests anxious for its acceptance. Having a lively remembrance of his ability and usefulness in a former General Assembly, the same element which was so prominent in his

support before, rallied again as a unit to secure his further services. Consequent upon his favorable response to the extraordinary call made upon him—extraordinary for the number of names of prominent men signed to it, for the wealth, intelligence and influence that it represented, and for the high compliments paid to the ability and integrity of the recipient—a campaign of magnified virulence and misrepresentation followed. It became necessary, because of the tremendous efforts of the opposition, for Mr. Hutchins to obtain two elections—one at the polls when the selection of a full ticket was being made in the primaries, and one again at the polls when the regular election came off in November. In addition to these two labors put upon him, he had two others that he put upon himself—the supreme editorial management of a newspaper leading the attacking column of Democracy, and an extensive individual canvass for the general good of the party throughout the State. Invited by as many as fifty counties to make speeches in behalf of their local tickets, and pressed earnestly by the Democratic Executive Committee of Missouri to lend his efforts in behalf of a common cause, he accepted as many as a dozen and more invitations, and delivered speeches notable for their appropriateness and effectiveness, in St. Joseph, Kansas City, Independence, Cape Girardeau, Hannibal, Huntsville and Moberly, removing prejudices, and making friends everywhere, and winning golden opinions from everybody.

Fighting his own battles at home, and the battles of the party outside of the city, Hutchins' election from the first passed beyond the confines of the Sixth ward, and soon encompassed Missouri. From every county he received words of comfort and encouragement. In many instances offers of more material assistance were made. When his success was assured, and it was no longer a question of ballot-box rifling, or palpable lying or fraud, the shout of congratulation that went up from his friends in every direction told by its volume the nature of the enthusiasm he had aroused, and was, beyond all calculation, the most precious token of appreciation to him that possibly could have been offered. He remembered it while representing his own immediate constituents in the Twenty-eighth General Assembly, and made the honor and integrity of the State, in a commercial point of view, so manifest to all that a law was passed which carried its credit up to the very highest point, and saved the Democratic party from a reflection that would have been positively hurtful to it in a political and national point of view, to say nothing of the severer injuries it would have inflicted upon the material interests of the people themselves.

Perhaps the speech made in favor of the financial policy which finally prevailed, was the best speech Mr. Hutchins ever made in his life; certainly it has received the greatest amount of praise. And on this question of the maturing indebtedness of Missouri, too much credit can not be awarded to him for his position. Weighed down by enormous local burdens, which to a large extent were imposed upon them through the process of proscription, it followed as a matter of course that when such created indebtedness began to fall due, the people, through their representatives, should make some effort at least, and take some steps in the direction, not of repudiation as was claimed by some, but of the strict carrying out of the law under which all that portion of the State debt known as the railroad debt was created. Technically, the law gave the State an indefinite length of time in which to pay off the bonds after they had matured; but as the State had really disposed of the property pledged as security for the bonds which comprised the obligation, it was in honor bound to deal justly and liberally by the creditors. Early taking this view, though opposed by some of the ablest men in the Legislature, Mr. Hutchins led the party who proposed to stand by the honor and the credit of Missouri; and from a minority at first, and a rather desponding one at that, he made of it an effective majority by the sheer weight of his indefatigable energy, his sleepless persistence, his subtle power of attack and defense, a personal magnetism that made recruits to his ideas in the ranks of the opposition, and by one of the most powerful speeches ever listened to, or delivered in a representative body.

After his complete triumph in the legislative election in his own district, a concerted movement was made in various portions of the State in favor of Mr. Hutchins for the United States Senate. He was appealed to by many able and influential men to allow his name to be used in connection with the position, but to all he invariably returned a negative reply. While he might not have been elected, the vote cast for him in the Legislature would certainly have been large and highly complimentary.

Shortly after his election, Mr. Hutchins effected a repurchase of a controlling interest in the *Times*, which since his disconnection with it had become seriously embarrassed, and he entered upon its management and the work of its recuperation again, January 1, 1875, conducting the two papers, both the *Times* and *Dispatch*, for more than six months afterward, with the same remarkable energy that had previously made such a signal success of each. Owing to the peculiar condition of the

affairs of the *Times*, it was indeed the heaviest journalistic burden that any man before him ever bore and carried through successfully. During the summer of 1875, a combination was formed to take advantage of the financial difficulties that threatened the *Times* with hopeless bankruptcy, and dispossess Mr. Hutchins from its control. But he had resumed connection with the paper, having a full knowledge of its accruing distresses and a set purpose to tide it over into clear water, and although the conspiracy was partially successful in its efforts, the boundless resources and indomitable courage of Mr. Hutchins' nature triumphed as usual, and when the establishment was forced to sale, he succeeded with his associates, in securing the ownership of its unclouded title at the sum of over \$130,000. It was a dark and trying hour for the *Times*, but from that moment the paper entered upon its new career with an auspicious promise of success that from week to week and month to month has been steadily fulfilled, until it has now reached the higher levels of prosperity and become the peer of any metropolitan journal in the country, in point of appearance, influence and circulation. In the mean time, Mr. Hutchins disposed of his interest in the *Dispatch* and concentrated the best endeavors of his manhood upon the great journal of which he is now the chief proprietor.

His next conspicuous appearance in public life was as a delegate to the late May Convention of the Democratic party at Jefferson City, where the popularity and confidence that he enjoys among the Democracy of the State, was still further evinced in the face of a bitter partisan opposition, by his election as one the four delegates at large to the National Democratic Convention: Governor Hardin, ex-Governor Woodson and the Hon. H. J. Spaunhorst being his associates in this distinction.

In the National Convention, the extraordinary force of character and sagacity of judgment which have always characterized Mr. Hutchins, were again displayed in a manner doing great honor to his patriotism and party devotion. Strenuous at all times to secure harmony of action, and equally ready to sacrifice every personal or sectional preference in order to this end, he early comprehended the nature and demands of the crisis, and, determining promptly upon the course of action to be pursued, gave to the candidacy of Samuel J. Tilden the full benefit of his support, and, by his influence with the Missouri delegation, became the prime factor in Mr. Tilden's final nomination. And right at this honorable epoch of a fruitful and eventful career, we may well wait upon the future with confidence that it has in store for him still brighter honors and a far broader field of action.

In summing up finally the elements which go to constitute the many-sided character of a man remarkable in most things, they are found to be not easy of analysis. He has to be viewed more as connected with some particular development—the offspring of some particular quality of the intellect—than as the rounded fulfillment of an intellectual character that is the same under all circumstances and in every condition of pressure or necessity. Editor, legislator, politician and man of the world, either in energetic action or absolute repose, the angle of analytical vision can only be made to encompass a single accomplishment at a time. Hutchins the legislator, is not Hutchins the politician; nor is Hutchins the editor, the Hutchins of society and the street.

As a newspaper man, he seems to be idle at times, but he is always busy. He requires no exposure or exhaustive service of a subordinate that he will not perform himself. He is very exacting, but he is also very just. His style as a writer is clear, luminous, incisive, and tinged just to the point of recognition with an irony or a sarcasm that leaves wounds after it, and cuts to hurt. His rapidity and fecundity in composition are almost abnormal. He possesses in an eminent degree the power of contraction and absorption, that power which is more of a gift than an acquisition, and which enables him to do two or three things at once and do them all well. As an example, the celebrated Broadhead letter—a letter addressed to Colonel James O. Broadhead, of St. Louis, in reply to one written by him on the political situation—was thrown off in an hour and while no less than five persons were engaged in an animated conversation, the author himself taking the lead and doing more than his share of the talking. This letter went over the State almost on wings, was copied in as many as a hundred Democratic newspapers, and was pronounced by everybody to be a masterpiece of dispassionate logic and considerate criticism.

As a legislator he is something of an enigma. He went through his work generally at a run; never seemed to listen to anything, and yet he heard everything. In the committee-room he was indefatigable. Gracious of all men's opinions, he was especially tenacious of his own. He possessed the happy faculty of assimilation, and hence, with his measures he was almost always successful. He antagonized no interest, save when a question of principle was at stake, and over and over again he has been known to put his own shoulder to the wheel and help a weaker and less skillful brother-member up a heavy hill or across some ugly and tiresome stretch of controversy. His colleagues who could not speak in debate adored him. In moments of peril for their local

measures, and when the tide, for the want of an appropriate word or an intelligent statement, was bearing them bodily out to the sea, Hutchins, considerate to a fault and always omnipresent, arose generally at the opportune time, and saved man and measure. The heavier his own burdens, the more patient his intercourse was with his associates. For hours and hours he has been known to draw their bills, smoothe out their environments, make their speeches, arrange, eliminate and fashion into harmonious shape their local difficulties and antagonisms, and then, finally—as a general certain of the result which he has planned and prepared for—pass the bill, and see to it afterward that all the credit of the work went to the member who was alone concerned in the enactment of the law. Once on the floor in advocacy of his own measures, he was irresistible. The master of every detail, concise and logical in statement, luminous in explanation, lucid in argument, always brief in the summing up, extremely felicitous in retort, rarely cynical or contemptuous, and never pedantic or overbearing, he had his way more completely, perhaps, in two General Assemblies than ever appeared to any who did not analyze the situation thoroughly and add up his accomplished work after the sessions were at an end. Chairman of the St. Louis delegation in the Twenty-seventh General Assembly, and a member besides of two or three other important committees, the amount of valuable legislation brought forward, perfected and passed by him was simply enormous. Chairman of the Ways and Means Committee in the Twenty-ninth General Assembly, if he had never lifted his voice there save in defense of the credit of the State and the enforcement of a policy which was to make Missouri respected at home and abroad, he would have deserved well of the whole people, and been entitled to the especial commendation of that commercial metropolis which charged him individually to look after its own immediate interests, and to stand forward always as the conservative representative of vested rights and solemn obligations.

As a politician, Mr. Hutchins is an uncompromising party man. His Democracy is of the heart first and afterward of the head. Not revengeful; asking pardon often for the pain he has inflicted; concealing under the appearance of harshness the greatest benevolence of disposition; wanting many things like a child, and yet like a true man knowing how to do without them, he takes human nature as he finds it, and neither makes himself absurd by fighting wind-mills nor attempting to reform the world. The class of those who have hated him most and fought him hardest in a political point of view, has been composed of men who had a desire for political preferment themselves without having received from

society or nature the means of acquiring it. Genius to such is hateful. An obstacle is voted at once a deadly enemy. Equality is their mania because superiority is their martyrdom. In every struggle with this element he has invariably come out victorious.

Mr. Hutchins also has the rare gift of inspiring his followers with an enthusiasm that never wearies nor is mercenary. Especially do the young men take service under him and do an incredible amount of work out of their sheer inclination, and because of the influence he exercises over them. Add to these qualities a sleepless energy, a perfect system of detail, an intensity of purpose that never takes anything for granted, and a boldness in planning and a rapidity in execution that leaves between the flash and the report scarcely the interval of a second, and Mr. Hutchins, the politician, in an almost perfect light.

As the man and the citizen he has yet to be viewed from another stand-point. Of large and liberal views in all matters of business, full of enterprise, and believing much in push and perseverance, he can always be found in the van of every movement looking toward the accomplishment of real and practical good. His time and his newspaper are ever at the service of his adopted city. Of extensive acquaintance, and very popular socially; charitable to an extent altogether disproportionate to his means; unostentatious in everything; one of the truest men to his friends that ever lived, and one of the most lenient to his adversaries after the combat is over; still in the vigor and prime of a remarkably eventful life, the work before him to do and yet unaccomplished is immense, but to the fulfillment of his destiny he will carry in the future, as in the past, the matured and strengthened elements and accessories of a character that ultimately is to triumph over all obstacles, and survive to be made stronger and better for the detractions and conspiracies that have in vain essayed to blacken it and drag it down.

JAMES O. BROADHEAD.

Few names are better known to the people of St. Louis, and throughout the State of Missouri, than that of JAMES OVERTON BROADHEAD. He was born in Charlotteville, Albemarle county, Virginia, on the 29th of May, A. D. 1819.

Mental and moral qualities, as well as physical characteristics, are so constantly inherited, that, to estimate justly the character of any one, it is necessary to know something of his parentage. Mr. Broadhead sprung from that class from which have come so many of our most useful, and not a few of our great men—the upper grade of country people. His parents were both Virginians. His father, Achilles Broadhead, was a native of Albemarle county, where he lived until he removed to St. Charles county, Missouri. He was a farmer, for many years County Surveyor, and in the war of 1812, a soldier with the rank of Captain. A plain, earnest, just man, full of common sense, he was a christian gentleman, faithful in all the relations of life. He was made Ruling Elder of the Presbyterian church, and was chosen Judge of the County Court. Whether in private or public life all men trusted him. Those who know the son can well understand that the father was such a man.

His mother's maiden name was Mary Winston Carr. She was of Scottish origin, her ancestors occupied large estates in Virginia, where they settled after emigrating from Scotland. The family consisted of five children, of whom two were girls, and three boys—one of whom is the distinguished geologist, Garland C. Broadhead. James, the subject of this sketch, was the oldest son. His maternal uncle, Dr. Frank Carr, a highly educated gentleman, taught him in his classical school at Red Hills, Virginia, giving him thorough instruction in English and the classics, and he remained under his care until, at sixteen years of age, in the autumn of 1835, he entered the University of Virginia. Here he spent a year in diligent study, supporting himself wholly by his own efforts.

At the close of this year he was engaged as teacher of a private school near Baltimore. In the meantime his father had removed from Virginia



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Yours truly
J. O. B. Washburn

to what was then considered the Far West, and had established himself on a farm in St. Charles county, Missouri. Called to this new home by the illness of his mother, James closed his school and turned his face Westward, reaching St. Louis in June 1837, a year memorable in the financial history of the country.

Not long before, the Hon. Edward Bates, so eminent then and since as a lawyer, and so highly distinguished for his many virtues, his great ability and his services as a statesman, moved in the same neighborhood, and young Broadhead was employed as a tutor for his children. The gentlemanly bearing, correct deportment and excellent attainments of the young teacher, secured the friendship and confidence of his employer, and of all others with whom he was associated; and while instructing his pupils, he himself was the pupil, as a student of law, of the Hon. Edward Bates. He was singularly fortunate in becoming a member of a family so remarkable for refinement, cultivation, and all Christian graces—no less than in being subject to the influence and the guidance of so eminent an instructor.

The three years, from 1838 to 1841, thus spent, were golden years to the young student, full of earnest study, and of careful training, and a faithful use of the rare advantages thus offered him.

In 1842, Mr. Broadhead was licensed to practice law, by Judge Ezra Hunt, of Bowling Green, Missouri; and selecting that place as his home, he there commenced the practice of his profession. Diligent study had so thoroughly prepared him for the practice, and his mind was so well trained, and so stored with useful knowledge; his habits of reading and observation were so fixed, and he had so profited by social intercourse with the cultivated and refined, that he was unusually well prepared for active life; and he entered at once upon a large and lucrative practice. The circuit in which he practiced embraced the counties of St. Charles, Lincoln, Pike, Ralls, Montgomery and Warren, and the bar was composed of eminent men, and a successful struggle for a place among them by a youth just licensed, required abilities and attainments of unusual merit and grasp.

His popularity and the general estimate of his ability were shown by his election as a delegate to the Constitutional Convention in 1845, from the Second Senatorial district.

Again in 1847, he was elected a member of the Legislature from Pike county,—running as a Whig against Nicholas P. Minor, a popular and influential Democrat, and securing his election after an exciting contest, against a decided Democratic majority.

Again in 1850, he was chosen to represent his district in the State Senate, after a canvass of great warmth. The great ability—in debate and otherwise—he displayed in these struggles, strengthened his hold upon the people.

In all these positions, he took at once a prominent and influential place, adding constantly to his own reputation and popularity, and proving, by efficient service, the wisdom of the popular choice.

Whilst living in Pike county, he married a most estimable lady, and has a large family.

In 1859, seeking a larger field, Mr. Broadhead moved to St. Louis, where, soon after, he formed a co-partnership with Fidelio C. Sharp, Esq., in the practice of law.

On the 11th of January 1861, and in the midst of the excitement preceding the war, the first of a series of meetings of unconditional Union men was held at Washington Hall, in St. Louis, and at this and other meetings held for the purpose of consolidating the Union sentiment, concocting measures for the preservation of the Union, Mr. Broadhead was conspicuous and influential, acting in conjunction with the Hon. Francis P. Blair and others, who were determined, at all hazards, that Missouri should not be swept into the secession movement, and that force should be met with force, if needful.

About the first of February 1861, it was determined at a secret meeting held in St. Louis, that a military organization should be formed for the protection of Union men, and to resist any attempt to carry the State into the secession movement, and, to co-operate with this organization, that a committee of safety should be formed, to whom should be confined the guidance of all movements in the interest of the Union. At the suggestion of the Honorable Francis P. Blair, Mr. Broadhead was one of the five persons selected to compose this committee. During those days, no one was more vigilant, earnest and efficient in protecting the interests committed to him; and with his associates, and conspicuous among them, he displayed a zeal, gallantry, skillful leadership, prudence, foresight and wisdom, without which the Union cause in Missouri must have suffered great reverses. The chairman of this committee was the Honorable O. D. Filley, then mayor of St. Louis, and Mr. Broadhead was its secretary, and so well conducted and successful were its efforts, that, though when it was organized there were but two companies of United States troops west of the Mississippi river, it speedily erected a most efficient military organization, and mustered six full regiments into the service of the United States, which

were stationed in different parts of the city, and which alone, under the direction of the committee and the leadership of the gallant Lyon, prevented the capture of the St. Louis Arsenal, under the Jackson regime.

The Legislature having provided by law for the call of a convention, the struggle for and against Union in the choice of delegates was most exciting. At a meeting of Union men, held at Verandah Hall, St. Louis, in February 1861, a committee reported the names of fifteen Union candidates, one of whom was Mr. Broadhead, who, with his colleagues, was elected by a majority of nearly six thousand votes. The Convention assembled at Jefferson City in April following, and finding vigorous measures only sufficient, on the 30th of July 1861, by a vote of fifty-six to twenty-five, on the report of a committee of which Mr. Broadhead was chairman, the offices of Governor, Lieutenant-Governor, Secretary of State, and Treasurer, were declared vacant; a provisional government was organized, and Hamilton R. Gamble was elected Governor, and the other vacant offices filled. During all the sessions of this body—which were frequent during two years—which dealt with the gravest questions, and which beyond doubt saved the State of Missouri, for the time at least, to the Union cause, Mr. Broadhead was one of its prominent, active and influential members, shaping its course, and moulding the Union sentiment of the State. While attending the Convention, Mr. Broadhead was appointed Provost-Marshal General of the Department, which, with headquarters at St. Louis, embraced Missouri, Arkansas, Kansas, the Indian Territory and the lower portion of Iowa; and the skill and vigor with which he discharged the delicate, embarrassing and most responsible duties of that office, gave only additional proof of his ability, while the service rendered was of value almost beyond estimate.

To give any accurate account of the services of Mr. Broadhead during the war, would involve a history of the entire struggle in Missouri, quite impossible in this sketch. It must suffice to say that he was among the foremost of the noble men who, with earnest patriotism and true courage, saved Missouri to the Union, when feeble counsels would have lost it, and that he deserves to be honored with others, as the friend, counselor and supporter of the lamented Lyon.

He fully comprehended the fact that slavery would not survive the war; that freedom would be the forerunner of peace, and would cement the Union; and with devoted love for the Union, he put its preservation beyond and above all other questions.

Upon the death of Asa Jones, Esq., then United States District-Attorney for the Eastern District of Missouri, at the most exciting period of the war, during the year 1861, and when its duties were most responsible and difficult, Mr. Broadhead was appointed to fill that office, but the pressure of other duties compelled him to resign it at the end of six months, to the extreme regret of all who knew how important it was that such an office at such a time, should be filled by an able and fearless man.

He was chosen a member of the Constitutional Convention which assembled at Jefferson City, in May, 1874, and took a leading part in the action of that body and in framing the organic law of the State.

His great success as a legislator; on the stump; in council; shaping the course of military affairs; as Provost-Marshal of a great Department; in occupations so important and so diverse, demonstrates great ability and proves a wonderful versatility. But it is as a lawyer, and in the labors of the profession of his choice, that he excels. For this and kindred pursuits, his training best fits him, and here his best powers are most fully called into exercise. As a lawyer, he is not only successful, but he deserves success and stands without dispute among the very few who are in the foremost rank of the profession.

Those who are familiar with his fine personal appearance, his open, manly face, broad and strong, and yet genial and gentle in expression, cannot fail to observe how well his character is illustrated by his appearance. In seeking to analyze his mind and character, he should be described as strong, direct, straightforward, open, candid, truthful, severely logical, and yet graceful at times, and eloquent as well as forcible in speech. He would be found to be more wise than witty, and yet possessing a fine fund of humor; remarkable rather for strength than for agility; full of sympathy for the unfortunate and the suffering; of inexhaustible kindness of heart and charity; of unflinching fidelity in friendship; fond of nature, and of simple tastes.

His industry and energy, his courage and fidelity to principle, are illustrated in his career; and brief and imperfect as this sketch necessarily is, it falls far short of injustice to him, if it fails to excite regret that there are not more citizens like to him in virtue and ability, and gratitude that there are some so worthy of honor and of imitation.



WESTERN ENGRAVERS OF ST. LOUIS

W. Christie

MAJOR WILLIAM CHRISTY.

THERE are many of the early settlers of St. Louis of whom no biographical notice is remembered. It is expected that material for comprehensive memoirs of them will be furnished the St. Louis Historical Society. Meantime, the following brief sketch of one of them may not be without interest :

MAJOR WILLIAM CHRISTY was born on the 10th day of January, A. D. 1764, in Carlisle, Pennsylvania. His branch of an old and distinguished stock emigrated from Dundee, Scotland, to County Down, Ireland. He was a branch of the Moyallan family. His father, Thomas Christy, a Captain in the British Army, came to America before the struggle for Independence, and in the battle of the Monongahela, in 1755, was wounded and borne off with the remnant of Braddock's army, under Colonel Washington, to Gist's plantation. He settled in Carlisle, Pennsylvania; afterward purchased a farm and settled in Kentucky, where he and his wife died, leaving three children, William, the subject of this sketch, fifteen years old, and his two younger sisters in his care.

Young Christy was equal to his new position, and his responsibility developed courage, energy, fidelity, and at once quickened the boy to manhood. The children were amply provided for by inheritance.

William having decided, against the advice of older heads, to convey his sisters to their aunt in Pittsburg, was asked who would encounter the dangers of such a trip? "Their brother," said the brave boy. He embarked on the Ohio river at Louisville, with his sisters, in a pirogue, and, at imminent peril from Indians, through extreme endurance and perseverance, with the sagacity of an old scout, reached Fort Washington, now Cincinnati, and thence, with a party proceeded to Pittsburg, and placed the children with a substitute mother.

One incident is illustrative of this voyage: Young Christy's provision of meat being exhausted the day before reaching the fort, he was tempted to hazard a report of his rifle, and at dawn crept up into the forest, and was soon returning with venison, when, hearing a scream, he darted forward and reached the brink of the bank just in time to send a bullet into

the head of an Indian who, armed with a gun and menacing the children with a tomahawk, was in the act of cutting loose and taking possession of his boat and sisters.

The adventures through the dangers of the wilderness, in obedience to affectionate duty, did not fail to mark the intrepid boy. He returned to Kentucky and became a practical surveyor, and was occupied several years surveying in Kentucky and Indiana, in which enterprise some thrilling adventures with Indians are related of him.

In 1788, the Commonwealth of Virginia, Ed. Randolph Governor, appointed "William Christy, Esq., Lieutenant" of a troop of cavalry in Jefferson county, Kentucky, not then a State. Soon after he was appointed Captain.

In the campaign against the Northwestern Indians, 1791, Christy was an Adjutant in General St. Clair's army, and in its disastrous defeat, all efforts to rally having failed, he was one of the two or three officers who last left the field. In doing so, he saw Colonel Oldham on the ground wounded, sprang down to him and supported his friend's head until he died, and received his dying message to his wife. Remembering his pledge to the mother of Lieutenant Ed. Taylor, he galloped on, and found that youth at his gun, wounded and covered with blood, in a hand-to-hand struggle with an Indian. Christy cut down the savage, and assisted Taylor off the field, in which effort he was himself wounded.

In 1792, William Christy was married, in Jefferson county, Kentucky, to Miss Martha Thompson Taylor, daughter of Edmond and Sally Taylor, of Jefferson county, Kentucky. She was related to Presidents Madison and Taylor, and was born in May 1777, in Frederick county, Virginia. He now devoted himself to his farm; ever ready to sacrifice ease, health and life, in defense of the helpless border settlers, and zealous in the advancement of civilization. He, in 1792, accepted the appointment of Adjutant in the First regiment of Militia of Kentucky.

In 1794, he joined General Wayne, and served in his campaign until the Indians were punished and sued for peace in 1795. Major Christy now returned to his home with a shattered constitution, and never after recovered his former good health.

In 1799, he accepted the appointment of Major in the Thirty-third regiment of Militia, of Kentucky. In 1804, Major Christy, on the advice of his physicians and friends to abandon farming and save his life, sold his lands in Kentucky, and moved to St. Louis, Missouri, then a village in the Territory of Louisiana. Here he was at once appreciated as a brave and honorable gentleman of private and public worth, with no

guile in his heart, and no duplicity in his manner, and his fellow citizens conferred on him their confidence and friendship, as did also the Territorial and Federal Governments extend to him their trusts and confidence in his patriotism, valor and integrity.

In 1806, William Christy was appointed "Judge of the Court of Common Pleas, and Justice of the General Quarter Sessions of the Peace, in and for the District of St. Louis"; in 1809, "Trustee for the town and precincts of St. Louis"; in 1809, honorary "Aid-de-Camp to the Governor and Commander-in-Chief of the Territory of Louisiana"; in 1809, "Major Commandant of the Louisiana Rangers," for the protection of the frontier settlements, on which occasion, Governor Lewis said: "I know Major Christy to be wise in council and swift in action"; in 1812, "Judge of the Court of Common Pleas, and Courts of Quarter Sessions for the District of St. Louis"; in 1820, "Auditor of Public Accounts for the State of Missouri."

Under Presidents Monroe, Adams and Jackson, during thirteen years, Major Christy was "Register of the Land Office for the District of St. Louis," and resigned in 1833, when old age and bad health rendered him too infirm for public service.

Major Christy was six feet high, well formed, and, at the age of seventy-five, erect, with martial bearing. Among his characteristics were patriotism, bravery, honor, honesty, justice, charity and kindness. Struggling honesty and industry never failed to receive his assistance, and gratitude has told the secret of his having turned many despairing young men and young women from ruin to honorable careers. No distress of sickness, poverty, helplessness, neglect, reached his quick ear without prompt relief, to the best of his ability. Not many citizens contributed more to the extension of St. Louis. He laid out upward of fifty whole blocks of ground, all, perhaps, now in the city, on Broadway, from Broadway westward, between Franklin avenue, Morgan and Green streets, with some fractional blocks on the south side of Green street,—not forgetting patriotic names. He also projected, and associating with him Colonel Wm. Chambers, of Kentucky, and Major Wright (his son-in-law), purchased the land, then in the country, and laid out the whole of that section known as North St. Louis; and, true to patriotism, named its streets Jefferson, Madison, Monroe, Warren, Montgomery, Marion; others Clay, Jackson, etc. They donated to the city ground—the three public places—the Circles—for churches, park and schools; also ground for a public promenade, on the river shore, in front of his residence—the old Christy mansion—which is yet standing, at the corner

of Second and Monroe streets, North St. Louis. Then it was a warm-hearted old home, whose proverbial hospitality was not surpassed in that day or since. There was to be found the cream of the milk of human kindness.

Until 1837, the old soldier was able to ride to the city, and get his Niles' *Register* and *National Intelligencer* with other papers, and cast his vote for "an honest and capable man." But presently, he felt the immortal soul struggling to ascend from its clay tenement.

And now the wise man knew that he was in the grand climacteric days, and was reminded to retire closer within the bosom of his devoted family; to set his house in order, that the just man might be made more perfect. A sufferer from pulmonary disease, he was touchingly gentle, patient, resigned; though the casket was worn out, the jewel—his Christian purity of soul—shone brighter in the radiant hope of salvation that illumined his way. Around his good old heart clustered his ever green virtues and charities, while his fervid and beautiful affection for his family was an overflowing fountain of happiness to them while he was living, and consolation when he was gone.

William Christy died in April 1837. Mrs. Christy—a perfect wife, a perfect mother, a bright jewel of domestic virtues, a shining Christian, who loved Charity more than gold, and helped the suffering poor—died in April 1849, at their residence in North St. Louis. Their remains were removed a few years since to Bellefontaine Cemetery, where they repose in one grave, over which stands a monument sacred to their memory.

Major and Mrs. Christy were parents of a numerous family, only two of whom survive. Their elder daughters were sent back to Kentucky to school, the sons were sent to Transylvania University; Harriet was educated at a convent; Virginia, at Mme. Blattner's Seminary, Charlottesville, Virginia; Edmond died unmarried; Howard married Miss Susan Preston, of Kentucky; Sarah married Dr. Bernard G. Farrar, St. Louis; Mary Ann married Major Thos. Wright, United States Army; Mathilda married Dr. Walker, second, Colonel N. P. Taylor, Kentucky; Frances married Major Taylor Berry, United States Army, second, Judge Robert Wash, of the Supreme Court of Missouri; Eliza married General Wm. H. Ashley, Member of Congress from Missouri; Harriet married Captain James S. Dean, United States Army, New York; Virginia married Dr. E. Bathurst Smith, Virginia.

Major Christy and Henry Clay were warm personal friends, and Mr. Clay extended to the son, Edmond, the kindest parental care while he was at school in Lexington, with Mr. Clay's sons.

The Major's politics were Democratic—believing that any other principles, in this Government, drift our people away from freedom. The following are a few of his preserved expressions of sentiments, addressed generally to his son, Edmond, who was fond of politics: "What constitutes our Government? Its three balancing departments, executive, legislative and judicial. What constitutes the Union? The confederation of the States. Where is the sovereignty of our nation? In the people of the States, who made the Constitution, make the President, make the Congress, and speak and act their sovereign will through their elective franchise and their representatives; strict construction of the Constitution, with no undefined, implied powers to serve its violation; taxation necessary for an economical administration of the government; one Presidential term of six years, ineligibility after."

He voted with the Democratic party whenever he could consistently do so; in 1824 voted for Mr. Clay, in preference to General Jackson or Mr. Adams, for President; charged Van Buren's influence in the Jackson Presidency with first inaugurating into the National Administration that odious system of New York politics—"To the victors belong the spoils"—making executive patronage and influence a political engine for public plunder and corrupt party purposes; was no blind partisan, but held party interests subordinate to his country's good, and held as enemies to the people all parties, by whatever name, whose interest and policy to maintain power, require the sacrifice of virtuous patriotism, honor, honesty, or capacity, tending to the subversion, instead of the preservation of constitutional liberty, and bringing upon the people political, financial and moral distress and national disgrace—instead of security, prosperity and happiness. In conversation with General Gaines, allusion having been made to the Hartford Convention and threats of some New England States to secede, he remarked: "If they opposed the war and embargo 'twas because their patriotism was in their pockets." Of secession, he said: "Mr. Calhoun may be considered a metaphysical statesman." (Mr. Calhoun was then foreshadowing nullification and secession). "The idea of the right of a State withdrawing from the Union was considered at the time of the adoption of the Constitution by the several States, and abandoned as defeating the whole purpose of the Constitution itself. Said Mr. Madison, the chief of its authors: "Any condition whatever must vitiate the ratification." He knew that to concede the right to each State to withdraw at pleasure, was remitting the States to the very perils of the old confederacy against which it was the purpose of the new Constitution to guard them. New York wished

to come into the Union with a reservation of a right to withdraw. "No," said the father of the Constitution; "the Constitution requires an adoption *in toto* and forever."

The States as integrants and the Union as a whole, reciprocally defined, guaranteed and bound together by the Constitution are dependent upon one another for existence, and this Union was intended, with God's help, to last until doomsday."

We know that for common safety, the colonies delegated to, and merged their individual sovereignties in a Union of States, forming a National sovereignty—after which no State could make war, peace, treat with foreign powers, coin money, etc., or do those things which sovereign nations may do; but they held sacred under the Constitution, their reserved rights of State government, and all their rights not delegated to form a general government as national agent for the people of the States—in other words—the States delegated National sovereignty and reserved State sovereignty. And woe to the traitor who may be persuaded that there is any one-man power or centralism in this wise compact of the people of these United States. He predicted that treason's first blow would be aimed at the life of the reserved rights of the States—rights, which if maintained in good faith to the compact of confederation, would forever be an impassable barrier to despotism's advance on freedom; believed "the founders of our Government relied upon the States as the only safeguards against centralization in the general government of dangerous powers—the most imminent peril to the people being a popular, ambitious President, who would be the people's master, not their servant—seizing the lion's share of the check and balancing powers of the Government and establishing centralism—Caesarism."

He deemed "That a foolish people, if not a doomed people, who ever make an *essentially military* chieftain, President of a republic."



Western Engraving Company of St. Louis

Julius Gwalch.

JULIUS S. WALSH.

IT is a noteworthy fact, and one which in no small measure astonishes the average business man from the New England States, that many of the most important enterprises in the West are controlled and governed by the brains and energies of comparatively young men. And especially is this fact noticeable in the great Southwestern metropolis. Here in St. Louis, with its half a million human beings, which is yet merely the growth of three quarters of a century, we find young men just entering upon manhood, or at least what would be considered manhood in the Old World or the older States of the Union, at the head of great business enterprises, occupying the honored seats in the boards of directors of vast and important corporate bodies; controlling and directing the movements of vital industries, and making out and shaping the financial policy of banks, insurance and railway companies, and giving an impetus to the entire business of the city, which may well command the admiration of the New Englanders. This is a marked peculiarity of the Western man who enters the battle-field of commercial or mercantile life at an early period of his existence, and continues the struggle—never looking right or left, until death or old age puts a stop to his worldly speculations.

Among the young men of St. Louis who have undeniably exercised, and still continue to exercise, a powerful influence in the great business world of our city, is JULIUS S. WALSH, whose sketch we give below. Without detracting from the merits of thousands of other young men, who have gained honorable distinction and enduring names for themselves in the paths of honest industry in this city, we may safely say that no man of his years has interwoven his name with as many grand projects and noble enterprises as Julius S. Walsh. To the manor born, he belongs to St. Louis, whose citizens claim him as their own, and who delight in honoring his intelligence and business energy on any possible occasion.

Mr. Walsh was born in St. Louis, December 1, 1842, and consequently is now in his thirty-fourth year. His father, Edward Walsh,

who was one of the most respected citizens of St. Louis, as well as one of her most successful merchants ; was a native of Ireland, and emigrated to America as early as 1815 ; settling first in Louisville, Kentucky ; but who in 1824, foreseeing the future commercial greatness of the place, moved to St. Louis, and entered extensively in merchandising, establishing and conducting the firm, J. & E. Walsh, which many of our old citizens can still call to mind. He also entered into other branches of business, in all of which he was eminently successful.

Julius had all the educational advantages the country afforded, and his studies were marked with that degree of success as to predict for him no uncommon future. He first graduated at St. Joseph's College, Bardstown, Kentucky, where he received his baccalaureate. In 1863 the St. Louis University conferred upon him the degree of Master of Arts, and in 1864, Columbia College, New York, added to these honorable titles that of L. L. B., he being admitted to the bar at the same time.

But notwithstanding the flattering success which attended his studies, and the honorable titles his *alma matres* bestowed upon him, the practice of the legal profession offered but few charms, although he had every prospect of rising to eminence in his profession. Possessing every necessary qualification for the successful pursuit of a path in life which led to the highest possible honors in the State, it seemed to jar with his inclinations, and he forsook the forum for the counting house, and entered the mercantile establishment of his father, who, however, survived but two years, dying in 1866, and leaving the entire business of the firm to Julius, who proceeded to wind up the affairs of the firm. The manner in which he performed the trust left to him, in closing the mercantile relations of his late father, secured for him, not alone the warm friendship, but the esteem of all with whom he came in contact.

Leaving mercantile life, Mr. Walsh turned his attention to the street railway system of St. Louis, which, in 1870 and for many years previous, occupied the minds of the people. Since the year 1859, when the first street cars were run in St. Louis, many lines had sprung up and were in operation, all leading to the suburbs of the city, and not alone proving a success financially to their promoters and owners, but being an inestimable blessing to the merchants and business men who resided in the outskirts of the city. Along whatever routes the street cars ran, real estate took an upward tendency, and in a short space of time almost doubled in value ; magnificent villas and palatial residences sprang up as if by magic along the different lines ; the limits of the city began to extend, and places which heretofore were wastes and commons were

transformed into earthly paradises. No enterprise has conduced more to the material wealth and growth of St. Louis than our system of street railways.

In 1870, Mr. Walsh was called to the presidency of the Citizens' Railway Company, one of the oldest and most prosperous as well as important in St. Louis. Its charter dates back to 1859, and was first put into operation in August of that year. Its first president was ex-Governor Gratz Brown. So satisfactory has Mr. Walsh's administration proved to the board of directors, that he has held the office ever since. The same year, he was elected president of the Fair Grounds and Suburban Railway Company; and, as in the Citizens', still filling the position to the entire satisfaction of all concerned, and to his own credit. In 1873, he was elected president of the Union Railway Company, and is still in this position. So rapidly did his reputation for executive management increase, that in 1874, the directors of St. Louis Agricultural and Mechanical Association—one of the largest corporations of its kind in the world—placed him at the head of the corporation, and the satisfaction he has given in this position, may be judged from the fact that to-day finds him still in the presidential chair.

In 1876, largely through the exertions and influence of Mr. Walsh, a zoological garden covering some thirty acres was added to the grounds, containing some of the most magnificent specimens of the animal kingdom to be found in America. This will form an attractive feature in the future, and will add much to each succeeding Fair yearly held here.

In 1875, when the great Illinois and St. Louis bridge passed into the hands of receivers, the question immediately arose who should be appointed agent. It was evident that there must place a man of acknowledged responsibility, integrity and executive ability in a position that involved such grave duties as that of agent for such a vast enterprise.

All eyes were turned toward Mr. Walsh, who was appointed to the place, and it is needless to say the nomination received the universal approval of the general public.

Upon his resignation in 1875, Mr. Walsh received the most complimentary letters from Messrs. Morgan & Humphries of New-York, receivers, and from Messrs. J. S. Morgan & Co., of London, the agents of the bondholders, expressing their entire satisfaction at the manner in which he conducted the affairs of the corporation, and urging him to continue his relations with the bridge.

After the opening of the great bridge, the public mind became agitated

over the opening up of the mouth of the Mississippi river. For this purpose the South Pass Jetty Company was formed, and backed by the General Government, immediately proceeded to commence operations.

No enterprise ever conceived in the mind of man is so fraught with future benefits to the people of the West and the great Valley of the Mississippi as the jetties now being pushed forward at the mouth of the great river. No eye so far-seeing, no mind so prophetic, and no gaze so penetrating into the future as to foretell the magnificent results of the successful completion of this stupendous enterprise. Future generations will rise up with one accord and bless the memory of the men who conceived the idea and put it into practice. At first sight, the majority of thinkers would naturally suppose that men who could undertake and put on foot a project like this, would choose some one whose years and long experience marked him as a fit person for so responsible a position as president of the company. But the directors knew the sort of man they wanted at the head of affairs. The executive ability of Mr. Walsh was well known, his mettle had been tried in several other positions of great responsibility, and he was chosen, and still occupies the president's chair.

In addition to the above, Mr. Walsh is vice-president of the People & Tower Grove Railway Company; a director in the St. Louis & Omaha Railroad Company; a director in the Illinois and St. Louis Bridge Company, and a director in the National Bank of the State of Missouri.

What may appear surprising to many, who know not the infatuation a thorough business man has for his legitimate pursuits, Mr. Walsh has never taken that interest in politics which would lead him to aspire to municipal, state or national office; and notwithstanding his wide-spread influence and reputation which would insure him any place in the gift of his fellows, he has allowed others to follow the phantoms of political life, resting contented with the far more substantial rewards of legitimate and honorable industry.

In 1870 Mr. Walsh was married to Miss Josephine Dickson, daughter of the late Chas. K. Dickson of this city.

All the corporations with which he is connected, five in number, of which he is the presiding officer, are upon a firm financial basis, and are important and influential contributions to the growth and greatness of St. Louis. And this is the record of a man who has not as yet seen his thirty-fifth year.

Descended from one of the most influential families of St. Louis, his

social position is among the highest, where his many genial traits of character make him ever welcome.

It may be said of him that the leading characteristics of his life are "beneficent labor," and "personal contentment." Born to wealth himself, he seeks not riches for their own sake, but that he may further benefit mankind.

He has never solicited place or preferment, has had no partisan combinations or even connections; yet he has received honors from his fellow-citizens, which have eluded the covetous grasp of those who formed parties to reward friends and prosecute enemies, and he now fills a wider and more influential space in the community in which he lives, than any other man of his age in the West. His motto is, and ever has been, "Progress." No visionary dreams of impossibilities fill his mind, but practical in all his ideas, he builds up as he journeys through life, benefiting his fellow-man, and seeking to leave the world all the better for his having been in it; and, although a sound, vigorous and unimpaired constitution predicts for him a long life of usefulness, yet, if he were summoned to the "summer land" to-morrow, years would flow into the mystic gulf of eternity ere the "foot-prints he has left upon the sands of time" would be forgotten, or washed away.

RODNEY D. WELLS.

HISTORY brings to us but a few points of peculiarity in those whose deeds are considered worthy of a place on her pages. In the great essentials, men have characteristics in common; and it is only the acute angles which distinguish one from another. As all music is made by the variation of a few notes, and as twenty-six letters spell the whole literature of our language, so the combination of a few faculties give all the shadings of character, and present among forty million of our people, no two who are so nearly alike that one is likely to be mistaken for another. If we measure faces by a carpenter's rule and dividers, there seems but little difference in the measurement of the faces and features, yet the observer sees differences which he readily detects, and rarely takes one person for another. When we meet a stranger, we find he is somewhat like many other persons, yet he has his own individualism, and this he will carry through all vicissitudes. The same laugh, the same friendly greeting, the same hatred of meanness, the same drift of thought, the same strong and weak points, we look for and do not look in vain. Time and new associations may serve to chasten and ripen the character, but it does not change half as much as does the appearance of the face, or the form and motions of the body.

If any given character had no peculiarities, but presented a wearisome monotony or sameness, like any one of a hundred square miles of a great prairie, a person would crave any change in the phases of that friend's character, as would the traveler to see a few acres of New England, or a section of the Alleghanies, to mark and diversify the dreary sea of prairie grass which touches the horizon on every side.

A few skillful strokes of the pen would make such a picture of Webster, Clay, Benton, Jackson or Van Buren, as would not be mistaken for that of Calhoun, Cass, or Abraham Lincoln; and he would be a dull observer, and a clumsy writer, who could not make any one of those great men stand out in sharp relief; even as a skillful elocutionist would so speak in imitation of them that each personation would be instantly recognized by any one who had heard them speak.

Every man, then, has a character of his own. It has peculiarities as distinct and special as those of Webster, if not in such magnitude as his. A close observer cannot fail to notice in each one of his intimate acquaintances, how the strong and weak points are combined to give shading and personality to the character. For these, each is known and remembered, and our conduct toward them is framed according to the traits with which we have to deal.

When the subject of our sketch was but a youth, he was conspicuous as very genial, friendly and companionable. He would find the kindly side of everybody; and if a favor was to be had, a pass to a theatre, a lecture, or on the railway, or if a christmas present was to be sent a hundred miles by express, he would obtain the favor, the pass, or the frank, and every body wondered how he managed to obtain it. The explanation is, he awakened in those who could confer the favor, a liking for him. His genial, good nature, combined with a mirthful assurance, paved the way for his success. People liked to do him a favor, and he was as ready to confer as to receive favors, and he would bestow them in such a friendly manner as to make them doubly acceptable. He bribed no man's appetite; he neither drank nor smoked, nor treated others; but his generous grasp, his cheery face, his friendly word, his good-natured wit, won his way, and made all men his friends. When he took a position in business, customers sought to be served by him, and though they would pay the regular rates, he would see that they had the best articles of the kind; would take special pains to have them well packed, and have the delivery appropriate, careful, and thorough. The language of the transaction seemed to be: "You are my friend as well as my customer, and no harm shall come to you, or yours, while I administer in your behalf." Of course such a disposition would work both ways: it would bring customers, and it would give the salesman a good footing with the employers.

It needs no prophet to anticipate for such traits, advancement in position and influence, tending toward partnership and ultimate ownership. Twenty-five years have passed, and all who know him witness the same traits that led off in him as a youth.

Another trait of his was the love of wit and fun. He would have his joke, if he were made the victim of it; and he will to-day tell a good joke as readily at his own expense, as if it were at the expense of another. Thus, every man, knowing this trait, will bear his jokes good-humoredly. There is too much sadness and gloom in the world, and he who can shed the sunlight of wit and cheer upon the drudgery of life, becomes a genial

center wherever he is, people will like him, and will be glad to minister to his success, by patronage and by good words in his behalf.

Another trait of his is self-reliance; and though he is cautious in his plans and prudent in his undertakings, he is self-centered; does not feel the need of leaning on others for advice or help; hence, he confers more favors than he accepts, and remains free from entangling alliances, which might subjugate his independence; while by aiding others, he wins them to his cause.

Another of his traits is that of kindness or liberality. We remember his generous gifts to those who needed them, when, as a young man, in a great city, he had but a meagre salary. As he had no expensive habits, he could divide his earnings with his friends without seriously embarrassing himself; and he bestowed his gifts where they would make but little noise, but, "would do the most good." We once saw him do up a costly shawl, in a rough, shabby paper and crowd it into the leg of a pair of cast-off pantaloons, which, with other articles in the parcel, would be useful to the growing boys of the good woman, who was to be made happy by the unexpected gift of the shawl. Here was kindness acting with wit, and taking a tender pleasure in thinking how funny it would seem to take so nice a present from so unpromising a parcel; and as he both laughed and cried in anticipation of the joy and the fun in store for the recipient, he had his pay on the spot; and we now pen the fact which he may have forgotten: though the root of such deeds doubtless remains and brings forth larger harvests, but we are sure they are no sweeter.

A reputation for kindness and friendliness may be very inconvenient to a man of means, but we have confidence enough in his firmness, judgment and courage, to trust him to repel the unworthy harpies who would prey upon him.

Characteristic traits remain, though the face may change and the body become modified in form and motion. If we had a need to be served, or a needy friend to be favored, we would fall back with confidence on this boyhood trait of our friend, knowing that the same old vine, though time has pruned it, must continue to bear its natural fruit.

We must hasten to the historic facts of his career, simply remarking here, that, if fortune has favored him in business, it has "served him right."

RODNEY D. WELLS was born June 1, 1827, in Bloomfield, Hartford county, Connecticut. His father, Russell Wells, was of English descent, and belonged to the extensive family of that name, in Connecticut. He was a farmer of moderate means, and having a large family, the sub-

ject of our sketch commenced as early as eleven years of age to support himself, and he therefore properly would be called "self-made." By working summers, and attending school a portion of each winter, he was able to acquire a fair common school education. At the age of eighteen years, he entered the employment of his brother, Samuel R. Wells, of the firm of Fowler & Wells, publishers, New York, where he remained for seven years, when he entered the office of the *National Democrat*, of New York, as publisher and cashier. Soon learning enough of political wire-pulling to satisfy him for life, he severed his connection with the paper, and in 1853, engaged with the extensive silver and silver-plating house of Harvey Filley, at 1222 Market street, Philadelphia, remaining with him until 1857, when he came to St. Louis, engaging himself with the well known queensware establishment of E. A. & S. R. Filley; after which he was engaged with the Honorable Chauncey I. Filley, in the same business. During one year of the war, he was with Burley & Tyrrell of Chicago, in the same business; and in 1864, he returned to St. Louis, when he became a partner of the firm of Field, Sandford & Wells. Four years after, the firm was again changed to the style of Sandford, Wells & Company. Soon after, it was changed by the retirement of Mr. Sandford, to the present style of Rodney D. Wells & Co. Mr. Wells afterwards purchased the whole business, although the "& Co." has never been dropped. Acting alone, and being master of his own affairs, he could conduct his business more upon the plane of his individual spirit; and being thorough, earnest, and energetic in business, he has been able to extend it as widely as he wishes, the house having an excellent reputation since its original establishment in 1840, though the firm name has often been modified by the introduction of new material. It enjoys not only a wide acquaintance, but the honors and fruits which come from careful attention, upright dealing, skill and energy; hence, it is favorably known throughout the entire West and South.

Always courteous and polite, and being constitutionally jovial and companionable, there are few men in St. Louis, or elsewhere, more popular, or better liked than he. The trade of this house is very extensive, spreading over a large territory, reaching as far south as Louisiana and Texas, and as far west as Nebraska and Montana. He imports every kind of goods that are to be found in the leading jobbing houses, confining himself to the legitimate wants of the trade, in china, glass and queensware. He does not run after specialties nor hamper his capital in speculative, collateral affairs. His store is five stories high on North

Main street, and seven stories high on Commercial street. Mr. Wells employs from sixty to seventy-five thousand dollars of capital to carry on his business, having a stock reaching from three hundred to five hundred crates, the year round, and devotes most of his time and attention to the wauts of the country trade. The house has had in it many earnest, clear-headed business men, each one of whom has contributed his share to build up its reputation, and now being solely under the control of its present owner, who is a gentleman of fine physique, good address, and who is courteous, liberal and public-spirited, the house has justly a reputation for fair and upright dealing, second to none in the city of St. Louis, or in the West.

DANIEL M. HOUSER.

OF all the ventures in the great world of business, probably the most precarious is the publication of a newspaper. No other pursuit is attended with as much and as incessant labor, and certainly none other is liable to so many anathemas. In many cases it is but a very thankless undertaking, the great majority venturing upon this doubtful ground, merely to find themselves shipwrecked after years of toil and labor. To make a success of a newspaper enterprise, requires more than ordinary sagacity, and it must be acknowledged that the great defect in most of the newspaper publications of the day is the total lack of proper practical management, without which no publication, however ably edited or brilliantly written, can possibly hope to succeed.

Among those in St. Louis who have made life a success in the paths of journalism, is DANIEL M. HOUSER, one of the proprietors, and principal business manager, of the *Globe-Democrat*.

Mr. Houser was born in Washington county, Maryland, December 23, 1834. The family date their first arrival in America back to 1740, when they first settled in Pennsylvania, from which State his paternal grandfather emigrated to Maryland. In 1839, when Daniel was but four and a half years old, his father removed with his family to Missouri and settled in Clark county, where the boy attended the county schools. In 1846, the family came to St. Louis, and from 1847 to 1850, Daniel attended the public schools of this city.

His first adventure upon the great sea of existence was in 1851, when he entered the *Union* office, then edited by Captain Phillips, as office-boy. It was here he began to acquire that knowledge of the newspaper business which he has since brought to such perfection. In 1853 the *Union* was merged into the *Missouri Democrat*, Mr. Houser still retaining his position in the office. The paper was at that time owned by Messrs. Hill & McKee. In 1855, the late General Frank P. Blair, bought Mr. Hill out, when Mr. Houser took the general management of the office, filling the position of book-keeper also. The *Democrat* was the first abolition paper published in a slave State. It was a bold undertaking,

but it was in the hands of brave men, fortified by the honest convictions of right.

In 1862, Mr. Houser purchased the interest of General Blair in the *Democrat*, becoming a member of the firm of "McKee, Fishback & Co.," and for ten years he conducted the financial department of the establishment. How ably he filled that position, was demonstrated by the success and standing of that journal at the day of its sale. The paper yielded large profits, and its political influence was second to no journal in the West. In March 1872, the paper changed hands, and Mr. Fishback became its proprietor, Messrs. McKee and Houser retiring.

But these gentlemen had been for too long a period in the exciting and busy paths of newspaper life to remain idle, and soon determined to start a new journal, and in doing so received the hearty indorsement of their friends, who offered to subscribe liberally to the enterprise. The offer was declined, they themselves preferring to bear the burden, if any, that might accompany such an undertaking.

On the 18th of July 1872, the first number of the *St. Louis Globe* made its appearance, with William McKee as editor-in-chief, and Mr. Houser as business manager, which was well received by our citizens. Upon this paper Mr. Houser put in some of the best and most useful years of his life. It immediately sprang into a vigorous existence, took a leading position among the journals of the West, and from the beginning commanded the respect even of its political enemies.

In May 1875, Messrs. McKee & Houser, repurchased the stock of the *Democrat*, and consolidating both papers, produced the *Globe-Democrat*, the leading Republican newspaper of the Southwest, and of which Mr. Houser is now business manager.

Mr. Houser was married in 1862 to Miss Maggie Ingram of St. Louis. His family consists of three children, two boys and one girl.

In addition to his connection with journalism, Mr. Houser is connected with some of our most prosperous banking corporations, and has ever taken a lively interest in all the public institutions of the city.

Although his position has ever brought him in contact with politics and politicians, he has never sought office, but has ever contented himself with attending strictly to his own private affairs. Thoroughly practical in all his views, the great success which has attended the *St. Louis Globe* is in a great measure due to his skillful management. In his friendships Mr. Houser is warm and constant, and those who possess it regard it as an invaluable boon. He counts his own friends by the thousands, and a business connection of over a quarter of a century has earned for him the confidence and esteem of our entire community.

MRS. ANNE L. HUNT.

IN this year of our Lord, 1876, when centennial celebrations are taking place all over our land, there is living in St. Louis, with faculties almost as bright as in girlhood, a lady, whose recollections extend into that almost traditionary period when this city was a hamlet, and a few determined men maintained the supremacy of civilization inside the fortification that gave them security.

MRS. ANNE L. HUNT, the only daughter of Hon. J. B. C. Lucas, and sister of the late Hon. James H. Lucas, is a relic of the grace and culture of the earlier times. With unclouded recollection and choice descriptive phrase, she can now trace the little incidents and circumstances that fill in the picture of the early French settlement, the kindly spirit, the transplanted cultivation, the proper pride, that made up the charm of a community never lacking in the graces of social life.

John B. C. Lucas, a Frenchman by birth, the father of Mrs. Hunt, was educated in the law at Caen, Normandy. His father before him was a King's Counsellor at Pont-Audemer. When Benjamin Franklin was received at the French Court and accorded so high distinction in one of the proudest and most polite capitals of the world, Mr. Lucas came to the determination of pushing his own fortunes in that new world where merit was the measure of success. Himself a younger son, and bounded in by restrictions of which he was impatient, he came to America. When the United States acquired possession of the vast Territory of Louisiana, he was living near Pittsburg, and was a Representative in the United States Congress. He had previously visited St. Louis, and his wife was highly desirous of making their home in a French colony, and averse to a residence in Washington, where his public duties called him. He resigned his seat in Congress, and was appointed United States Commissioner for the adjudication of land titles in this district, then known by the name of Upper Louisiana. He was first appointed Judge and Commissioner for the adjustment of land titles in 1805, and was from time to time re-appointed, until the admission of Missouri as a State in 1820, when he retired from public life. His

duties during that period were arduous and delicate, involving, as they did, the adjudication of land claims growing out of loosely defined grants under different occupations. Early in the month of June 1805, he embarked with his family in a flat-boat for his new home beyond the Mississippi. Arriving at the mouth of the Ohio, the rest of the voyage was made in a keel-boat, and the whole journey occupied about three months, as he landed in this city early in September. Anne Lucas was born on the 23d of September 1796, and was at the time of this voyage an observing child of eight years of age. The dangers of the trip were by no means contemptible. The Indians, though not hostile, were not to be depended on, and Mrs. Hunt remembers that when passing Shawneetown in the night, her mother was much terrified at the yells with which they were celebrating some extraordinary occasion.

The St. Louis of 1805 that Mrs. Hunt remembers, would be to the eyes of the present, a very queer, old-fashioned town. The landing was about Market street, and above that point extended a bluff upon the river front. A high wall protected the rear from the treacherous savages. On the inside of the wall were steps that the soldiers climbed to look over the top for observation. At the corners of the wall were towers. But three or four houses in the place enjoyed the luxurious distinction of having plank floors, most of them being floored with puncheons. There was no saw-mill in St. Louis or its vicinity, and plank had to be brought from a distance. So, too, there was no painting done, and but two of the trading houses or stores had painted signs. These were "Faulkner & Comages," and "Hunt & Hankinson's New Cash Store." These, the imported specimens of a foreign art, were spelled over and over again by the children, and seemed to them the emblems of metropolitan dignity. The stores kept all classes of goods. Everything they had to sell arrived by the most costly transportation—over the mountains from the East, and then down the Ohio by flat-boat, and up the Mississippi by keel-boat. The passage across the mountains was dangerous. Even up to 1814, and later, gentlemen crossing the Alleghanies would unite in parties, and hire guides and escorts for their protection. The first English school was taught by a man named Rotchford, who joined the expedition of Aaron Burr, which came to such an untimely end in the pursuit of a dazzling dream of empire. Rotchford was succeeded by Tompkins, and the latter has been frequently spoken of as the first teacher of an English school.

Hon. J. B. C. Lucas' family consisted of his wife, who came with him from France, his sons, Robert, Charles, William and James, and

an only daughter, Anne, who subsequently became Mrs. Hunt. The younger boys attended the village school, but the mother charged herself with the instruction of the girl up to the time of her death, when a teacher was employed in the family. When Mr. Lucas first came to St. Louis, he built a house on Second street. Later, about 1812, he built anew on what is now the corner of Seventh and Market streets, and was thought by some to be imprudent in living out so far, and exposing a grown-up daughter to the danger of being stolen away by the Indians. It was he who laid out the town from Market to St. Charles street, and from Fourth to Seventh street, about 1827 or 1828.

Miss Anne Lucas and Captain Theodore Hunt were married in June 1815. Mrs. Hunt had, by this marriage, eight children, only three of whom lived beyond the age of childhood, and these, a son and two daughters, are now living. Captain Hunt had been a naval officer, but resigned and came to St. Louis. Here he held the office of Recorder for many years, until the election of General Jackson led to another appointment. Subsequently he was engaged in trade with Manuel Lisa. St. Louis was the depot for the goods with which they purchased furs. The furs were shipped to New York by the way of New Orleans. Captain Hunt died in 1832, and four years later Mrs. Hunt married Wilson P. Hunt, a cousin of her first husband. Wilson P. Hunt was one of the early merchants of St. Louis. In 1809, he had crossed the Rocky Mountains, and in the pursuit of trade, had gone to the mouth of Columbia river. He died in 1842, leaving no children.

The clearness of Mrs. Hunt's early recollections received a striking confirmation in 1844, when, with her husband, she visited her birth-place for the first time since she had left it forty years before. The picture of it which she carried in her mind was as distinct and sharply cut as the outline of a cameo that might be held in the hand. From her description they were able, by no other clue, to find the old place—changed indeed, yet, in all its permanent features, the very original of which her recollection carried the copy.

It is not impossible that to the resolute character of Mrs. Hunt's mother, to which may have been added something of prophetic light, may be traced the foundation of some of the noblest fortunes of our city. Mr. Lucas never exhibited a desire to own real estate, but she, on the contrary, was anxious to own lots. Once, when they lived near Pittsburg, he had taken a lot for a debt when he found he could get nothing else, and had afterward traded it for a horse. In time the same piece of ground came to bear a value of thirty thousand dollars,

and Mrs. Lucas held the opinion that much the same character of rise would take place in St. Louis. She certainly had all the argument on her side, in view of the one piece of experience she could quote, and Hon. J. B. C. Lucas, instead of lending out his salary as he had been accustomed to do, bought a lot two arpents in width, commencing at Fourth street, and running back to what is now Jefferson avenue, twenty-four streets from the river. In time he bought seven of these lots, extending from Market street to near what is now St. Charles street. This territory, covering over one hundred of the most valuable blocks in the city of St. Louis, cost him then about a dollar and a half an acre. Had he been gifted with an actual prescience, he could have made no more productive investment for his children.

Mrs. Hunt, after six years of wedded life with her second husband, was again a widow in 1842. Her cares and duties have been found within the domains that bounds true womanly ambition—in the family and social life. Blessed with a fortune unusually large, and happy in an interesting family that now numbers among its members almost a score of grandchildren, and nearly as many great-grandchildren, her life has been one of practical beneficence and unostentatious liberality. Possessing in a marked degree the strong vitality and quick apprehension which distinguish the family to which she belongs, she has taken a deep interest in the improvement of the city that holds the objects of her hope and love, and which has achieved every stage of glory during the period of her lively recollection. Her charities have doubtless been more extended and munificent than those of any other individual now living in St. Louis. Were it permitted to name a probable aggregate, or specify single instances of munificence, few could fail to be astonished, and none could withhold admiration. Yet all this has been unostentatiously done, as becomes one who had in view but the gratification of a pure and noble impulse.



Western Engraving Company of St. Louis

Jos H. Terry

JOHN H. TERRY.

AMONG the young men of the Bar of Missouri who not only hold a strong position in the estimation of the people of St. Louis, but who give promise of future excellence and usefulness in our community, is the gentleman whose name heads this sketch. Like many other comparatively young members of the Bar, his past record, as well as the hopes for his future raised in the breasts of his fellow-citizens, entitle him to a place in this work.

JOHN H. TERRY was born in Seneca county, New York, on the picturesque banks of Cayuga Lake. His father, James Terry, was a farmer, a man of prominence in his locality, and for many years held the responsible office of magistrate in his county, as well as being otherwise trusted and honored by his fellow-citizens. His ancestors came from England as early as 1632. His grandmother, however, was a McClure, whose family were of Irish descent and came from Dublin.

The early educational opportunities of Mr. Terry were such as the district schools of the county of the period afforded. The great desire of his father, up to the period of his death, which occurred in 1859, was that his son should follow in his own footsteps, pursue the peaceful paths of agriculture, and preserve intact the old homestead. This, however, never met with our subject's early aspirations, whose first ambitions tended toward some one of the learned professions.

With this end in view, about a year after his father's death, John went to Albany, and entered the law school of that city, for which step he had been well prepared by previous attendance at the academies of Truemensburg and Ithaca. While in Albany, he paid for his instruction with the proceeds of his own manual labor: an experience which marks the pages of the early history of some of the leading men of our country.

Returning to Ithaca, Mr. Terry entered the law office of Messrs. Boardman & Finch, leading practitioners in that section of the State. The former now occupies a seat on the Supreme Bench of New York, and the latter is the author of various literary works, both in prose and poetry. In 1861, Mr. Terry graduated with honor.

Upon the breaking out of the civil war, Mr. Terry responded to the call of the General Government, and raised Company D, 137th New York Volunteers. He soon proved himself possessed of the necessary qualifications of the soldier; ardent and impulsive, he was never found wanting when duty called him. He served in the army of the Potomac, participating in all the battles in which this army took part, until incapacitated from further service by being wounded at the battle of Chancellorsville. Captain Terry, after being wounded, resigned his commission and retired to private life.

Thus at the close of the war he found himself an invalid. He remained some time in Washington and at his home in New York State. Having sufficiently recuperated to travel, he started on a tour of the western country for the purpose of finding a suitable location to practice his profession. He temporarily located at Ravenna, Ohio, principally to review and repolish the studies he had so long neglected.

In 1865 Mr. Terry came to St. Louis, when the extent of his worldly possessions was carried in his vest pocket, and amounted to thirty dollars cash, without friends, without acquaintances of any description, but with a large stock of indomitable energy and a firm determination to succeed. During the winter of 1865-6, he delivered a course of law lectures at Bryant & Stratton's Commercial College in this city. He also served as Assistant United States Attorney with Charles G. Mauro, and finally formed the law partnership of "Terry & Terry."

In the fall of 1868, Mr. Terry married Elizabeth, only daughter of Hon. Albert Todd, one of the St. Louis' most honored citizens. This union has been blessed with three children.

About the same time, he was elected to the Twenty-fifth General Assembly, and formed one of the insignificant minority of Democrats who had to breast the storm of an overwhelming Radical majority; yet he stood to his post manfully, and never evaded his duties. In 1871, he was appointed Land Commissioner, a judiciary position of much importance, in St. Louis, for the condemnation of private property for public use: an office he held two successive terms, and which he filled to the entire satisfaction of the St. Louis public. In 1874, he was elected to the State Senate, by a large majority. During the session of 1875 his name is to be found on many of the most important senatorial committees, an indefatigable worker in the committee room and in the Senate chamber, and finishing up the arduous labors of a protracted session in the State Board of Equalization. A faint idea may be formed of his labors during the session, when it is stated that he was chairman

of the Committee on Accounts and Criminal Jurisprudence, a member of the Committee on Ways and Means, Swamp Lands, Blind Asylum, and Insurance. During his term of service in the Twenty-fifth General Assembly, he introduced, and carried through, the present insurance law of the State, a measure of much importance, and greatly to the benefit of the people at large.

It was during this session of the General Assembly that Secretary of State Rodman, in the count of the State election threw out fifty-two Democratic counties on the ground that they comprised illegal voters. The matter was referred to the Committee on Elections, of which Mr. Terry was a member, and which was composed of seven Republicans and two Democrats. Eight of the Committee reported in favor of the Secretary's action in the premises, Mr. Terry alone making a minority report. While Land Commissioner, he also drew up the bill and had it passed through both houses, for the widening of Third street at the western approach to the bridge; also the bill providing for the widening of Washington avenue at the intersection of Jefferson avenue, all of which improvements are of the utmost importance to St. Louis.

In the exercise of his judicial duties, he saw the necessity for a general law for the condemnation of property for public uses, and earnestly applied himself to the construction of such a bill as should most fully conserve the delicate and conflicting interests with which he had to deal. The result of his labors appears in the present law governing the condemnation of property in St. Louis for public purposes.

Mr. Terry is a forcible speaker, and whether in our courts of law or in our legislative halls, always commands more than ordinary attention. Gifted with an easy flow of language, he is eloquent without being bombastic. He is now practicing his profession, and meeting with such success as his merits deserve.

Such is the active and honorable record of Hon. John H. Terry, at every step of which he is found respected and esteemed, not alone for his services in the legislative halls of the State or on the bench, but the elevated tone and purity of his life and character; and to-day, in the prime of his life, in the full maturity of his intellectual powers, he is one of the men his fellow-citizens choose to honor, whose regard and confidence he enjoys in a marked degree.

CAPTAIN W. H. THORWEGAN.

IN the preparation of this work, it has been the intention of the author, in addition to presenting to the public an historical and statistical record of St. Louis and Missouri, from the arrival of Pierre Laclède Ligest and his followers down to the present centennial year of the nation's existence, to give short and accurate biographical sketches of the leading men and women of the State, who, by their industry and intelligence, have added to the material growth and wealth of the city and commonwealth in the different branches of industry, and by so doing, to place on record the lives of such as have deserved well of their fellow-citizens. The grand importance of the river trade to St. Louis has long since become a matter of historical record; that it was the river commerce that gave the first impetus to a city destined, in the course of years, to take its position among the first and proudest of the earth, ancient or modern, is a question that has long since been settled beyond the possibility of a doubt; and that the names of those men, living and dead, who have been leaders in this branch of trade should be preserved for the instruction and admiration of generations yet unborn, is but a simple act of justice to a class of men who have brought as much wealth to our coffers as any other class in our commercial metropolis.

In addition to many others, we present a sketch of **CAPTAIN W. H. THORWEGAN**, a man who to-day commands and owns the most magnificent steamer that ever plowed the Western waters, and one who by his own energy and unflinching industry has raised himself from the humble position of cabin-boy to the first rank of our river men.

WILLIAM HENRY THORWEGAN was born July 24th, 1837, in Dersen, Germany. His father, who was a well-to-do farmer, emigrated to America in 1843, landing at New Orleans, but finally settling in Franklin county, Missouri. Young William Henry received a liberal education at the public schools of St. Louis, where he remained until his fourteenth year. Leaving school he immediately engaged as a cabin boy on the river. In this capacity he remained some five years, serving on several boats, and performing his duties in the most satisfactory manner.

With a spirit of enterprise worthy of the greatest praise, he resolved to better his condition, and with this object in view, he bought the bars on several boats, and in 1855, he was the proprietor of the bars on the "Jennie Deans," "Sam Gaty," "Die Vernon" and others, and for the last twenty years has owned the bars on the Keokuk Packet Line. He has also owned the bars in the Memphis & St. Louis Packet Company, the Missouri Packet trade, and on the packets between St. Joe and Kansas City. As in everything else he ever undertook, Captain Thorwegan paid strict attention to his business, and as a natural consequence, made large amounts of money, which he never failed to use judiciously, investing in various speculations, all of which, as a general thing, turned out to his advantage.

In 1859, Captain Thorwegan turned his attention to steamboat stock, and bought an interest in the steamer "La Crosse," then running in the Keokuk Line. This was the first boat he ever commanded. In 1863 he built the "E. F. Dix," and during the same year the "Bart Abie," and became part owner in the "Lillie," "Lizzie Tate," and "Alabama." In May 1871, Captain Thorwegan purchased the "Great Republic," then considered the finest steamer on the Father of Waters, and commanded her in the New Orleans trade until July 1875, when he began to build the present "Grand Republic," which made its first trip in April 1876, and which is pronounced the most magnificent steamer ever built in the West. As a matter of historical record, we insert a full description of the boat's dimensions :

Hull, 350 feet in length, 101 feet wide; beam, 56 feet 8 inches; 54 feet 6 inches floor; hull, 10½ feet deep in the clear; bottom plank 4½ inches; floors, 11½ by 4½ inches; binding streaks, 8 by 10; deck 3 inches; entire deck, frame, outriggers and beams, oak; all butts are plated and double bolted; frame is double fastened with ¾ and ⅝-inch square bolts; knuckle kelsons, 12 by 16 inches; main kelson 11 by 24 inches. The fore and aft bulkhead is diagonal, braced to form a bridge truss, with solid 3-inch bulkhead on each side, has flush boiler-deck guards, stationary fenders; every seam caulked with nine threads of oakum; all seams, spikeheads and butts white-leaded and puttied.

The main stairway leading from the main to the boiler or cabin-deck, a distance of 17½ feet, is very elaborate; geometrical open banisters, with scroll-work and mouldings, and very heavy, double hand-rails.

The boiler-deck is 30 feet long, with 20 feet promenade guards on each side and outside of the cabin.

The main, or saloon cabin is 270 feet in length, 30 feet in width and 15 feet in height; has fifty 10-foot rooms and two 15-foot bridal chambers.

The cabin is very handsome, being in the Gothic style, ornamented with columns, scroll-work, etc.; thoroughly ventilated, with extra high sky-lights, with many passageways from the cabin to the main and upper decks.

The texas, or upper cabin, is large and roomy; and has accommodations for 100 passengers.

The pilot-house is large, light and handsomely decorated with stained glass, scroll-work, etc.; cupola on top, tipped with gilt design; has all the modern improvements and inventions; fire alarms, sounding and speaking trumpets, wire tiller-ropes, wire bell-cords, and complete steering outfit.

The bar, barber-shop, store-room and blacksmith-shop are on the larboard guards; pantry, cook-house and mess-room on the starboard guard—all large and roomy.

The engines are Hartupee compound engines. The two large cylinders are 56 inches: the smaller ones are 26 inches diameter, with 10 feet stroke. Connected with them are two of A. F. Blake & Co.'s (Boston) improved air-pumps, which are 12x28x30. These pumps in case of accident can be used to take water from the hull, and are capable of throwing 26,000 gallons per minute, as ascertained by Mr. John Hartupee, chief engineer, throwing a 20-inch solid stream each. They are the largest and finest wrecking pumps in the Western country.

There are two doctor engines with two 6-inch pumps each. There are two fire-engines, one midship and one forward, which throw a 4-inch stream each to any part of the boat. There are two engines to the forward capstan, one engine to the after capstan, and one engine to the freight elevator, making fourteen distinct engines.

The boilers, seven in number, are 28 feet long, 42 inches in diameter, and have two return flues 15 inches in diameter. They, with the steam drums, are made of the best steel. The fire fronts and doctor engines rest in boiler-iron water ways.

The chimneys are 72 inches in diameter, 76 feet high from the hurricane deck, and 113 feet from the water to their tops.

The shafts are 26 feet long, 18½ inches in the journals, four flanges on each, 22 arms in the flanges; wheels 38 feet in diameter, 18 feet bucket.

The standard rigging is wire rope; the derricks, spars, stages, etc., worked by steam. The steamer has life-preservers, yawls, life-boats, floats, and all other safety guards required by law.

The fire department consists of one very large stationary Champion Chemical Fire Engine, with 600 feet of hose attached, leading to all parts of the boat. It is charged with 100 gallons of acid matter, and is in readiness at all times in case of fire. This engine was built in Louisville expressly for the Grand Republic, and is thought to be the best invention known. There are also several of the same pattern of smaller size stationed in different parts of the boat, that can be carried by hand. The midship and forward fire pumps, with 600 feet of hose each, can be in full operation in thirty seconds after an alarm is given, throwing a four-inch stream to any part of the boat. The engines are all in charge of the engineer, who has speaking trumpets to the pilot-house, captain's room, clerk's office, etc. These are in addition to the usual requirement of the law, water tanks, buckets, axes and other implements.

The hull of the Grand Republic was built by the Carondelet Marine, Railway and Dock Company—David Campbell, president; John Greenough, secretary, and Silas Adkins, superintendent and master mechanic. It was contracted for in July and launched in December 1875. She is built of selected material, and considered the best job done in the Western country. The cabin, by John Pipe and others, is believed to be unequalled in taste, elegance and cost in the United States. The stairway and banister work, by Frantz & Dorsey; engines and machinery, by Gerard B. Allen, the largest on the Western waters: boiler and sheet iron work, by Jas. Wrangler; chains, anchors and iron work, by Manion & Rainer; copper and kitchen work, by Dunlevy; hall floor (inlaid wood), by J. L. Isaacs; standing-rigging, bells and steering apparatus, by Westlake & Button; fire-extinguishers, by John Gooden; painting, by Peisch Bros. The cabin gloss is white, with lavender panels and scroll work finished with gold; ceiling, blue ground, with white center-pieces; doors, American walnut, with green spot above. The stained glass-work, forward and aft, and in the bar and pantry, is very handsomely done throughout. The landscapes and fancy sketches are by Thomas Hilliker, sixty-six in number, ornamenting the transoms the entire length of the cabin, representing river scenes at and about the Arsenal, Indian life, clusters of flowers, etc., and on each wheel-house is a full-size drawing of the St. Louis bridge. The carpets were furnished by Kennard & Son, 2,500 yards; the curtains, lambrequins, linens, etc., by Wm. Barr; chandeliers by Mawdsley & Mephram, and very elegant upholstery by Williams; ware by Wells & Manning, and Cheever, Burchard & Co.

She will run at all seasons of the year, unless interrupted by the ice, her draught being so light (33 inches forward and 4 feet 2 inches aft) that low water in the Mississippi will not prove a hindrance.

Her crew all told will consist of nearly 100, and officered as she is, all may feel perfectly secure in trusting themselves upon the bosom of the Mississippi in this floating palace.

In December 1855, Captain Thorwegan married Miss Margaret Oldelher, of Osage, Missouri. From this union have sprung six children, none of whom, however, are living.

Captain Thorwegan, although principally taken up with steamboating, has found time to attend to matters outside of the river trade. He was one of the incorporators of the Boatmen's Insurance Company; and has owned stock, and taken much interest in the welfare of, other corporate bodies. For him, politics never had any charms, and although solicited on various occasions to present himself for municipal office, he always respectfully but steadily refused, preferring the more certain rewards of his own industry to the empty honors of civil office.

Probably no man now engaged in our river commerce is more deserving of the respect and esteem of his fellows than Captain Thorwegan. From his early boyhood, he has devoted his time to the developing and forwarding of the river interests of St. Louis,—interests that have brought millions of capital and thousands of inhabitants to our shores.

High-minded and honorable in all his transactions, no matter how trivial, he has continued on the even course of his way, building up as he went along, a credit to steamboat men of the Mississippi, and a benefit to his fellow-man. A man of great resources, with more than the ordinary business ability of humanity, he is never at a loss in the commercial and mercantile world. Affable in his nature, and gentlemanly under all circumstances, he is very popular with the traveling public, as well as the shippers and merchants of St. Louis. Social and genial, he is one of the most approachable of men, and instantly commands the respect and esteem of all who come in contact with him. Possessed of a remarkably fine constitution, and just entering upon the prime of life, Captain Thorwegan has good reason to look for many years yet, ere he is called from his sphere of usefulness. One of the most companionable of men, he counts his friends by the thousands, all of whom agree that Captain Thorwegan is one of the most energetic men that ever sailed the Great Father of Waters.

RT. REV. P. J. RYAN.

AMONG the pulpit orators of the day, no one occupies a more enviable reputation, or a higher position, than the Right Reverend P. J. RYAN, the Roman Catholic Bishop of St. Louis.

PATRICK JOHN RYAN was born at Thurles, in the county of Tipperary, Ireland, in the year 1831. At a very early age he evinced a predilection for the priesthood, his whole soul being seemingly bound up in that sacred calling. To this end drifted the whole current of his thoughts. After attending a school in Dublin, he, in 1847, entered Carlaw College, near that city, where he received a thorough ecclesiastical education. The character of this institution of learning may be judged when it is stated that Bishop English of Charleston, South Carolina, and Cardinal Cullen of Dublin, are among the students who once enjoyed its benefits.

The subject of the present sketch, while attending this college, filled the position of prefect of the lay house, and was ordained a sub-deacon while still a young man. Soon after leaving college, his attention was called to the United States as the most promising field for his future labors. To the ecclesiastic, as well as the artisan and professional man, America opened her hospitable arms, and all alike found a home upon her shores. Hither the young student of divinity came. He arrived in St. Louis in 1851. For some three months after his arrival he was stationed at St. Patrick's Church with Father Wheeler, and by special permission he also preached regularly in the Cathedral, although from his extreme youth he had not as yet been ordained a priest.

Although somewhat an anomaly in the Church, this was a noticeable event in the career of the young deacon, and evinced the appreciation his superiors entertained for his remarkable zeal and commanding talents that could not fail of recognition by those in authority. About this time he was appointed professor of English Literature in the Carondelet Theological Seminary, a position which he filled with great credit and success. This institution was subsequently transferred to Cape Girardeau, where it still exists, for the education of young men intended for the priesthood.

After attaining his majority in 1853, he was ordained a priest, and at the same time was appointed assistant pastor at the Cathedral. He performed the duties of rector of the Cathedral until 1860, when he built the church and parochial school of the Annunciation, on Sixth and Labadie streets. While connected with this church he acted as chaplain to Gratiot street military prison, to which post he was appointed by the Archbishop, where he did all in his power to assuage the mental and physical sufferings of the prisoners and impart to them spiritual comfort. Hundreds of those unfortunate men, who, by the vicissitudes of war had become inmates of this place, now scattered broadcast over the whole South remember with feelings of gratitude his human ministrations and kindly words of cheer, uttered to them when the strong iron bolts and bars shut them out from the world and friends, and invoke blessings on his head for many little acts of kindness which went far to lighten the heavy burden of imprisonment. During his connection with the prison and hospital, his labors were marked by a large number of conversions, and it is said as many as six hundred persons were baptized in the Church. It may be proper here to state, that upon the recommendation of General Blair, Father Ryan received from Washington a commission as Chaplain in the United States Army, which, however, he saw fit to decline, but continued his connection with the prison.

In 1861, Father Bannon, who had charge of St. John's Church, departed South as Chaplain to a regiment in the service of the Confederates, after which time Rev. P. T. Ring had charge of the congregation. Father Ryan was appointed Father Ring's successor, and immediately entered upon the duties of pastor of this church. He then concluded upon a European trip, as a relaxation from the severe discipline to which he had been subject for some years back. He spent a year in Ireland, revisiting the scenes of his boyhood, and in France, Germany and Italy. It was his good fortune to be in Rome during the celebration of the Centenary. During the following Lent he was invited by the Papal authorities to deliver the English sermon in Rome. This is considered one of the greatest honors that can be bestowed upon a priest of the Church of Rome; and is a distinction of no ordinary character, when it is taken into consideration that the choice is made from a large number of divines from the entire Christian world, who are usually visiting the Eternal City during this holy season. The sermons had previously been preached by such men as Cardinal Wiseman, Archbishop Hughes of New York, the famous Father Thomas Burke, and a galaxy of other bright luminaries of the Church, whose names will go

down to posterity as among the greatest divines of their day, and whose efforts on such occasions are preserved in the archives of the Vatican for the special admiration of generations to come.

On his return to America in 1868, he was appointed Vicar-General of St. Louis, and during the absence of Archbishop Kendrick in Rome, while attending the Æcumenical Council, was administrator of the diocese, a trust he performed to the entire satisfaction of both clergy and laity.

The weight of years began to tell upon Archbishop Kendrick; with the march of civilization and progress westward the Roman Catholic diocese of St. Louis extended, until it was counted one of the largest and most important in America. The great city of St. Louis stretched forth its highways and byways until it became of metropolitan dimensions; the Catholics of St. Louis, a city noted for its catholicity, had increased tenfold, and each succeeding year added thousands to their number; the cross-crowned and glistening spires of Roman Catholic churches pierced the sky from all portions of the vast metropolis; school-houses, convents, institutions of learning, and hospitals, connected with or immediately under the supervision of the Church, had in a few years increased in vast numbers, and it soon became apparent to the Archbishop that he must have an assistant or coadjutor in the administration of the diocese. Under these circumstances, the Archbishop applied to Rome for such an assistant, and, acting under the suggestion of the Bishops of the ecclesiastical diocese of St. Louis, the Sovereign Pontiff appointed Father Ryan Coadjutor-Bishop of St. Louis, with the title of Bishop of Tricomia, in Palestine, *in partibus infidelium*.

In 1866, Father Ryan attended the second Plenary Council at Baltimore, when he preached a sermon before the assembled prelates on "The Sanctity of the Church." This is looked upon as one of the greatest efforts of this learned and eloquent divine, and was published, among others, as one of the master-pieces of eloquence and erudition of the day. Father Ryan has also received the degree of LL. B. from the University of New York.

His labors for years have been incessant, and of a nature calculated to wear away the most robust constitution. In addition to his parochial duties, he has been continually lecturing throughout the State, and ever on the alert to forward the holy cause of religion, in several instances, at the special request of the General Assembly of Missouri, he has addressed the assembled wisdom of the State, and on those occasions the Hall of Representatives, at Jefferson City, has been crowded

to suffocation by an eager multitude of all religious denominations, anxious to listen to the gifted orator. Let it be announced in St. Louis that he is to lecture, and the Temple or Mercantile Library Hall, fail to afford accommodations for the multitudes that clamor for admission. It has been truthfully stated that no orator of the West can draw an audience of so much intelligence, and representing so much wealth, as can Bishop Ryan. On these occasions, lawyers, doctors, ministers of the gospel, representatives of the army, merchant princes—all of the wealth, refinement and intelligence of the Southwestern metropolis—are to be found in attendance. His fervid eloquence, forcible manner, earnest delivery and display of dramatic power, never fail to hold the attention of his audience.

On the 14th day of April 1872, Father Ryan was consecrated Bishop at St. John's Church. Every available spot in the vast edifice was occupied on this occasion, and it was with difficulty the crowds on the outside were restrained, so great was the anxiety of the people to see their favorite pulpit orator made a prince of the church. Thousands who were unable to gain admission, were obliged to content themselves with the graphic descriptions of the interesting ceremonies, which appeared in the daily papers next day.

Bishop Ryan is now in his forty-fifth year, the prime of manhood, with a long life, it is to be hoped, of usefulness before him. He is a little above the medium height, with a purely classical head, set firmly upon a pair of broad shoulders. His voice is peculiarly pleasing, and when he warms up to his subject, his eloquence is like an avalanche of the Alps, irresistible, and sweeping every obstacle before it.

A. H. BURLINGHAM, D.D.

AMONG the distinguished divines who have graced the pulpit of St. Louis, and whose preaching and christian example have had a marked influence in forming the moral character of the masses, is AARON HALE BURLINGHAM, the esteemed pastor of the Second Baptist church, a man whose fervent piety, active benevolence, earnest and eloquent discourses, and high social qualities combine to give him a place among the representative ministers of St. Louis.

DR. BURLINGHAM was born February 18, 1822, in Castile, Wyoming county, New York. His father, Charles Burlingham, was a farmer, of English descent, and his mother was Hannah Hale, daughter of Captain Aaron Hale, of Connecticut, a man well known in that State, for the active part he took in the cause of freedom and on the side of the patriots, in the war of Independence.

Young Aaron's education was such as was to be obtained at the country schools of the period; and until his twenty-first year, he worked on a farm in summer and taught school in winter. When he was of the above age he prepared himself for college, and when ready, entered Madison University, Hamilton, New York. He graduated in 1848; and in 1850, graduated in the Theological Seminary of the same seat of learning. This course of study he entered upon without means, and completed through his own exertions. He was ordained as pastor of the Grant street Baptist church, Pittsburg, Pennsylvania. After remaining here one year, he was called to the pastorate of the Baptist church at Owego, New York, which was at that time the largest country church in the State. In this vineyard he continued to labor until the autumn of 1852, when he received and accepted a call from the Harvard street Baptist church, Boston, Massachusetts, a grave charge for a young minister, but one which he filled with credit and satisfaction.

In 1853 he was chaplain of the Massachusetts Senate. He left the Harvard street church in the year 1856, when he removed to New York, and became pastor of the South Baptist church. He took charge of the spiritual welfare of this congregation for nine years, when he resigned,

and, as a relaxation from years of uninterrupted labor in the ministry, he sailed for Europe with his family. While in Paris, for many months Dr. Burlingham was minister of the American Chapel, having succeeded Dr. Sunderland, of Washington, in that position. He passed a year visiting the principal cities in the old world, and improving himself physically and mentally by travel.

In 1851, while he was pastor at Owego, New York, Dr. Burlingham was married to Miss Emma L. Starr, of Hamilton, New York. His family consists of two sons, both living, and now students in Washington University.

In 1866, on his return from Europe, Dr. Burlingham accepted a call from the Second Baptist church of St. Louis, and has resided in this city ever since in charge of this congregation. Until the winter of 1875, this was one of the down-town churches, situated on the corner of Sixth and Locust streets. The Sunday evenings' congregations were of a mixed character, composed, for the most part, of strangers from the different hotels, and young men, clerks in stores, etc., who were attracted thither on account of the handy locality, as much as by their belief in any established dogma of the Baptists. The consequence was, that a marked difference was noticeable in Dr. Burlingham's Sunday morning and Sunday evening sermons: the former being delivered to a select congregation of Christian people, composed chiefly of business and professional men and their families, regular members of the congregation, and the latter to a congregation called in and attracted to this close-at-hand place of worship from the highways and by-ways of life, and many of whom congregated there on the Sabbath evening as much to kill an hour's time in listening to an eloquent sermon, as through any deep interest they had in the tenets of religion or respect for the teachings of the Bible. But Dr. Burlingham, in all his ministrations, was equal to the emergencies. The stranger dropping into his church on a Sunday evening and listening to his discourses, would instantly come to the conclusion that he was in a free church, and while he would have been charmed with the minister's eloquence and benefited by the sound doctrines of religion and morality he heard preached, he would be at a loss to tell to what particular denomination, if any, the eloquent divine belonged. Such, then, was the field in which Dr. Burlingham worked for years, and the amount of good he wrought among the floating population of this vast city for those years, is inestimable. It was a sight to enter the Second Baptist church on a cool Sabbath evening in the autumn. As has already been intimated, the location made it a very desirable rendezvous for the class of mankind

spoken of. The stranger from a distance, the clerk in a store, the mechanic without any settled conviction of religious duty, the laborer, the apprentice and the factory girl, all were there to be found beneath one roof, and, for the most part, possessing different ideas upon the grand truths of religion, but all drinking in the words of wisdom, and firmly agreeing with the morality as expounded by the speaker. It is needless to state that the amount of good Dr. Burlingham did while in this church and among the religious waifs of humanity, is incalculable.

The congregation, however, determined to move up town, and the Second Baptist church is now situated on the corner of Beaumont and Locust streets, and, as may be supposed, the congregations are composed of regular attendants, and not quite so mixed. Dr. Burlingham still holds his position as pastor.

As a lecturer, Dr. Burlingham never fails to attract audiences from the best circles of society. Marked for intelligence as well as breadth, his last course of lectures, which were delivered in his new church, upon "The Women of the Bible," drew large numbers, and were spoken of in the highest terms by the press of the city. Possessed of a fine flow of language, easy and graceful in his delivery, of good personal appearance, a rich, mellow voice, Dr. Burlingham is one of the most fascinating pulpit orators of the day. In his treatment of popular evils, which he frequently discusses in his pulpit, he never fails to stamp vice, in whatever form it may raise its head, with infamy, especially gambling, intemperance, and prostitution, the pitfalls into which the young man or woman from the country, unaccustomed to the snares and temptations of city life, is most likely to tumble. His contributions to the city press, in his controversy with an ex-mayor of St. Louis, are still remembered as masterly and manly productions, full of the profoundest morality and piety.

As a minister of the gospel, Dr. Burlingham ranks among the first in the West; as a scholar and theologian, he has few superiors. His genial and sociable nature makes him ever welcome in the polite circles of society, while his devotion to the people, and his pure and upright life, endear him to his congregation, and guarantee him the respect and esteem of his fellow-citizens.

MRS. ELIZABETH CRITTENDEN.

THE distinguished women of America have seldom been honored with an appropriate place in the biographical history of our country. Though possessing attributes and characteristics frequently illustrated by noble deeds, which really entitle them to be ranked among the "illustrious few" whose names live forever, they have been only cherished by their families and intimate associates, and in a few decades their names alone remain to connect the living generations with the past. The record of the dignity, benevolence and intellectual and social accomplishments of our most distinguished women have, at best, found a place in "sketches" by other women; or those in honor and admiration of whom too much cannot be said, are mentioned but casually in the written lives of celebrated men, whom *their* influence has made "great."

In this volume, which contains the history of the distinguished citizens of St. Louis, it is eminently proper that mention should be made of MRS. ELIZABETH CRITTENDEN.

The ancestors of Mrs. Crittenden, having come from England, resided in Albermarle and Goochland counties, Virginia. Her great-grandfather, Colonel John Woodson, inherited from his father a large landed estate, called "Dover," on James river, in Goochland. He married Dorothea Randolph, of "Dupgeness," one of whose sisters was the mother of Thomas Jefferson, the third President of the United States, and another the mother of Governor Pleasants, of Virginia. A son of Colonel and Mrs. Woodson married his cousin, Elizabeth Woodson, and their daughter Mary, in 1801, was married to Dr. James W. Moss, of Albermarle county, Virginia. These latter were the parents of Elizabeth Moss, the subject of this brief notice.

A few years after his marriage, Dr. Moss removed to Mason county, Kentucky, where Elizabeth was born, and where she was educated, and lived until the removal of her father to Missouri, just before she had attained the age of womanhood.

Dr. Moss first located in St. Louis, but, after a short residence in the

city, he was attracted to the fertile and beautiful lands of the county of Boone, where he devoted himself to farming on a large scale, and to the gratuitous practice of his profession, in which he had attained great skill and reputation. A man of intelligence, education and culture, with a fine personal presence and great refinement and suavity of manner, he was prominent, and his home was one of the chief centers of social attraction among the many prosperous families from Virginia and Kentucky, that had settled in Boone and in the adjoining county of Howard, which two counties were, at that time, much in advance of any other portion of interior Missouri.

Of all the varied attractions of his lovely home, there was none greater, none perhaps so great, as the presence of his fascinating daughter, the subject of this sketch, who was then noted for the rare accomplishments for which she was afterward so much distinguished, heightened by the charm of youthful beauty. She was sought in marriage, and soon became the wife of Dr. Daniel P. Wilcox, a young but promising and highly educated physician. Her early married years were happily passed among the quiet scenes of a village life, where her character was formed among friends by whom she was universally admired and sincerely loved, and whom she never forgot, or ceased to cherish, in her subsequent brilliant social career. At that early age, she was a remarkable woman, as in after-life, and at no time, perhaps, were the fascinating beauties of her character so conspicuous.

Dr. Wilcox was a man of great personal popularity, and was soon called to represent his county in the Legislature of Missouri; but he did not live long to serve his State, or to enjoy the happiness of union with his lovely wife. He died a member of the Senate of Missouri, leaving his young widow with two daughters. One of these married our well-known fellow-citizen, Andrew McKinley, Esq., son of the late Justice McKinley, of the Supreme Court of the United States, and now the popular and efficient president of Forest Park. The other became the wife of Hon. E. C. Cabell, for many years the representative in Congress from the State of Florida, but now a resident of St. Louis. Mrs. Cabell died in the fall of 1873.

After the death of Dr. Wilcox, his widow remained in the seclusion of her country home until she became, at the age of thirty, the wife of General William H. Ashley, a wealthy and distinguished citizen of St. Louis, and, at the time, a member of the lower house of the United States Congress, from Missouri.

Immediately after this marriage, Mrs. Ashley was ushered into the

society of Washington, then adorned by many women of intellect, education and refinement. Her remarkable beauty and grace at once attracted great attention, and very soon her tact and mental accomplishments, the simplicity of her manner, her dignity of deportment, and her kind consideration for others, made her welcome everywhere; and she soon became, and for thirty years continued to be, the favorite in the most refined and elegant circles of metropolitan life.

General Ashley died in 1838. He was a remarkable man—one of the best types of the early Western pioneers. Generous, brave and daring, he was "the soul of honor," and commanded universal respect. He was, at an early date, connected with the North American Fur Company, and commanded several expeditions to the Rocky Mountains at a time when most of the country west of St. Louis was a wilderness, inhabited by Indians and buffaloes. His fortune was made in the fur trade. He won the confidence, affection and admiration of the inhabitants of Missouri before and after the admission of the State into the Union. Tall and graceful as Andrew Jackson, his presence was commanding, his bearing dignified, and his manners elegant. His great integrity and native intelligence, added to his strong will and force of character, and experience and knowledge of men, made him truly "a man of mark," and gave him a popularity and influence which made it possible to resist and overcome what was at that time considered the omnipotent power of Thomas H. Benton over the politics of the State. He was elected and re-elected member of Congress in spite of the opposition and protest of Benton. He was conspicuous for his enterprise and public spirit, and was one of its early settlers to whom St. Louis owes so much. He was a man who deserved to be mated with the distinguished woman of whom we are making this brief sketch.

The home which General Ashley had provided for his beautiful bride, is well-known to the older citizens of St. Louis as "The Mound." It is now in the heart of the city, and would not be recognized. It was then a magnificent suburban residence. The house, for those days, might be called elegant. In front—an extensive level lawn, and in rear—sloping, with terraces, to the banks of the Mississippi, all covered with fine forest trees and varied shrubbery; and the view of river and country was extensive and beautiful. This was the charming home of the most elegant and accomplished woman in St. Louis, provided by one of the noblest of men. Here General Ashley dispensed the most generous hospitality, graced by the attractions and dignified bearing, and the elegance and accomplishments of his wife.

To this home, now rendered sad by the death of her excellent husband, Mrs. Ashley returned from Washington. Here, for several years, she devoted herself chiefly to the education of her daughters; but her magnetic attractions drew around her a circle of attached, admiring friends, and her house became the seat of unostentatious hospitality, which it was a privilege to enjoy, and to which the kind-hearted hostess cordially invited all who were worthy of it. There are few citizens of St. Louis then and now living, who cannot recall, with pleasant satisfaction, some happy hours for which they are indebted to this estimable lady during this period of her life.

In February 1853, she was married to Hon. John J. Crittenden, the distinguished Kentucky Senator, who was, at that time, the Attorney-General of the United States under Mr. Fillmore's Administration. From that time until his death, in 1863, Mr. Crittenden continued in Congress, and his wife passed all those winters in Washington with her husband. She had passed several preceding winters there with her daughter, Mrs. Cabell, and during the interval which elapsed after the death of General Ashley, she had spent several seasons at the capital.

No woman in America was so widely known. She was on terms of familiar acquaintance with all the public men of our own and the representatives of foreign countries, during the eventful period of our history, from the exciting times of South Carolina nullification to the culminating collapse of the war between the States. *All* were her friends. She was universally admired, and her society eagerly courted, not only at Washington, but in all our large cities from Boston to New Orleans, and at all fashionable watering places; yet of her no word of censure was ever heard. All men and all women, all children and all servants, too, spoke of her only words of praise, admiration, love and reverence.

How and why was it that this simple country girl, reared and educated away from cities, with none of the advantages (?) of fashionable education and training, born and living to womanhood in the "wild woods of the West," should have won so entirely the respect and admiration of the generation in which she lived? Without adventitious aid, without having had the fortune to do any one thing specially to distinguish her, she *made herself* not only the peer, but *prima inter pares* of the most gifted and brilliant women of her country. The cause may be summed up in that one word, TACT: the result of great native intellect and supreme goodness of heart.

She was a great reader, and her familiar knowledge of the British

classics and acquaintance with the literature of her own country, with her excellent judgment and great discretion, made her conversation always polished, charming and impressive. As every true woman should, she carefully studied the "art of dress," which no one better understood, and her toilette was always marked by great elegance, but greater *taste*. But her social success was achieved by exquisite tact and elevation of heart and mind, rather than by the more dazzling and frivolous refinements of fashionable life. It was her delight to dispense happiness; and many were the opportunities of which she availed herself to bring out merit from obscurity. She was ever performing kind offices, in a way that secured the best results without wounding the feeling of those obliged. She not only knew the public men of the country, but was well acquainted with the leading families of every section of the Union, and those introduced to her in the most casual way were generally astonished to find that she knew them, their families and friends. She rarely forgot anything she had ever heard or knew, except such things as were unpleasant or disagreeable, and these things she carefully put behind her, and speedily forgot. She was never known to forget a face, and rarely the name of one to whom she had been introduced, however remote may have been the time of meeting. She always entered, with sympathy, into the affairs of her young friends, whom she had frequent opportunities to serve, and always in the most delicate way. In every part of the American Union one may hear persons of the highest social position speak of her with ardent gratitude and affection, and of the many kind acts and attentions by which she contributed to their benefit or enjoyment. She was perfectly familiar with all the political issues of the day, and on them she spoke fluently and intelligently, but not as a partisan. Whatever the subject of conversation might be, whether political, literary, or social, she never assumed the air of superiority, or seemed conscious that her opinion or judgment was better than that of others. She also had "a gracious way of listening." Many ladies who converse well do not listen with attention, especially to persons less gifted than themselves. Not so with her. She possessed, in an eminent degree, this happy faculty always so charming in women, and so gratifying to man's *amour-propre*.

These are some of the qualities which made her career so wonderfully successful. As another element which went to make up this grand success, it may be mentioned that while all were her friends, she *had no intimates*. Genial, social and kind, she took no liberties with her

friends, and never permitted them to "take liberties" with her. Even her most familiar lady friends she invariably received in the parlor, never in her chamber, as is too frequently the *slip-shod* way with the women, especially the young women, of America.

As an illustration of the estimate in which she was held in Washington, where so much of her life had been spent, we may mention an incident which occurred about the beginning of our late war. It is rare that a lady receives such a tribute as was offered to Mrs. Crittenden. As a token of great regard and high appreciation, a "reception" was given to her in the parlors of the National Hotel, Washington, on which occasion the following address was presented by Hon. Mr. Lovejoy, member of Congress from Illinois:

MRS. CRITTENDEN: While the whole Union is paying its tribute of willing and abundant honors to the venerable Senator whose name you adorn, and whose home you bless, we, the guests of the "National," and some of your other numerous friends in Washington, come to pay our respects to your many excellencies.

We bring no gifts of gold or silver taken from the cold earth; but we offer you the more precious treasures of our hearts—our affection, respect, esteem and admiration.

For many years you have held a conspicuous place in the best circle of Washington. Your exalted place in society has been adorned by grace, dignity, courtesy and kindness universally manifested. These constantly-flowing streams could have no other fountain than a heart full of goodness.

It is the testimony of those who have been longest your friends, that they have never heard from you a word that could wound, nor seen a look that could give pain. Detraction you have always scorned; kindness and genial feelings you have cherished. You have thus been a nation's benefactor.

The names of Cornelia, Portia, Madame Roland and Lady Holland have become classic in history for their patriotism, high social qualities, and domestic virtues. Uniting the patriotism of the Roman matron to the conjugal devotion of Madame Roland and the polished refinement of Lady Holland, your presence has diffused a charm wherever known. You have shown us that if political life is an ocean with its dark waves and angry storms, social life may be a calm, serene lake, reflecting bright images of purity and love.

The names of Mrs. Hamilton, Mrs. Madison and Mrs. Crittenden will always shine in the annals of social life in Washington.

We pay you the homage of our sincere respect and esteem. We take your daguerreotype upon our hearts, and will keep it fresh while memory lasts. The hand of Time has dealt so kindly with you thus far, that while you have the health and vigor of middle age, you still retain the freshness and vivacity of youth. May that hand still lead you gently on, till we all meet you in that better land, where youth is perpetual and beauty unfading!

Senator Crittenden was a man of great simplicity of character and of unbounded hospitality. His house was ever full of devoted friends, of whom few men could boast so great a number. His wife adorned his simple home in Frankfort, Kentucky, with all the graces and attractions which had made her so conspicuous in Washington. Her remarkable versatility adapted her equally to all ranks and conditions, and the hospitable fire-side of Mrs. Crittenden was rendered more charming by her

wonderful domestic knowledge and home accomplishments. In all the varied departments of *housekeeping*, Mrs. Crittenden was as proficient as in those qualities which gave her high position in fashionable society.

In every relation of life she was distinguished for excellence. As daughter, maid, mother, wife and widow, she ever performed her full duty. Remarkable as she was for intelligence, good sense, and brilliancy in society—grandly as she bore herself in the gilded halls of wealth and fashion and state—nowhere did she appear to better advantage, nowhere did her virtues and true womanliness shine so brightly, as in her first quiet little home of love in Boone, and again, in mature life, as head of the simple household of the illustrious Kentucky Senator.

After the death of Senator Crittenden, Mrs. Crittenden removed to the city of New York, where she resided eight years. There she found many who had known and loved her in her earlier career. *Every* Saturday was her "reception day" throughout the year, and strangers and citizens alike came to pay homage to one whose life had been distinguished by every quality which adorns the character of woman.

She returned to St. Louis in the early fall of 1872, to be with her children, who had come back to our city about the same time. But she lived only a short time to enjoy their companionship and her reunion with the friends of earlier days.

On the 8th of February 1873, this remarkable woman died suddenly of apoplexy, and was buried in Bellefontaine Cemetery. The large concourse of citizens which sadly followed her remains to their last resting place, attested the respect and affection with which she was regarded in this city.

Elizabeth Crittenden is one of those characters whom God has not permitted to live in vain and for nought. From her life may be deduced a moral of great value, and from it may be formed a model by which mothers may well strive to form the characters of their daughters.

JAMES PRESTON BECK.

THE object of this work is not to eulogize individuals, but to illustrate the greatness of our country, and the merits of our institutions and laws, by living examples of their effects in the development of men and character. If a tree should be judged by its fruits, it is but fair that a government should be judged by the men it produces. In selecting these men we have endeavored to avoid the arena of politics, where prominence is due, not so much to the wisdom and virtue of the individual, as to the warring of factions and the passions of the hour. Few men so favorably and fairly illustrate the influence of republican institutions on the development of men and character as the subject of this sketch, JAMES PRESTON BECK. Born in poverty, without friends or influence, he is a living example that, in this country, success depends not so much upon factitious surroundings as upon the individual.

MR. BECK was born in the State of Indiana. While yet an infant, his parents removed to the State of Missouri. His father, Louis Beck, belonged to a family of eminent merchants. On his mother's side, he is descended from one of the most distinguished families in Scotland. His maternal grandfather emigrated to this country at an early day, and served under General Washington.

At the tender age of four years, death took both father and mother, leaving young Beck a friendless orphan. Collecting the trifle of property remaining at the death of his parents, his guardian put him to school at a college in the interior of the State, where he displayed such aptness as to finish the course at the early age of thirteen. Deeming him too young to begin a profession, he was entered at the Masonic College at Lexington, Missouri. The completion of the course there still found him very young. It was deemed best to defer professional studies to a later date. He was accordingly sent to Yale College, where he graduated at the age of eighteen, having, like John C. Calhoun, accomplished the remarkable feat of completing the four years' course in three years. Much against his own inclination, he yielded to the

solicitations of his guardian, and studied medicine, and is frequently spoken of as Dr. Beck. Instead of practicing, he devoted himself to the task of compiling a work entitled "The Doctor and Lawyer," now in press, illustrating the intimate connection between the professions of law and medicine. The moral of the work seems to be that a great criminal lawyer must necessarily be a learned and skillful physician. This work will go far toward abolishing capital punishment, at which it is aimed, as it shows that the greatest punishment is generally visited on those deserving only pity and an asylum.

For the practice of medicine, however, Mr. Beck conceived a dislike which could never be overcome, and early abandoned the profession; entering immediately upon the practice of law, for which he had previously qualified himself by years of close application. He rapidly rose in his profession until he has become widely known as one of the most successful managers of causes known to the profession. So extended has become his practice, that it is not unusual for him to close a case in Washington City and start at once to look after a case in San Diego, California. Reserved, silent, unobtrusive, always insisting on his own ignorance, forever seeking the advice of everybody on every subject, he owes his prominence chiefly to his enemies, who insist that he is the most subtle and dangerous antagonist at the Bar. It is said of Webster that he crushed opposition as with a sledge; with Wendell Phillips it is the light play and rapid thrust of the rapier, but Beck's logic may be compared to the deadly stiletto. In an unguarded moment, confident of victory, his triumphant antagonist relaxes for a moment his vigilance: instantly the merciless weapon flashes to its deadly aim, and opposition is stilled forever.

His friends are both numerous and powerful. Strange to say, among his staunchest supporters are numbered many who were formerly bitter and unrelenting foes. With a judgment seemingly as unerring as fate, he combines an independence that repels. His exactness about paying debts and fulfilling contracts amounts to an eccentricity. He is generous and hospitable, and with the polished manners of a Frenchman, he combines the tenacity of purpose characteristic of his Scotch ancestry. But have we not said enough of a man who is yet young, and who has studiously avoided both notoriety and politics: for such is his contempt for the latter, that he never cast a vote in his life.

If our purpose was the eulogy of individuals, we would certainly say no more. But the object of this work compels us to make still farther use of this man, and to record that while accomplishing all this, he was

a devotee of science, and in the prosecution of his studies of geology, mineralogy and natural history, he found time to cross the Western plains thirty-four times, before the days of railroads. His camp fires frightened away the wolf from what are now the sites of Omaha and Denver, and the mysterious country of San Juan echoed to the sound of his rifle long before silver and gold were even suspected in that country. In that vast territory on the northern border of Texas, marked on the map as an unknown region, over which roam herds of wild horses and buffalo, Mr. Beck delighted to pitch his tent. From his description of this country, it must indeed be the garden spot of America. He explored it in mid-winter, and found the atmosphere fragrant with flowers, and resonant with the music of honey-bees. The richest part of the American continent, says Mr. Beck enthusiastically, has not yet been touched.

The world's measure of a man, is his success. If we apply this criterion to him, we behold a financier of no insignificant ability. Touch what he will, it seems to prosper. Whatever the future may have in store for him, he has, to date, proven a brilliant financial success.

But, while engrossed with these manifold pursuits, he still found time for practical agriculture, and he is to-day one of the largest landed proprietors on the continent. We learn from a former county surveyor of Howard county, Missouri, that his country-seat there is one of the largest estates in the county. Our informant adds that it is unquestionably the finest farm in the county, and one of the most successfully managed. But when we add that this is but one of many, and that one of his ranches contains three hundred thousand acres, some idea may be formed of the magnitude of his undertakings.

We recently addressed a note to Mr. Beck, requesting some facts relative to his history. His reply was characteristic of the man, and we give it in full :

Hon. L. U. Reavis :

DEAR SIR—The Declaration of Independence grants us all life, liberty and the pursuit of happiness. My idea of happiness, in fact of Paradise, is the total absence of notoriety. If you can find other characters to illustrate your work, kindly leave me to the obscurity I really covet.

JAS. P. BECK.

We are sorry that we cannot accommodate Mr. Beck. All men make a character, in spite of themselves, and this character is in part the property of the country whose institutions have been instrumental in forming it. While his refusal to furnish data, deprives us of a history, which in itself is a romance, we have learned, from other sources,

enough to show,—that no other government on the globe presents so wide and varied a field for the development of the humblest citizen, as our own free and glorious Republic, where, as in this case, there is often-times found, in an humble tiller of the soil, a finished scholar, a polished gentleman, a practical financier, a consummate lawyer, and a devotee of science.

DAVID P. ROWLAND.

DAVID PITMAN ROWLAND, president of the St. Louis Merchants' Exchange, and member of the mercantile house of Shryock & Rowland, was born in Richmond, Madison county, Kentucky, in the year 1832. His father, David Irvine Rowland, was a substantial, well-to-do merchant in Richmond for a period of forty years, having moved from Campbell county, Virginia, to Richmond in the year 1806. His mother's maiden name was Mahala H. Tyree, who was a Virginian by birth, and went to Richmond in the year 1818. The grandmother of David Pitman Rowland, on his father's side, was the daughter of David Irvine, one of the earliest settlers of Kentucky.

The early educational advantages of young Rowland were not such as a lad of his spirit and independence could, perhaps, have wished; for, while he did, at one period, entertain the desire of fitting himself for a professional career, he yet brought his studies to a close, at the school of his native town, at the early age of fourteen years. At this school he acquired the rudiments of a good English education, with, perhaps, a slight knowledge of the elementary branches of the classics. These, however, were but imperfectly learned; and, abandoning all thoughts of fitting himself for a professional life, he turned his attention to mercantile pursuits. Fixed in this purpose, and firmly resolved to overcome all obstacles, he entered the store of Field & Holloway, in his native town, who, at that period, conducted the largest establishment, as dealers in general merchandise, which was to be found in all that section of country. The boy clerk had not remained here long before his aptitude for commercial life became manifest to his employers. His advancement was rapid; his deportment gentlemanly; his manners affable; and he was promoted on account of his industry and integrity. It was comparatively but a short time before he had the run of a business as large and lucrative as that of any in that portion of the State. Into all his business avocations young Rowland carried a steady purpose. Blessed with perfect health and a strong, robust constitution, his energy and uprightness were marked characteristics which his



A. P. Rowland



employers were not slow to appreciate. From time to time, his compensation was increased, and being free from those habits of idleness and dissipation which many young men are addicted to, he was enabled to save, out of his earnings each year, a goodly sum with which to commence on his own account at a later period.

Young Rowland remained with Field & Holloway until November 9, 1853, when, at the age of twenty-two, he paid an accidental visit to St. Louis, arriving here November 13, 1853. Previous to coming to St. Louis, Mr. Rowland had visited, at different times, nearly all the principal cities in the country—North as well as South—but not one of all the commercial centers that he had seen in his various pleasure or business trips, made so strong an impression on his mind as a live commercial metropolis, as did St. Louis. After remaining here a few weeks, and becoming thoroughly convinced of the value and importance of the commercial relations of the city, Mr. Rowland accepted a position in the dry goods house of A. J. McCreery & Co., where he remained up to 1860. At that time, with a moderate capital of a few thousand dollars, every dollar of which he had earned, he commenced business on his own account, occupying unpretentious quarters on Locust, between Main and Second streets. His business at that time was confined almost exclusively to the leaf tobacco trade, which became large and lucrative.

In 1862, Mr. Rowland formed a partnership with Mr. W. P. Shryock, and, in addition to the leaf tobacco business, engaged in the business of pork-packing, which proved a very profitable venture.

In November 1863, Mr. Rowland was married to Miss Mattie H. Shackelford, daughter of William H. Shackelford, formerly of Paris, Kentucky.

January 1, 1864, we date the beginning of the firm—since become so distinguished in the commercial history of St. Louis—of Shryock & Rowland. The firm entered at once into a general commission business, dealing in and handling all kinds of domestic produce, with their business location at No. 210 North Commercial street. Since the formation of this firm, its history is so closely identified with the commercial progress of St. Louis up to the present time, that it is almost impossible to speak of one without referring to the other. This house may be accredited with being the pioneers in the establishment of trade relations between this city and the South, and of making these relations reciprocal; and no small share of this work is due to the great prudence, energy and foresight of Mr. David P. Rowland. Mr. Rowland had confidence in the

South—confidence in the commercial integrity of her people, which has never wavered in times of their prosperity or adversity—and no sooner had the war been brought to a close than every effort was made by this firm to restore and establish commercial relations with them. This firm saw the great benefits that would inure to them, and to the commercial prosperity of St. Louis, by securing the trade of Arkansas, and in the year 1868 there was projected, and put into successful operation, the Arkansas and White River Packet Company, comprising six boats, of which company Mr. D. P. Rowland was the vice-president. It was through this enterprise that nearly all the business of the White River country was brought to St. Louis, having thus been diverted from its old channels which had led the trade of that section formerly to Cincinnati, Louisville and New Orleans. The firm of Shryock & Rowland also projected the St. Louis and Red River Packet Company, comprising some six or seven boats. The first boat ever loaded at St. Louis direct for Shreveport, was the "Gerard B. Allen," and when others failed to join the firm in making up the cargo, they loaded her entirely themselves with a cargo of groceries and general assortment of produce, valued at upward of \$100,000. This venture was not, for reasons which it is unnecessary here to explain, a pecuniary success, but the loss sustained by the firm, through the greed of others, was not larger than they were abundantly able to stand. To undertake these enterprises required a good deal of nerve, but they were carried through by this firm when other strong merchants refused to lend to them, at the beginning, their encouragement and material support.

On the 8th of September 1864, Mr. Rowland met with a severe domestic affliction in the loss of his beloved wife, leaving him one child. In April 1866, Mr. Rowland was a second time married, his present wife being a daughter of Mr. J. A. J. Aderton, president of the Valley National Bank of this city, and by which marriage he has a lovely daughter, now eight years of age, whose name — Belle Rowland, is borne by one of the river palaces engaged in the St. Louis and Southern trade.

But it is not alone as a successful merchant that Mr. Rowland has occupied a conspicuous and useful position in the community in which he lives. While he has never sought political favor, he has filled many important and responsible offices which have been thrust upon him by popular election. His recent position as the thirteenth president of the St. Louis Merchants' Exchange was the highest mark of honor in the gift of the merchants of St. Louis—and was conferred upon

him at the annual election, on the 6th of January 1875. The presidential contest at that date was one of the most exciting that ever took place in mercantile circles in the history of Exchange elections; the largest vote the members ever brought out on any similar occasion was then polled, and Mr. Rowland was successful over one of the strongest and most popular gentlemen whom the opponents to the regular ticket could name. The occasion was the more interesting and exciting on account of the expected completion and opening of the new Chamber of Commerce: an occasion which, on account of the magnitude of the enterprise, and cost of this great commercial structure, will form a memorable epoch in the history of St. Louis. The customary serenade tendered to the new president at his residence, on the evening of the 8th of January, by the merchants of the Exchange, was one of the largest ever tendered to any former president: for, although the night was bitterly cold, fully six hundred members were in attendance. The occasion was indeed, a memorable and happy one, and the compliment was as sincere as it was hearty.

Mr. Rowland is the only president of the Merchants' Exchange who has been called upon to tender its hospitalities to a foreign potentate. When Kalakaua, King of the Sandwich Islands, visited St. Louis, in March 1875, he was received "on 'Change," and Mr. Rowland, on behalf of the merchants of the city, delivered the address of welcome.

Prior to the election of January 6, Mr. Rowland had filled the position of director of the Merchants' Exchange four years in succession; is a director in the Phoenix Insurance Company—a St. Louis institution, and one of the oldest in the city; a director, also, in the Mound City Building Association; is vice-president of the Willard Improved Barrel Company; a director in the Valley National Bank; is Past-Master and High Priest of a Chapter in the Masonic fraternity, having been admitted to that order on the night he was twenty-one years of age (which is a distinction somewhat unusual); and last, by no means least, has been, for nearly seven years past, a director in the St. Louis Provident Association, of which he has been one of the most active members, giving largely of his own means, and soliciting pecuniary aid in its support from his mercantile associates.

In this association Mr. Rowland has, from the first, taken a special interest. He has acted upon the principle that, in leaving this world nothing can be taken away, and that a good name is, after all, preferable to great riches. He values money only for the good that may be accomplished by its proper use. During his life, Mr. Rowland has, in all his

transactions, acted so as to win the confidence of all men who know him. In business life he has always been successful.

Since his election to the presidency of the Chamber of Commerce, events of one kind and another have followed each other in rapid succession, so that standing as the representative head of the commercial interests of the city, much has been required of him. It is needless to say that Mr. Rowland has discharged all his public trusts with credit to himself and satisfaction to those who conferred.

So varied and numerous have been Mr. Rowland's services to the city of his adoption, that we had almost omitted mention of the fact that he contributed largely to the establishment of the St. Louis Cotton Exchange. Through its workings, several millions of dollars have been added to the annual trade of the city.

Mr. Rowland's religious views are those of the Old School Presbyterian Church. He is a consistent member and faithful trustee of the Central Presbyterian church of this city, of which the Rev. Dr. Brank is pastor. Mr. Rowland is now in the prime of a vigorous manhood; enterprising, but not speculative; cautious, without being over-timid; strictly honorable and punctilious in the fulfillment of every obligation, and disposed to exact an equal degree of promptness and fidelity on the part of others; yet capable of the largest measure of generosity and liberality.

JUDGE HORATIO M. JONES.

IN presenting to the public sketches of the lives of our prominent citizens, the author has endeavored to choose those men who, by their superior attainments in some particular walk of life, have risen to prominence among their fellows, and whose characteristics and individuality have raised them above the ordinary run of mortals. In every branch of business it is the few and not the many who rise to eminence, and it is these few who give tone and character to our society, and shape the destiny of the communities in which they reside. More men rise to what is called eminence at the Bar, than in any other profession; the majority of our orators and great statesmen come from the forum, as it is the most genial school for the training of genius or talent; and humanity is indebted to the genial study of the law and the practice of our courts for the development of some of the greatest minds the world ever produced. Certainly no State in the West has more reason to feel proud of her Bar, than the State of Missouri. The record of her lawyers since the earliest periods of her history, is replete with the works of men who were giants in intellect, and to-day no city in the West presents a fairer array of legal luminaries than St. Louis. Prominent among those who have earned enviable reputations for themselves, and whose worth the people of St. Louis has seen fit to acknowledge by conferring on these positions of honor and trust, is Honorable HORATIO M. JONES, Judge of the Circuit Court.

HORATIO McLEAN JONES was born in Delaware county, Pennsylvania, August 23, 1826. His ancestors were Welsh, and dated their arrival in America at a very early period of the last century. His early education consisted of such instructions as were to be obtained in the private academies and common schools of the day. At the age of eighteen he entered Oberlin College, at the town of the same name in northern Ohio, where he made a full course of classics, graduating in 1849. As is the case with some of our most eminent men, he spent some time in teaching school, and finally, in December 1851, entered the Law School of Cambridge, where he graduated in 1853.

In May 1854, Judge Joes first came to St. Louis, and immediately entered upon the practice of his profession. He soon became well known and popular, and in 1856 was appointed reporter of the Supreme Court of the State, filling the onerous and responsible duties of this office to the entire satisfaction of the bench and bar, until the spring of 1861, when he was honored with receiving the appointment to the position of one of the Territorial Judges of Nevada Territory. This appointment involved no little responsibility, yet Judge Jones undertook the duties of it and filled the office until July 1863, when he resigned and resumed the practice of the law at Austin, Nevada.

But Territorial practice not proving congenial to his tastes, in the spring of 1866 he returned to St. Louis, and opened an office. Here he was well known and appreciated, for in 1870 he was elected one of the Judges of the Circuit Court. He took his seat upon the bench in St. Louis in January 1871, and has retained it ever since.

In 1851, Judge Jones was married to Miss Strong, of Livingston county, New York, by whom he has had one child, since dead.

Judge Jones should be considered more in the light of a jurist than as a lawyer; and although but few men are more thoroughly conversant with the practice of our courts, yet it is upon the bench that he rises, as it were, superior to himself. A deep student all his life, he is well informed upon the laws of the country, and is never at a loss in deciding any intricate or knotty question that may be raised in any cause before him. A man of remarkable clearness of perception, his decisions and rulings are ever characteristic of fairness and equality, and are delivered in such a clear and minute manner as to seldom fail in giving satisfaction to all parties concerned. His manner on the bench shows that he takes in the entire surroundings of a case, and during a trial never for a moment ceases to carefully guard the legal rights of contestants.

No man on the bench can so quickly decide a point at issue, or more clearly present it to the jury. While he is dignified in his bearing, yet he is easily approached, and his manner is such as to give confidence to even the most humble of citizens who may have wrongs to redress or legal rights to seek. Domestic in his habits, he is genial, social and companionable, and has an *entree* to the highest and most choice circles of society. Robust and strong in his constitution, he presents the very personification of manhood and health, which promise him many useful years yet to come.



Franklin B. Poole, M. D.

FRANK G. PORTER, M.D.

THE present work would be incomplete if it failed to make a record of the lives of those men who have risen to professional eminence in St. Louis, as well as those who, by a series of successful efforts, have gained a position in the first ranks of our citizens as bankers, merchants and business men, or who have attained great wealth, or contributed to the material advancement of the city in the purely business walks of life. No city on the continent can furnish the same long list of distinguished names, in the professions, of men who have achieved distinction as doctors, lawyers, scholars and divines, as St. Louis. Among men of this class, whose names and reputations belong peculiarly to the city, is the subject of the present sketch—DR. FRANK G. PORTER.

He is descended from a hardy, stern race of Scotch Highlanders, who were Covenanters, and suffered much for religion's sake—many of them found death at the stake, and were otherwise tortured because of their religious belief—so that the blood of martyrs courses through his veins. His grandfather on his father's side, and his great-grandfather on his mother's side, emigrated from Scotland to this country. His father was the first white male child ever born in Washington county, Pennsylvania. His mother was a native of Westmoreland county, same State. He himself was born in New Castle, Lawrence county, Pennsylvania, July 24, 1829, and is consequently at present forty-seven years old. He is the third child and second son of his parents.

From his birth, like Samuel of old, he was dedicated to the Church. His parents were Old School Presbyterians, with Covenanter characteristics, and, to carry out an old tradition of the family, that one of each generation should be dedicated to the service of God, it was intended by this worthy and piously-inclined couple that this son should be a preacher.

From his infancy up to his twelfth year, all the instruction he received was at the hands of his mother. At that age he first entered school, and was so far advanced as to be able to take up Latin, algebra, surveying, etc., from which it may be gathered that his mother lacked no opportunity of advancing the studies of her son. After one or two terms at a

classical school, he was domiciled with the Rev. Arthur B. Bradford, of Enon Valley, Pennsylvania. He became his private pupil, and at the same time attended school at the celebrated "Old Stone Academy," at Darlington, Beaver county, Pennsylvania. This institution of learning is justly distinguished for the number and character of the men who studied within its walls, numbers of whom have become distinguished in the various professions throughout the country. He remained an inmate of Rev. Mr. Bradford's house until his sixteenth year. It was under his roof he first formed the acquaintance of "Grace Greenwood." While here, in addition to his studies in Latin, Greek, and the higher mathematics, he read Church history and elementary works on theology, all of which was preparatory to his entering upon the great mission in life for which his parents intended him—the Church.

From childhood, his great desire in life was to be a physician, and as he advanced in years, this desire took the form of an ambition, and formed a part of his youthful aspirations. His mother was an invalid, and from his childhood he was her nurse, which, doubtless, had something to do in forming this great desire in the heart of her son. When but ten years old, he was present at the amputation of the leg, and after the operation had been performed, he took the amputated limb and carefully examined it, and besought the surgeon to permit him to keep it. This all-absorbing desire to become a physician was so strong, and manifested itself in so many ways, that his playmates invariably called him "Doctor." When he was but twelve years old, he adjusted the fractured thigh of a companion who had met with an accident. Medical assistance had been summoned, but before the doctor arrived he had obtained permission, and succeeded in adjusting the fracture and placing it in a "box splint." When the doctor arrived, and examined it, he stated that it was well done, and let it alone. The boy made a perfect recovery, without shortening or other deformity.

The desire to be a doctor strengthened with his increasing years, and so great a hold had it upon the mind of the young student, that when he was sixteen years old, he had fully determined to study medicine instead of theology, as was his father's desire. Having arrived at this conclusion, he wrote his determination to his father, asking his concurrence in his resolution. To this his father, who was a man of great firmness, objected, and refused under any circumstances to listen to, or second, his son's aspirations. The result was, he was disinherited and sent adrift on the world with a "Mexican dollar" as the foundation of a fortune.

Grieved to the soul at this harsh treatment from his father, but not discouraged, the disinherited young man sat down and mapped out his future intentions, and put upon paper just how much he intended to do in a certain time. But money he must have to gain the object of his ambition, and to enable him to pursue his studies. To obtain this, he determined to teach, and accordingly obtained a school—teaching and studying in the winter, and devoting all his energies during summer to study. After teaching one or two terms in the North, he went South, and taught an academy at Belmont, Mississippi, and also at Florence, Alabama. During his residence in the South, his high spirit and keen sense of honor, on more than one occasion led him into encounters under the "code," which might have ended fatally. He fought two duels, in each of which he wounded his antagonist, and acted as second in four other affairs of this nature. His life during these years seems to have been a series of adventures, all of which go to prove the indomitable energy of the young man, and the high and manly sense of honor which animated him. At one time, in Louisiana, his money became exhausted, and not having enough to pay for his night's lodging, and being too proud to beg, he climbed a tree and made a booth of its branches, and slept there in order to protect himself against the attacks of prowling wild beasts.

Before he was nineteen he returned to Pennsylvania, and commenced the study of medicine regularly, with Dr. D. B. Packard and Dr. John T. Ray, at Greenville, Pennsylvania. He taught and studied as before, remaining there about a year, struggling against that hardest of all fates—an empty purse, and making every honorable endeavor to complete his professional studies.

But the wheel of fortune was about to make a turn in his favor; his long-continued efforts were at last to be rewarded. About this time an old gentleman of means, who took a great interest in his welfare, offered to furnish him money at six per cent., taking his personal note for the same, in order to enable him to complete his course and graduate. His kind offer was accepted, and young Porter went to Cleveland, Ohio, and became the pupil of Dr. Horace A. Ackley, one of the most celebrated surgeons of the day. Here he remained until the spring of 1851, when he graduated at the Cleveland Medical College. After receiving his diploma, and following the advice of Prof. Ackley, he located at Conneautville, Pennsylvania. He was so young that he was called the "Boy Doctor." For the first few months he did little or nothing in his new home, but he was far from despairing. He knew that the day

would come when all his labors, all his trials and anxieties would be rewarded, and he would reap the golden harvest which is in store for such as deserve it.

A little circumstance occurred about this time which promised, and in fact secured for him, some local reputation. The wife of the editor of the local paper drove out one afternoon for an airing, as was her wont; her horse became unmanageable and ran away. The carriage was wrecked, and she received an upward and backward dislocation of the hip joint. Four of the physicians of the place were called in, but failed to reduce the dislocation. Dr. Porter was sent for—gave the patient chloroform, which was then a new remedy, reduced the luxation, and received unbounded praise through the editor's paper for the manner in which he treated his wife.

About this time, the typhoid fever became epidemic in that section of the State; more than half the cases attacked, died. Dr. Porter was not called to see any of them until the night of December 20, 1851. A party came from about four miles distance in the country, in quest of a physician. They called on all the doctors in town, but all refused to go. The night was stormy, with about four inches of snow on the ground and more coming down; as a last resort, they called upon the "Boy Doctor." He went, treated the case, and treated it successfully. It recovered, and more came, and by the first of April of the next spring he had treated sixty-one cases of typhoid fever, all of whom got well. From that time on, as long as he resided in that place he had all he could attend to in a professional way.

In the fall of 1851, Dr. Porter married Miss Mattie M. Townsend, of Troy, New York, a graduate of Mrs. Willard's celebrated Ladies' Seminary. Miss Townsend was a lady of high culture, and unsurpassed in moral worth and excellence. She was all that a woman or wife should be.

In the spring of 1854, he began to look up another location for the practice of his profession. He determined to settle in the South or West. He visited Chicago, and all the large towns of Illinois and Iowa, and finally resolved to pitch his tent in St. Louis. He did not fail to see the many advantages this city, above all others, held out to the young professional man of ability and perseverance. In May 1854, he arrived in St. Louis with seventy-five dollars in his purse, a stranger, without friends; his individuality lost, but not his energy. The prospect, to say the least, was not at all flattering. He was again forced to borrow money to live on; the first year he was in St. Louis he did not earn

enough to pay office rent, and that was but eight dollars per month. The troubles in Kansas were then at their height, and party feeling was very strong. The fact of his being from the North doubtless operated against him, under the then existing circumstances, especially as he took the Free-soil side of the question. He first became acquainted with General F. P. Blair during the great riot of August 1854, and assisted in quelling that riot.

From 1854 to 1860 he applied himself assiduously to the practice of his profession in St. Louis, and his labors were well rewarded. He soon found himself in the midst of a large and daily-increasing practice, from the best circles of society. He became a member of the St. Louis Medical Society, the Missouri State Medical Association, and the American Medical Association. He has held the distinguished positions of vice-president and president of the St. Louis Medical Society, positions which he filled to the entire satisfaction of his professional brethren.

Early in 1861, he joined the Union army as Brigade-Surgeon. He remained in the army until the last days of 1865. He was with Generals Totten, Schofield, Herron, Fisk and Grant. He participated in thirteen hard-fought battles; quite a number of minor engagements; was "bush-whacked" three times, and captured once. At the battle of Prairie Grove, Arkansas, single-handed and alone he turned back two six-gun batteries that were in full retreat, and thus saved the day for the Union. One of his most noted transactions during the war, was the planning and constructing of the most extensive field hospital of the civil war, at Hamburg, Tennessee, after the battle of Pittsburg Landing. *Harper's Weekly* reproduced it, and the New York *Herald* and *Tribune* noticed it in the highest terms of praise. The farthest east he was during the war, was Fort Donelson, Tennessee; south, New Orleans; west, Fort Gibson, Indian Territory; and north, Fort Laramie.

In the summer of 1865 he was ordered to Fort Leavenworth, Kansas, as his headquarters, where he remained until the last days of the same year, when he was mustered out of the service, carrying with him a commission from the Governor of Missouri, and three from the President of the United States: the first, that of Assistant-Surgeon; the second, that of full Surgeon, and the third, that of Lieutenant-Colonel by brevet.

During the war, for a period of nine months, he had charge of the United States Marine Hospital in St. Louis, and aside from this he always held the position of Medical Director while in the army, his

appointment being that of General Staff Surgeon, United States Volunteers. Upon his leaving the service, he returned to St. Louis and resumed his profession.

Upon resuming his practice here, the Government, as a recognition of the valuable services he rendered in his professional capacity during the war, immediately appointed Dr. Porter, unsolicited on his part, an "Examiner of Pensions," which position he still holds, and is president of the Board ordered by the Government for that purpose. In 1868 he was appointed medical examiner for the Mutual Life Insurance Company of New York, and its medical referee for six States and two Territories. He is also medical examiner for the Travelers' Life and Accident Insurance Company of Hartford, Connecticut: also the Penn Mutual Life Insurance Company of Philadelphia. During Mayor Cole's term of office he was appointed a member of the Board of Health, and was instrumental in inaugurating many reforms in the sanitary condition of the city.

Dr. Porter is now in the full vigor and strength of manhood, with all his faculties unimpaired. His whole life, nearly twenty-two years of which he has passed in the city, has been directed to the study and practice of his profession, from which he now draws an annual income of about ten thousand dollars. His wife died Christmas day, 1872, leaving two children, boys.

Dr. Porter is a man of great sagacity, quick perceptions, sound judgment, noble impulses and remarkable force and determination of character. Honorable in every relation of life, and of unblemished reputation, he commands the respect and confidence of all who know him. It is unnecessary to say that as a physician he is held in the highest estimation by his fellow-citizens. The record of his daily life is filled with evidences of this fact. As he has devoted his life to a noble profession, so is he now crowned with its choicest rewards. In all professions, but more especially the medical, there are exalted heights to which genius itself dares scarcely soar, and which can only be gained after long years of patient, arduous and unremitting toil, inflexible and unflinching courage. To this proud eminence, we may safely say Dr. Porter has risen, and in this statement, we feel confident we will be sustained by the universal opinion of his professional brethren, the best standard of judgment in such cases.

ROBERT MORRIS STEWART.

ROBERT MORRIS STEWART was born at Truxton, Cortland county, New York, on the 12th of March 1815. From the age of seventeen till twenty-one he taught school part of each year, devoting the remainder of his time to preparing himself for the practice of the law, and was admitted to the bar when at the age of twenty-one. In the spring of 1837 he went to Louisville, Kentucky, and engaged in the practice of his profession, in partnership of one Thomas; but suffering from sickness most of the summer of that year, he removed to his home in New York, where he remained during the fall and winter, returning to Louisville in the spring of 1838. During that summer, in addition to the practice of the law, he engaged with James Birney Marshall in the publication of a newspaper.

In 1839 Governor Stewart moved to Buchanan county, Missouri, and located at what was then known as Bloomington (now DeKalb), where he entered a claim. Here he remained until 1845, during which time he continued the practice of his profession; at the same time taking an active part in every movement to advance the prosperity of the country. He then removed to St. Joseph, and was a partner of Judge Solomon Leonard, and afterward of Lawrence Archer in the practice of the law; and shortly afterward, was elected a delegate from the Senatorial District to the Constitutional Convention, over Jesse B. Thompson, one of the ablest men in the county. In the proceedings of that body, his eminent talents and excellent judgment gave him a prominent position. In 1846 he was elected to the State Senate, over Mr. Thompson, and continued to hold the office until 1857, when he was elected Governor of Missouri, to fill a vacancy occasioned by the selection of Governor Trusten Polk to the United States Senate. The duties of the latter office he discharged with ability for three years: the strong, clear and concise arguments which characterized his vetoes were such, that the General Assembly never passed a bill over his veto message. In 1847 Governor Stewart raised a company for the "Oregon Battalion" for service in the Mexican war, and was elected as its captain over Colonel

Samuel Hall. He went with the battalion as far as Fort Kearney, but was compelled to return on account of ill-health. For two years thereafter he suffered from severe illness, but continued to discharge his duties as State Senator; at the sessions of the Senate he was conveyed from St. Joseph to Jefferson City, a distance of two hundred and fifty miles, in a carriage in which a bed was placed, and when there, had to be carried into the Senate chamber, being deprived wholly of the use of his limbs.

Almost immediately after his election to the Senate, he was appointed chairman of the Committee on Internal Improvements, a position he continued to occupy so long as he remained a member of that body. He devoted his energies particularly to the railroad interests, and was the first to inaugurate the grand system of public improvements which has contributed so much to the welfare and prosperity of the State.

In 1848, Governor Stewart was appointed Registrar of the Land Office at Savannah, in Andrew county, Missouri; but shortly afterward resigned the position for the purpose of engaging in the preliminary survey of the Hannibal & St. Joseph railroad, a task which he completed at his own expense, directing the survey, during which time he was obliged to go about on crutches. Though meeting with many obstacles, and the proposed construction of the road discouraged by many prominent citizens of Northwest Missouri, (one of whom afterward became the chief champion and legal adviser of the railroad company,) his indomitable energy overcame all. Shortly after completing the preliminary survey, Governor Stewart went to Washington, and succeeded in obtaining a land grant to the Hannibal & St. Joseph railroad to aid in its construction. Thus it was owing to his exertions that this road was finally built, of which he was for many years the president.

In later years, following "the Star of Empire," with visions of greatness in that direction, and counting the profits to his own city, he was the projector of the St. Joseph & Denver City railroad, now the great through line of travel to the Pacific coast. Afterward, he projected the St. Louis & St. Joseph railroad (now the St. Louis, Kansas City & Northern railroad), and also was principal in organizing the St. Louis, St. Joseph & Nebraska railroad (now the Atchison & Nebraska), accompanying the surveying party to Lincoln, Nebraska; and afterward went to Lincoln during the session of the Legislature and obtained a land grant to aid the road in its construction. He was the author of the famous "Omnibus Bill," under which the railroad system of Missouri was projected and built up. In short, every measure looking to the improve-

ment and development of the resources of his State, received his hearty support as citizen, Senator or Executive.

After his official term as Governor, he returned to St. Joseph, and edited, for some years, with marked ability, the *St. Joseph Journal*, till his health failed him. This journal did much to advance the interests of the West and to mold the political opinions of its citizens.

In 1861 he was elected member of the convention called to consider the question of secession, in which body he took strong and staunch grounds in favor of retaining the State in the Union, which position he maintained with unswerving fidelity, giving support to the cause of the Union and encouragement to the Union men of Missouri in her darkest days of the civil war. In 1863 he received a commission to raise a brigade to assist in putting down the rebellion. By his energy he succeeded in enlisting several hundred men. The number enlisted were afterwards consolidated with other brigades. His last appearance in political life was in 1862, when he announced his name as a candidate for Congress, in his district, but withdrew from the race shortly after the announcement.

Governor Stewart was a man of the highest order of intellect, which was controlled by conscientiousness in all its movements and reasonings. His political prospects were by no means limited to his own State. It was within his grasp to have not only made his influence more powerful in Missouri, but felt throughout the Union. In a national point of view, his unrelenting hostility to Colonel Thomas H. Benton, effecting his defeat for the Senate, and his decided stand against secession, when the great contest seemed to hinge upon the action of Missouri, were the most important passages in his history.

Governor Stewart never married. But, Richelieu-like, he married Missouri and cherished his favorite city, St. Joseph. In private life he was affable, and almost effeminate in his charities and sympathies—mourning with those who mourn, and rejoicing with those who rejoice. His opportunities for the accumulation of a large fortune were very great, yet he died a poor man, owing to his charities and the expenditures of his private fortune toward the building of public improvements. He lived not for himself, but for the people; and stands among those who, at their death, left the world the better for their having lived in it. He died in St. Joseph, September 21, 1871.

The announcement of his death cast a gloom over the community in which he had lived so long, and marks of respect were shown in every quarter and department of the State. Upon the news of his death,

Honorable John Severance, then the Mayor of St. Joseph, issued the following proclamation :

Ex-Governor Stewart is dead! For thirty years Robert M. Stewart has been a prominent man in Missouri. To him, as much as to any man, are the people of this State indebted for their material prosperity. The good that men do lives after them. The official acts of Governor Stewart attest his ability and integrity, and will live after him as long as Missouri has a history. All sections of our State have been benefited by the wise statesmanship of the deceased, and his memory will be cherished by thousands who have no personal knowledge of him. Our own city is indebted to Governor Stewart for much of its present prosperity. The best efforts of his life were devoted to our advancement. It is proper that St. Joseph, so long his home, should pay the last tribute of respect to his memory. The citizens of St. Joseph and Buchanan county who have known Governor Stewart will need no invitation to be present at the last services that can be rendered him, and I trust that all the official representatives of the city and county will show their appreciation of the deceased by attending his funeral services.

The funeral services took place at the residence of Judge Wm. M. Carter, whose wife, Mrs. Anna Carter, is a niece of the deceased. A large cortege, comprising all classes of every standing in society, followed sorrowfully the remains to the grave in Mount Mora Cemetery, where now rests all that is mortal of one of Missouri's brightest sons, mourned and loved by all.



Western Engraving Company of St. Louis

J. W. Lewis

DR. JAMES H. M'LEAN.

AMONG the men whose foresight in business matters contributed largely to gain for St. Louis her present metropolitan position, is the gentleman whose name heads this sketch. But few of our citizens now living have borne a more important part in the great changes which have secured for our city her present commercial and manufacturing prominence; and but few have kept more equal pace with her extraordinary progress than DR. JAMES H. MCLEAN. Far beyond the confines of the city and State of his home, he is known and honored as a benefactor of his race. The path chosen by him was one in which success is singularly difficult, though dazzlingly rich when once secured.

He was born in Ayrshire, Scotland, August 13, 1829, and when an infant of a few months of age, was brought by his parents to America. His father, a man of energy and skill, had received the appointment of geologist and superintendent of the "Albion Mining Company," then controlling valuable lands in Nova Scotia, and he emigrated to that province to direct operations.

As the time came when the boy was to map out his plans for the battle of life, his father, with extreme caution, favored the idea of buying him a small farm and so settling him for life. This, for various reasons, was repugnant to the youth of thirteen. He felt a strong desire for medical pursuits—for which he was eminently fitted—and daily contact with the physician of the Mining Company, who took an unusual interest in him, imbued him with the desire to make the practice of medicine his vocation. His father, seeing that his determination was fixed, furnished him with two hundred dollars with which he set out for Philadelphia, thinking there to fully qualify himself for the profession of his choice. Taking passage for New York in a sailing vessel, his boyish imagination was inflamed by his taste of sea life, and he made a trip with the captain to Bermuda. He afterward returned to Boston with unsettled views, yet it is noticeable that he revived his original plan and proceeded to Philadelphia.

Coming to St. Louis, he engaged with a druggist, and took one course

of lectures in the University of Pennsylvania. He afterward became a clerk for a large coal company at Minerville. This, however, he abandoned in 1849 and returned to the city.

It was a season of business depression and stagnation, owing to the cholera epidemic which was then devastating the city. On the day of his arrival, he bought a lot of land and resold it the same day at an advance of fifty dollars.

That he should have had such confidence in his own judgment and acted upon it so promptly is in itself a remarkable circumstance, and one that furnishes the key to his subsequent success. The next day, he entered into an arrangement with Doctor Bragg, and immediately gave to the world the celebrated Mexican Mustang Liniment. After a year the partnership was dissolved, and Dr. McLean went to New Orleans. On his arrival there he learned that there was but one small lot of turpentine in the market. This he immediately purchased, and disposed of it at a large advance. The banker with whom he deposited his money, having noted the readiness with which he acted in unforeseen emergencies, recommended him to the managers of the Lopez Cuban Expedition, as eminently fit to provide its supplies. The well-known disaster which overwhelmed that remarkable effort, left Mr. McLean with three large cargoes of provisions on hand and a prospect of being financially engulfed. Through the assistance of business friends, he was enabled to buy up enough of the provisions to control the market, and then to dispose of the whole more advantageously than he could otherwise have done.

Returning to St. Louis, he put upon the market "Dr. McLean's Volcanic Liniment," when a long controversy sprang up between his old partner and himself. This warfare was carried on with much bitterness on both sides, but with indomitable energy on the part of McLean, who at last had the satisfaction of holding an undisputed field. Meanwhile he had perfected his professional education in the St. Louis Medical College. From that time he unwaveringly devoted himself to the introduction of his medical preparations.

The magnitude of his business may be partially conceived when it is stated that he is publishing annually nine million almanacs, in eight different languages; a monthly paper, *The Spirit of the Age*, with an edition of one hundred and thirty thousand; and a Floral book, of which are issued nine million annually.

From fifteen to twenty men with wagons are kept continually on the road, and a few travelers are engaged moving from point to point by rail,

superintending their operations and looking after other interests requiring attention. A small steam propeller, for service on the Mississippi river and the bayous of the South, is a little gem of a steamer, which does effective service in the distribution of the remedies.

During the period that covers his identification with St. Louis—now more than a fourth of a century—he has been an able advocate of every deserving public measure that has engaged his attention, and has probably done as much as any other man to bring trade to St. Louis and contribute to her welfare. As a regular physician, he has devoted his talents to the preparation of remedies, suitable for the use of the millions who could not readily command medical assistance at their homes, under all circumstances, and won fortune, and the gratitude of the people, in a field more fruitful of failures than of successes. His business now extending over the whole of North America, and even into Europe, is only the result of a hard contest in which it has been necessary for him to be ever alert and continually at work.

He has erected upon his property in various localities some of the finest structures of which our city can boast, and is in that respect one of our leaders of progress. Churches and educational improvements find him a steady defender and a warm supporter. At once an outgrowth of Western strength and opportunity, and a representative of its spirit, he has reaped honor in his home, and reflected his character upon it in the most enduring manner.

GENERAL J. S. CAVENDER.

NEW HAMPSHIRE has contributed largely to the population of the West during the past thirty or forty years, and many of her sons have made their homes in St. Louis. Nearly all of them have taken prominent positions in society, and may be found to day among the successful merchants, leading lawyers, useful clergymen and teachers, and in various other honorable walks of life. They are distinguished alike for their active brains, indomitable wills, and strong muscular development.

A fair specimen of the best of the human products of the Granite State is our well-known and distinguished citizen, General JOHN S. CAVENDER. And yet, he has been so long in the West, and has become so thoroughly identified with Western interests, that in habits, modes of action, plans and purposes of life, he has but little in common with the New Englander of the present day, except love and devotion to the interests of an undivided country.

JOHN SMITH CAVENDER was born in Franklin, New Hampshire, March 11, 1824. If there is any value to be attached to the place of one's birth, then Franklin was a good place to be born in, for it was there that Daniel and Ezekiel Webster made their first appearance upon the stage of life; and several others who have distinguished themselves in literature, law and politics, drew their first breath in the same old town, or in that portion of it now called Salisbury.

The Cavenders were highly respectable people, and were prominently identified with the early history of the country. General Cavender's grandfather was of Irish blood. He became a soldier in the Revolutionary war, and bore an honorable part during the whole period of that memorable struggle. His son, John Cavender, in early life followed the business of manufacturing cotton goods, but afterward became a merchant. His wife, the mother of John S. Cavender, was of Scotch-English descent, and in this instance, as in others where Irish, Scotch and English blood is combined, we see the strongest and best development of American character.

When young Cavender was about twelve years of age, his father removed to St. Louis with his family, and engaged in the grocery business. He had a successful business career, and retired in 1850. John was sent to the district schools in his native town before coming West, and made good progress in the English branches.

As the schools in St. Louis, however, at that time, were not very thorough, it was thought best to send him back to New Hampshire for an education. In 1840 he entered that excellent institution, Phillips Academy, at Exeter, and fitted for a college course. He could have entered the junior class in college, but his desire to engage in active mercantile pursuits, was so strong, the regular course was abandoned and he concluded his studies with a year in the mercantile class and law school at Cambridge, Massachusetts.

About one year after leaving Cambridge, Mr. Cavender returned to St. Louis and engaged in the fur and hide business, which he followed for three years. During this time, he traveled through the country extensively, making purchases and forming business acquaintances. In 1848, he bought out the shoe manufactory and boot and shoe house of John C. Abbot, which he conducted for ten years with great success. Having accumulated a handsome fortune he retired from business, selling his interest to good advantage.

Although attending closely to business, Mr. Cavender took a deep interest in political matters, and sympathized with the Free-soil movement which had commenced under the direction of Blair, Gratz Brown and others. He was also fond of the military drill, and became an active member of one of the companies of National Guards.

In 1860, when the Republicans or Free-soilers were looking about for suitable men to represent the county of St. Louis in the Legislature, Mr. Cavender was selected for a place on the ticket, and was elected by a good majority.

In the autumn of 1860, complaints having been made that Colonel Montgomery, of Kansas, was contemplating a raid into Missouri, and that either he or some of his band had actually invaded Missouri soil and stolen property, Governor R. M. Stewart called out a brigade of militia, under General D. M. Frost, to go to the border counties of the Southwest and endeavor to capture the invaders. Mr. Cavender went with the expedition as Adjutant of the National Guards, and performed his duty with great satisfaction; but no enemy was found, and the "boys" had no opportunity to display their fighting qualities. After a campaign of sixty days, the brigade returned, and in a few days Mr. Cavender left

St. Louis for Jefferson City to take his seat as a member of the General Assembly.

The Legislature met on the 31st of December 1860, effected a temporary organization, and adjourned to the 2d of January. On that day the House elected permanent officers, all of the secession stripe. The little delegation of Republicans from St. Louis county were looked upon with contempt by the lordly slaveocrats who constituted the majority, and but few privileges were voluntarily accorded them. Such men as Cavender, Stevenson, Owens of Franklin, and a few others, however, refused to be put down with frowns and sneers, and on several occasions compelled their opponents to give them a hearing. The session was a stormy one, and foreboded more evil to Union men with each succeeding day. Stewart, the loyal Democratic Governor, retired with a patriotic message to the Legislature and people. Jackson, the secessionist, came into power, and inflamed his party and the public to a high degree by a carefully-worded but treasonable inaugural address.

The war, so far as Missouri was concerned, then commenced in earnest in the legislative halls. Mr. Cavender took a firm position on the side of the Union, and maintained it boldly during the session.

With the breaking up of the Assembly at Jefferson came the military preparation, and all the excitements of the opening civil war. Mr. Cavender returned to St. Louis, and began at once to raise recruits for the first company of the First Regiment of Missouri Volunteers. He was elected Captain, and, under Blair as Colonel, entered the service in defense of the Union.

The First regiment volunteered for three months, and as soon as recruited went to Jefferson Barracks for drill and discipline. On the morning of the day Camp Jackson was taken, the regiment was ordered to join the other troops of Lyon's command, and, proceeding to the Arsenal, was assigned a leading position in the little army which so successfully assailed the suspicious encampment. After the State troops had surrendered, and while they were being marched out under guard, the Union soldiers were fired upon by some secessionists in the crowd, and in defense, as they supposed, the soldiers fired back at their assailants, killing and wounding several innocent persons. Captain Cavender seeing the mischief that was being caused by the raw troops, ordered the firing to cease at once, and thereby prevented the loss of other lives.

The troops under Lyon were, soon after the Camp Jackson affair, organized into an expedition to put down rebellion in the counties

bordering on the Missouri river. Cavender's company was among the forces, and proceeded up the river on steamboats for Jefferson City and Boonville.

The history of this expedition is well known. Marching south, the army under Lyon routed whatever Confederates they found in the way, until it reached Springfield. The enemy were known to be advancing south of Springfield, and Lyon feared his little army would not be strong enough to meet them. He accordingly sent Captain Cavender to St. Louis with letters to General Fremont, asking for reinforcements to the extent of two or three regiments with supplies. General Fremont promised Captain Cavender that the regiments should be sent, and that a paymaster should also go to Springfield and pay off the three months' men, who had agreed, although their time had expired, to remain until the expected fight. The reinforcements did not go forward, and the paymaster was not sent. The fight, however, came off at Wilson's Creek, as is well known, resulting in the death of the brave Lyon. Captain Cavender had returned to his command, and was in time to participate in that sanguinary conflict. He was severely wounded, receiving three bullets in his body, and being left for dead upon the field. For a time he was in the hands of the enemy as a prisoner, but General Schofield afterward sent an ambulance and had him conveyed to the hospital.

On his recovery, Cavender was promoted to the rank of Major. The regiment was changed from infantry to artillery, and Major Cavender was placed in command of three batteries. While thus reorganizing and getting ready for further service, Major Cavender was stationed at Jefferson Barracks, but in the early spring of 1862 he was ordered to join the army operating against Forts Donelson and Henry.

At the taking of Fort Donelson, Cavender's batteries took a prominent part, and performed effective service in driving the enemy out of their works. The victorious troops pushed forward to Pittsburg Landing, or Shiloh, where another great battle was fought. Major Cavender had command of six batteries on this occasion, being assigned to General W. F. Smith's Division. On the evening of the first day of the battle, Cavender organized all the batteries in one, making a terrific onslaught upon the enemy. His gallant conduct on this occasion won the praise of all, and it was undoubtedly owing to his skill and bravery that the army was saved from utter defeat.

Major Cavender was a participator in the fight at Corinth, and then, obtaining leave of absence, he came home with authority to raise the

Twenty-ninth Regiment of Infantry, for Blair's Brigade. In a short time he had the regiment recruited to the maximum number, and was placed in command as Colonel.

With this regiment Colonel Cavender went to Vicksburg. He subsequently was in the desperate engagement at Chickasaw Bayou, where two-thirds of his men were killed. He also took Arkansas Post and held it until reinforced. Shortly after this, learning of the death of his father, he returned to his home in St. Louis, and finding that the business of his father's estate required his attention, he resigned his commission. In the meantime he had been promoted to the rank of Brigadier-General by brevet, on account of services rendered at Donelson, Shiloh, Chickasaw Bayou, etc.

General Cavender's time was fully taken up with his business interests until 1866-7, when he consented to be a public servant again, and was elected to the State Senate from the Thirty-third Senatorial District, for four years.

In the State Senate as in other positions which he had held, General Cavender became prominent. He was a member of various committees and took an active part in restoring the State credit, promoting her educational interests, and in developing her resources.

General Cavender has taken a warm interest in political matters, and has always maintained a consistent position in the Republican party. He has been a member of all the State Conventions, and is at present a member of the State Republican Committee. For some years he was one of the board of managers for Homes for Disabled Soldiers, and at one time was also commander of the "Grand Army of the Republic."

General Cavender was married in 1854 to Miss L. W. Rogers, of Massachusetts. Four intelligent and healthy boys have been born to them, who bid fair to keep up the family name and honor. Though bearing a few gray hairs, General Cavender may be still considered in the vigor of manhood. He is tall, erect and muscular, and could do good service yet for his country if more fighting should be required.

THOMAS KENNARD, M.D.

AMONG the eminent medical men of St. Louis, few are better or more favorably known than the president of the St. Louis Medical Society—DR. THOMAS KENNARD.

He is the eldest son of Dr. Thomas C. Kennard and Jane E. Kennard, who, though well advanced in years, are still, at this writing, in the enjoyment of good health and all the comforts of life, at their old homestead, Elmwood, Kent county, Maryland, where they have lived nearly fifty years, and where his mother was born. The subject of this sketch was the fourth child and eldest son, and was born June 1, 1834. His ancestors were the Fells, the Bonds, and the Hansons—all distinguished names in the history of Maryland. His father was for many years the most popular and successful physician in his county, and realized enough from his practice to retire from the arduous duties of professional life nearly a quarter of a century ago, and since then has devoted his time to the pursuit of agriculture and the management of his valuable farms. He was not only a pioneer, but an enthusiastic advocate, of scientific farming, and is recognized by everyone to have no superior among the agriculturists of Maryland. He is a man of wonderful natural mental vigor and good education, and his ability and worth are admitted by all who know him.

His son, of whom we write, is of the same temperament, and is possessed of many of the characteristics of his father. In his infancy and childhood he was surrounded by all the comforts and pleasures that wealth and position could afford, and through the happy influence of his parents' teaching and example, he reached maturity free from all the vices usually incident to such surroundings. Like his father, he was devotedly attached to country life. Until sixteen years of age he attended an excellent school, in the vicinity of his home, and which was mainly supported by his father. Here he not only acquired a thorough elementary English education, but also became quite proficient in the classics, and was so far advanced in Latin and Greek, that he was enabled to graduate with distinction at St. Timothy's Hall, a military college near

Baltimore, two years afterward. When only eighteen he matriculated at the University of Virginia, and in two years more was graduated in five departments of that renowned institution. His third year at that institution was devoted to the study of medicine, during which time he became thoroughly grounded in the theoretical part of his profession. In the fall of 1855, he went to New York City, where he continued to prosecute his medical studies, at the University Medical College, then the largest and most flourishing medical school in the metropolis.

In the spring of 1856, shortly after his graduation, he accepted the appointment of house surgeon and physician to the Jews' Hospital, which place, after some months of service, he resigned to accept a similar position in the great venereal hospital on Blackwell's Island, where he remained until declining health admonished him to abandon the hospitals altogether. Returning to his home in Maryland, he practiced his profession one year, but seeing that the field was too circumscribed in the country for one to gain more than a local reputation, he decided to remove West, and came to St. Louis in January 1858, and at once commenced the practice of his profession. Soon after arriving here, being anxious to see something of the Western wilds and of savage life, he accepted the appointment of surgeon to one of the American Fur Company's steamers, which reached a higher point on the Missouri river than any boat had previously ventured. A graphic description of this trip, written by the Doctor, was published in the *Missouri Republican* and the *Democrat*, on his return to St. Louis.

In 1859, Dr. Kennard, in conjunction with two medical friends, established the St. Louis Dispensary, which was supported by voluntary contributions of benevolent people, and which met with such unprecedented success that, had it been continued to the present time, it would have become a mammoth institution. Circumstances connected with the outbreak of the war, however, induced the Doctor to close its doors; and although its continuance would have contributed vastly to his reputation and personal aggrandizement, he has never endeavored to resuscitate it, because he became convinced that it was almost impossible to obviate the imposition which would be practiced upon such a charity by unworthy applicants for relief. Ever willing and glad to do his full share of charity practice, he still knew full well that promiscuous, gratuitous treatment of the poor was not charity, but an imposition—wrong, and injurious to all the parties concerned, and a direct disadvantage to his professional brethren. He therefore, as a matter of principle, sacrificed self-interest to the public welfare, and ever since has strenuously endeavored to con-

vince his professional brethren and the city authorities how necessary it is to carefully guard the access to all eleemosynary institutions, lest, in our efforts to do charity, we encourage pauperism and countenance impostors: for two-thirds of mankind will live upon the labor of the other third, if allowed to do so. His judgment in this particular has been fully confirmed by the unprecedented growth of a city institution of the kind, which, within the last decade, has become such an outrageous imposition upon the public, and a swindle upon the medical profession and tax-payers of St. Louis, and of which result we were duly warned by a scathing report of the Doctor, made upon the same institution to the St. Louis Medical Society some six years ago, and at the time unanimously adopted by that body. He has always vehemently opposed "humbuggery" of all kinds, and more especially in the form which has been tolerated within the ranks of the profession, as a means of advertising the pretensions of ignorant men.

Entertaining a high estimate of the requirements of a good physician, he has always strenuously opposed the multiplication of medical schools and the consequent cheapening of medical education; and by his vehement denunciation of what he terms the mutual-admiration and advertising schemes, has made enemies among the cheap medical professors. He has several times been offered professorships which, from principle, he declined to accept.

Dr. Kennard is a highly intellectual man, of quick perceptions and sharp discrimination, of great eloquence, and always speaking to the point. His being possessed of a thorough classical and medical education in combination with his innate talents, explains also why he is a very successful practitioner. He loves science for science's sake; is a hard student, and is enthusiastic in his efforts to cultivate and elevate the standard of the medical profession. He has written a large number of scientific articles which have appeared in the standard periodicals of the day, which, as well as his numerous publications stored up in the records of the St. Louis Medical Society, is ample proof of his superior rank in the profession. He is also a public-spirited man, and has, by word and deed, done much for the benefit of our city, particularly in regard to public hygiene and general sanitary measures. He is a high-toned gentleman and a man of firm and fixed principles—a man in the full sense of the word. But he is also fearless in all his actions, following closely the dictations of his conscience, regardless of all consequences, even those sometimes injurious to his own interests. In this respect he is a rare exception to the multitude of men. He hates all kinds of *isms* and cliques, and stands often alone as an uncompromising character. He

has a fine sense of duty, right and justice, and would never tolerate a wrong to be done to any one if he could help it. Intrepidity, integrity, candor and honesty are the chief attributes of his character. He is a true and faithful friend to those who deserve friendship. From all this it becomes patent that, in our hypocritical times he must have enemies. And he has them. This, however, is rather an honor than a damage. But on the other hand he is duly appreciated and highly esteemed by all good men who know him, in and out of his profession.

He is one of the consulting physicians to the City Hospital; to the Female Hospital, and to the City Dispensary; is a member of the American Medical Association, the Missouri State Medical Association, the St. Louis Academy of Science, and the St. Louis Medical Society, and has filled every office in the last mentioned, and been one of its most active members ever since he came to our city. He has also filled almost every office in the State Association. His contributions to medical literature have been extensively copied in the medical journals of the day.

Among the many articles that he has written, we may mention his essays upon epidemic cholera, diphtheria, variola and vaccination, medical experts, sunstroke, the mutual relations between druggists and physicians, several papers upon venereal disease, and one upon medicine among the North American Indians: their superstitious ideas concerning it, their horrible mode of making doctors, their practice of necromancy, together with an account of the diseases prevalent among them, and their mode of treatment.

He was also an enthusiastic advocate for the rigid enforcement of the social evil law in St. Louis, and, regardless of all personal consequences and the injury that it did his private practice, he continued to be uncompromisingly in favor of it until it was finally repealed. From the terrible condition of affairs here since the repeal of the law, the Doctor is fully convinced of the correctness and justice of the position he then assumed, and knows that there is no other feasible plan of controlling this monster evil.

In 1860, he married Miss Edmonia Cates, the daughter of Judge Owen G. Cates, an eminent lawyer and a distinguished public man in Kentucky, and for several years Attorney-General of that State. By this marriage he has two children—a boy and a girl.

Long may he live yet, an ornament to the medical profession and to our community, and not relax his noble efforts, by which he has hitherto earned the epithet—"every inch a man."



Western Engraving Company of St. Louis

*Yours truly,
J. F. Cummings*

JOHN K. CUMMINGS.

IT may be truly said that one of the great industries of St. Louis owes its foundation and subsequent development to the subject of this sketch. Although Mr. CUMMINGS had been preceded in the manufacture of glass by numerous venturesome pioneers, yet he was the first to make the business permanent and stable. The field was one in which only an unbroken line of disastrous failures preceded him, yet by the application of correct business principles, combined with admirable skill and engaging personal qualities, he was enabled to roll back the tide and establish, beyond question, the superiority of Missouri in a branch of manufacture which, perhaps more than any other, demands skillful and liberal management. That his success brought him fortune is one of those examples of practical justice which are unfortunately too rare. That with the increase of his opportunities he should have exhibited a spirit of the widest liberality, conferred benefits upon all associated with him, and upon the city with which he is so thoroughly identified in feeling and interest, is a fact that cannot be too strongly stated when illustrating the progress of St. Louis, and seeking for the causes of its vitality.

He was born in Coleraine, county of Londonderry, Ireland, but was raised in Belfast. His father, who had been steward on a steamboat plying between the ports of Liverpool and Belfast, and a clerk in a banking house in the latter place, left him an orphan at the age of fourteen. His mother had died the preceding year. The lad, who had acquired a rudimentary education in the schools of the country, then pursued for some time a constantly shifting fortune. He was first apprenticed to a tailor, but left that business in a few months. He worked in Edinburg, Scotland, in a soda-water factory; clerked in a grocery store; worked at making wall paper, and in the making of the celebrated Belfast ginger ale, and all with that success, or rather lack of it, that usually attends friendless boys.

In 1854, he came to America by sailing vessel, landed in New Orleans, and soon made his way to St. Louis. The steamer on which he came up

the river, was the old boat named in honor of the city—the "Saint Louis." His first employment here was in the pork-house of Mr. Ames, where he remained for about a year. From there he went to the glass factory which he now owns. Commencing in the packing room, he worked through all the gradations of the business, as laborer, glass-cutter, mold-maker, engineer, boss packer and salesman.

When the first call for troops was made in Missouri he enlisted as a private soldier, but was soon appointed Adjutant of the Fifth Regiment United States Reserve Corps. The appointment was made by Colonel Stiefel because he found Mr. Cummings a competent drill-master. This knowledge he had acquired while serving in the Sarsfield Guards, and was with them on what was called "the Southern expedition," before the war. The troops of which the Fifth Reserve Corps formed a part, participated in the earlier military operations along the Missouri river, reaching General Lyon immediately after the battle of Boonville. They assisted in the construction of the fortifications around Lexington, Missouri, and remained in service some time after their term of enlistment had expired. Subsequently he was appointed Lieutenant-Colonel of the Twentieth Enrolled Missouri Militia, by Governor Gamble.

The permanence and success of the glass interest in St. Louis may be said to date from 1861, when he, with Mr. Joseph Bagot, formed a co-partnership for the purpose of carrying on the manufacture of glass at the old place. Previous to this, Mr. Bagot had been manager of the St. Louis Glass Works (which is the distinctive name the establishment still bears) for Dr. Scollay, and for different owners who preceded him. Mr. Bagot was a sound, practical and skillful man, who took charge of the manufacturing department, and Mr. Cummings managed the books and financial part of the business. From this time forward it became apparent that the unexampled resources of Missouri for the manufacture of an article so essential to the daily life of our people, were to be brought into action and made a source of profit. The difficulties were indeed numerous, but not, as the event proved, insurmountable. Mr. Bagot was a practical and careful glassmaker, and, besides attending to his other duties in the management of the internal affairs, made the pots with his own hands. The making of the pots is a department upon which too much care cannot be bestowed. If defective, they entail a serious loss; if inferior, they must be renewed too often, and at too great an expense for profit. The very best clay for the purpose is found in Missouri, and it only became necessary to apply the needed skill in their manufacture. At this period, Mr. Cummings, in connection

with that part of the business of which he had charge, attended to the buying and selling, and might often be seen in distant parts of the city looking up customers until the stores closed. At this time, however, they closed too early to suit him, as he found that the blinds would go up before he could get through.

In 1868 Mr. Bagot died, and Mr. Cummings became sole proprietor. When the partnership was formed, the joint capital of the partners was less than two thousand dollars; when Mr. Bagot died, Mr. Cummings, as surviving partner, paid to his wife and children over seventeen thousand dollars for his half of the interest. The success which had been thus inaugurated continued to increase under Mr. Cummings' efforts, and afforded a striking confirmation of the correctness of the views he had stated of the value of the resources of Missouri, and the facilities afforded by St. Louis in this particular industry.

No adequate presentation of the history of glass manufacture in St. Louis can be written without according to John K. Cummings the credit of being the first successful pioneer. He has demonstrated that the raw material found here is second to none in the world, and that its manufacture pays a liberal profit. He has made no secret of his success, but at public meetings for the consideration of manufacturing here, has set forth the advantages to be derived, and has enforced his arguments with facts from his own experience. He has offered assistance to parties contemplating the starting of new works, and is a prominent stockholder in the St. Louis Window Glass Company.

In presenting the advantages of St. Louis, and encouraging others, he has been especially prominent. Toward public enterprises that promised beneficial results to the city, his course has been one of marked liberality. In such affairs he has subordinated individual interests to public good. So actuated he took stock in the Illinois and St. Louis Railroad and Coal Company, Cahokia Ferry Company, Merchants' Exchange, Grain Association, St. Louis Window Glass Company and other useful public enterprises in which the profit on the investment is a secondary consideration. When questions of public improvement are agitated, he is ever found practical and original in council and a liberal subscriber. He is now a director in the Butchers and Drovers' Bank, and in a number of organizations laboring for the public weal, such as the Citizens' Committee, which is composed of a number of gentlemen who take a great deal of trouble to ferret out wrongs and try to right them, and who are as ready to praise all well-doing public servants as they are to blame the evil-doers.

He is this year the president of the Knights of St. Patrick, an organization of gentlemen of Irish birth or extraction, composed of many of the best citizens of this great metropolis. They are men who are thoroughly Americans in all that constitutes good citizens, yet are not ashamed of the land of their birth.

He was married in 1862, to Miss Annie M. Mullin, a native of the same town as himself. In 1871, they revisited their birth-place, and spent some time traveling in Great Britain and on the continent.

The lesson of his business career is a bright one. To thorough capacity, he unites personal qualities that secure him the respect of all with whom he comes in contact—especially of his employees. These have always shown a devotion to his interests rarely accorded to the employer. He has also raised up and educated a class of resident laborers, whose skill plays a very important part in the manufacturing industry he founded.

Beyond the honor of having been the founder of a great industry, in itself a prolific source of wealth, it must be said of John K. Cummings that he is a self-respecting and respected citizen, of able and liberal views, correct in judgment, and unselfish in policy, and that he has already contributed, in an important degree, to the prosperity of our Western metropolis.

H. W. LEFFINGWELL.

HIRAM WHEELER LEFFINGWELL, son of Andrew and Prudence Wheeler Leffingwell, was born May 3, 1809, on Norwich Hill, Hampden county, Massachusetts. His father was an educated man, and a farmer in moderate circumstances.

About the year 1817, he found himself in difficulty, from having indorsed for his brother-in-law on his bond as sheriff. It ended in his being sold out early in 1818; and leaving his wife and three children with her father, and Hiram with his successor on the farm, he set out on foot for Meadville, Pennsylvania, where he had friends. Soon after his arrival in Meadville, he made application for the position of principal of Meadville Academy, a very flourishing institution with some two hundred and fifty students. He soon sent for his family, who made the trip in a two-horse wagon, in the winter, arriving the last of February 1819.

Then commenced Hiram's education in earnest. He remained at the Academy six years, dividing the last two years with Alleghany College, under Timothy Alden, its then president. During his last year at school, Hon. Patrick Farrelly, member of Congress from the district, procured his appointment as a cadet at West Point, but the positive interdict of his father forbade his entrance into military life. One of his schoolmates, George W. Cullom, was appointed to the cadetship; and Hiram went with his father and family to a farm, or rather a tract of land in the woods, to learn how to get a living by his hands. But the life was not much to his taste, and on attaining his majority, he began the world as a school teacher, first in the Burgh school, Trumbull county, Ohio, and afterward in Mercer Academy and Meadville Academy, in Pennsylvania. He afterward studied medicine with Dr. Charles M. Yates, of Meadville; but not liking the profession, was alternately engaged in teaching and trading, until the spring of 1838, when he decided to seek his fortune in the Far West.

With testimonials from prominent citizens of Western Pennsylvania,

recommending him to whatever community he might visit or settle in, and also letters which the local Congressman had procured from Thomas H. Benton and James K. Polk, introducing him to General Houston of Texas, to which republic he intended to go after visiting St. Louis, Mr. Leffingwell began his journey. He stopped in Cincinnati to endeavor to get from General Lytle, the Surveyor-General, a contract for Government surveying; but, as the only contract to be had was in the Black Swamp of Michigan, he continued on to St. Louis, and put up at the National Hotel, Market and Third streets, Stickney & Knight proprietors, then the leading house, as the "Planters" was not yet built.

Having a letter of introduction to Mr. George K. McGunnege (then of McGunnege & Way) that gentleman treated Mr. Leffingwell with much kindness, and procured him a position in the office of General John Ruland, Clerk of the Court and ex-officio Recorder of Deeds. Mr. Leffingwell soon tired of office work, and told General Ruland that he would go to Fort Leavenworth to get a contract for army supplies. He was advised against such a step by General Ruland; and Mr. McGunnege, when informed of the project, said it was unwise: that he could not get a contract, and if he did, that he could not give security, and would be very sure to come out loser. This advice was accompanied by the offer of a place as assistant salesman in the wholesale grocery and commission house of McGunnege & Way, which was accepted. After a short time, the house sent him on a collecting tour up the Mississippi river as far as Galena, thence across the country to Rockford, Dixon, and points on the Illinois river, and down the river home. While on this trip, he became enamored of the beautiful prairies of the Rock River country, and resolved to give up his position in St. Louis and become a farmer in Northern Illinois. He returned to Meadville for his wife and young child (the present Dr. H. S. Leffingwell), and moved at once to Rock river, arriving in Chicago about the middle of September 1838, with his household goods and gods.

Next morning he was early at the warehouse to look after his goods, and while waiting for the proprietor, counted two hundred barrels of salt on the wharf. When Mr. Kinzie arrived, Mr. Leffingwell inquired the price of salt, and was told one dollar twelve and one-half cents per barrel if he took a part, or one dollar a barrel for the lot. He at once offered to take the lot if Mr. Kinzie would furnish teams to take the salt and his goods to Rock river. The bargain was made, and in less than a week the two hundred barrels of salt, the household goods, a hogshead

of sugar, a tierce of molasses, tea, coffee, flour, etc., were delivered at his destination on Rock river, at the mouth of the Pecatonica. The salt was afterward all sold at from twelve to twenty dollars per barrel, and hauled back to Chicago, the early closing of the straits having cut off their supply. During the winter, Mr. Leffingwell went to St. Louis, converted his money into silver half dollars, and recrossed the river to purchase cattle in Bond, Montgomery and Macoupin counties, Illinois. He bought two hundred cows and drove them north to Rock river, arriving there in March 1839, and by the first of May had one hundred and eighty calves running with his cows. The cows were purchased low, the asking price ranging from fifteen to thirty dollars. They were, however, usually bought by a string, or row, of half dollars laid edge to edge, as long as the cow's tail, which averaged about twelve dollars each. Mr. Leffingwell having selected the animals he wished to purchase, the owner would proceed with a tape-line carried for the purpose, to measure the tails of the lot, and the half dollars were laid out on a board to correspond with the length of each tail.

Mr. Leffingwell more than doubled his money and all expenses on his first drove of cows, but a second one the next year, did not turn out so well, the country having been supplied. In the meantime he had taken up a section of land—part of a large body of land which had been assigned to the exiled Poles, and reserved from sale. He put a double ditch and bank fence around one hundred and sixty acres of prairie, broke it up, and sowed it with winter wheat. He was rewarded with an immense crop, nearly all of which was hauled to Chicago and stored, the hauling alone costing more than the wheat sold for. Becoming discouraged, he sold out his improvements, stock, etc., but could get no offer for five or six large stacks of wheat. On a still, dark night, he took his wife and child with him, and set fire to all the wheat stacks at once, and as they stood close together, the pyrotechnic display was magnificent.

Mr. Leffingwell then moved his family to Rockford, and began the study of the law in the office of Hon. Anson S. Miller and his brother. He remained about two years in the office of the Messrs. Miller; then returned to St. Louis to finish his studies in the office of Messrs. Taylor & Mason, and was examined and licensed to practice by Honorable John M. Krum in the fall of 1843. Honorable Ephraim B. Ewing, late Judge of the Supreme Court of Missouri, was a fellow-student and licensed the same week.

Mr. George A. Hyde, who had been his fellow-clerk in General

Ruland's office, now introduced to him Jacob Smith, the then county surveyor, who at once appointed him deputy, turning over his business to him, so that the new deputy had all the work he could do.

Mr. Leffingwell opened an office in a small brick building on the north side of Chestnut street, opposite the Court-House. All the buildings west of the Planters' House (then recently completed and occupied) and east of Fifth street, were small, but had some gentlemen of prominence as occupants, among the number, Judge Lawless, Judge Mullanphy, James H. Lucas and Captain Martin Thomas.

Soon after opening his office as surveyor, Mr. Robert C. Ewing was appointed United States Marshal, and Mr. Leffingwell was chosen his deputy. The appointment was at first declined, on the ground that Mr. Leffingwell did not feel justified in asking any of his acquaintances to go his security in the sum of \$20,000, the amount of bond required. Hearing of this, Mr. Isaac W. Taylor, of Taylor & Mason, at once generously volunteered to join in the bond, and Mr. Leffingwell was able to enter on the duties of the office at once. Mr. Taylor's action in this matter was entirely disinterested, and was an unusual kindness to one who had no present or prospective claims on him. As the Marshal resided in Lexington, Missouri, and only came to St. Louis on court weeks, twice a year, Mr. Leffingwell had entire charge of the office in St. Louis, and had to ride all over the State on horseback. He remained Mr. Ewing's deputy during his term, and for some time after his successor (Captain Twitchell) came into office.

During this time Mr. Leffingwell kept up his surveying, and had got a good start in the real estate business—all three offices being kept in one.

He had an immense real estate surveying business, which required a large force to manage. Among the large subdivisions and sales they had to make, was Stoddard Addition, now among the choicest residence portions of St. Louis. They had great trouble in making the survey, the men being driven off the grounds frequently by the parties holding adversely and in possession. The property was eventually laid off and platted, and the sale took place the 10th, 11th and 12th days of September 1851.

In 1852, an association of forty shares was formed for the purpose of buying a tract of land and laying out a suburban town on the Pacific road, then recently built a short distance from St. Louis. The ground on which Kirkwood is built was purchased, and arrangements made for clearing out the timber and undergrowth preparatory to a sale.

According to the terms of the association, each member separately owned, and each shareholder was to buy a lot at the first sale and improve it. The public sale was held in the spring of 1853, (the Pacific Railroad having reached the locality some months before,) and all the lots were sold. It was a day of exhilaration, and the lots sold well; but of all the original stockholders, few happened to be purchasers of lots, and Leffingwell & Elliott were the first to begin improvements. So the growth of the town was slow at first, but for some years it has been a favorite place of residence. Its progress gave an impetus to Webster, Woodlawn, Rose Hill and other localities, all of which are improving rapidly.

During the following years, comprising the period of the wonderful growth of St. Louis, he has attended closely to his large and important real estate business, and much of the choicest property in the city has at some time or other passed through his hands.

About 1850 he became interested in mining and smelting copper, in Franklin county, Missouri, as a member of the Stanton Copper Company. The adventure was not profitable, but many tons of copper were sent to market while the operations continued. The Stanton Company spent more money, and made more persistent efforts to develop the copper interests of the State, than any other organization before or since. But railroads had not then reached the mineral district, and expenses incurred before the nature of the mines was rightly understood, consumed so much of the company's capital that it ceased operations after about four years of work.

While surveying the Grand Prairie common fields some thirty years ago, Mr. Leffingwell conceived the idea of a great out-boundary avenue, from north to south, one hundred and twenty feet broad, and extending the whole length of the city, which might in the future, and he believed in no very long time, become the city limits. He spoke of this project to Mr. Charles Collins, who was much struck with it, and declared that it ought to be realized at an early day. In 1849 a large map of the city was drawn, showing the projected avenue, and among the first to whom it was shown was Mr. Jesse G. Lindell, who the next day brought to the office a diagram of the property on which he resided, with the avenue laid out one hundred and twenty feet wide through it, and requested that it be so placed on the city map, then being engraved. This was done, and the name of "Lindell Avenue" was given to the projected improvement. The right-of-way was granted one hundred and twenty feet wide, except through the Wesleyan Cemetery, and through the land of Robert

Rankin. Mr. Leffingwell then had recourse to the County Court to get the right-of-way condemned, but that august tribunal informed him that his avenue was too wide; that it would grow up in weeds and grass, and would never be needed. They, however, ordered it to be opened eighty feet in width, and then threw aside the name of Mr. Lindell, who first donated the right-of-way, and gave it the present name of Grand Avenue. Mr. Leffingwell's idea that this avenue might, in time, make the city limits, was realized several years ago, when the city line was established six hundred and sixty feet west of it, and conforming to its course.

Some years since, Honorable Frank P. Blair endeavored to get a bill through the Legislature to widen Grand Avenue to three hundred feet, but was unsuccessful. Attempts have since been made to have the original width of one hundred and twenty feet along its entire course, but have so far failed; and as the expense of opening it (in damages to private property) must increase with each year, Grand Avenue will probably remain as it is. The wisdom of Mr. Leffingwell's design is, however, every day becoming more manifest. As originally projected, Lindell Avenue must have become, in the course of years, one of the finest streets in America, with its rows of trees and double drives and walks.

The active mind of Mr. Leffingwell, realizing the necessity and the advantages to a city claiming metropolitan proportions, of spacious places of resort for out-door recreation and enjoyment, conceived the idea of establishing a grand public park for St. Louis, commensurate with her dignity and importance. In the year 1868, he broached the subject to his friends, proposing a park of three thousand acres. At first, he found few supporters, as the people generally were not fully impressed with the great public advantages of such an enterprise. However, after much effort to educate the community as to the desirability of this project, a bill was prepared and submitted to the General Assembly in the winter of 1870-71, but it failed in its passage, owing to the want of time before the close of the session.

During the following year, with his usual persistency and determination, he canvassed the subject with the people, and the following session an Act was passed by the Legislature, authorizing the purchase or condemnation of the land, it having first reduced the area to about four hundred acres. A Board of Commissioners, comprising a number of the leading representative men of the city, including himself, was organized under the Act, and a large part of the land was purchased,

when the act was overthrown by a decision of the Supreme Court of Missouri. Still undismayed, and ably assisted by his partners and friends, many of whom he had by this time, through his earnestness and energy, enlisted in his support, he secured the passage of another act in the spring of 1874, re-establishing the Park, and this act has run the gauntlet of the law and been pronounced constitutional and valid by the Supreme Court. Thus, after six years of earnest labor, Mr. Leffingwell has the gratification of seeing his efforts crowned with success, and St. Louis now has, in Forest Park, a large central public park that will compare favorably in natural advantages with any other in America. The difficulties to be overcome would have discouraged most men, but his success is at last duly and fully appreciated by the public.

He was appointed one of the first Board of Forest Park Commissioners under the new act, and, drawing the short term of one year, he was re-appointed for another term of six years; and the well-known character of Mr. Leffingwell for strict integrity, rigid economy, and indefatigable earnestness in anything he undertakes, is a strong guarantee that this public trust has been placed in worthy hands, and that the public money will be judiciously, faithfully and honestly expended.

Incidental to the establishment of Forest Park, he was also instrumentally the means of establishing the smaller parks at the same time—O'Fallon Park in the northern end of the city, and Carondelet Park in the southern.

Still not satisfied with his efforts to improve St. Louis, he is now engaged in the establishment of two grand boulevards to connect the city with Forest Park, respectively one hundred and fifty, and one hundred and ninety-three feet wide, and another extending from Tower Grove Park and Shaw's beautiful Botanical Garden, on the line of the King's Highway, passing the east line of Forest Park to Bellefontaine Cemetery, thence past O'Fallon Park to Grand avenue and the Fair Grounds. This will connect all the large parks and cemeteries of St. Louis, and vastly improve the choice suburban property in its vicinity.

These parks and this system of boulevards will, in after years, stand as a perpetual record of the enterprise, public spirit, foresight and energy of H. W. Leffingwell, the Nestor of real estate in St. Louis.

In November 1875, Mr. Leffingwell was appointed by President U. S. Grant, United States Marshal for the Eastern District of Missouri, which office he now holds.

DR. ANTHONY W. ROLLINS.

“Lives of *good* men all remind us
We can make our lives sublime,
And departing leave behind us
Foot-prints on the sand of time!

“Footprints, that perhaps another,
Sailing o'er life's solemn main,
A forlorn and shipwrecked brother,
Seeing may take heart again.”

A GOOD portion of the history of our country is preserved in the biographies of leading and active men who have borne an important part in the various enterprises of their time. But a large part of this important history is frequently lost, and the very names of many of the most useful men, those to whom society is greatly indebted for some of the advantages and blessings which we enjoy, are forgotten, for the want of a faithful chronicler to record in time, something of their personal traits of character, as well as of their individual and public efforts to advance the great interests of society. These memories should not be permitted to perish. The characters and good deeds of good men should be sacredly preserved, not only for the happiness and satisfaction which a record of them will give to all those immediately related to them, and to their posterity in after generations, but also for the good example which the lives of such men furnishes to the young of our land, to follow in their footsteps, and thus further advance the true interests and glory of our country.

There is nothing vainglorious in this. A desire to be remembered by those we love, and that our good actions in life may not be forgotten, is a strong sentiment planted in every heart, and from it spring many of the noblest efforts to improve the condition, increase the happiness, and elevate the character, of our race.

The subject of this notice was a native of Pennsylvania, born in the county of Westmoreland on March 5, 1783. His father, Henry Rollins, was a native of Ireland, born in the county of Tyrone, who, with his family and several brothers, emigrated to America shortly after the

breaking out of the war of the Revolution, and settled in the State of Pennsylvania. He espoused the cause of the Colonies, and served in the American ranks at the battle of Brandywine.

ANTHONY WAYNE ROLLINS was the youngest of a large family. His early life was passed upon a farm in the then wilderness of western Pennsylvania, and his christian name was given him in consequence of the respect and veneration felt by the plain people of that region for the renowned Indian fighter, and subsequent hero of the American Revolution, General Anthony Wayne. His mother, whose maiden name was Carson, was a woman of strong character, and a life-long member of the Scotch Presbyterian Church. To her example and teachings in his very early youth, the son felt he was indebted mainly for those sterling principles of integrity and morality which controlled and guided him ever afterward in the rugged pathway of life. Without the inheritance of fortune, and reared amidst the disadvantages of poverty, he was thrown at an early period upon his own resources, to fight the battle of life. Possessing a firm physical constitution and good native intellect, he went resolutely to work, and with a strong purpose to achieve success and to win a respectable position amongst men. By alternately working on a farm and attending such primitive schools as were at that early day to be found in the country, he gained the rudiments of a good common school education, which enabled him to become a schoolmaster himself, in which useful and honorable employment he was engaged until he got sufficiently ahead with ready means to enter Jefferson College, at Connonsburg, Pennsylvania, and where he was enabled to complete his education. Hearing of Kentucky, a new State, but recently admitted into the Union, and described as a land flowing with "milk and honey," and of great future promise, he determined to seek his fortune in that then far off country, and adopted about the only mode at that day of reaching it: by descending the Ohio river in a flatboat. His trip was not without disaster, but arriving at Limestone then called, now the city of Maysville, he disembarked, a "stranger in a strange land," not having the advantage of a single friend, or personal acquaintance in the whole State of Kentucky.

This must have been about the year 1803 or 1804. From Maysville he wended his way on foot into the interior, and arriving in the famous county of "Bourbon" he there "pitched his tent," and again embarked in the humble, but most useful and honorable, employment of teaching a country school. He had no difficulty in finding friends wherever he went: upright and moral in his habits, having a high purpose, honorable

and gentlemanly in his deportment, possessing the advantage of graceful manners and a splendid presence, he was soon admitted to the confidence and friendship of the best people of Kentucky. He was also greatly prized as a most excellent teacher. From the county of Bourbon he went to the adjoining county of Fayette, where he continued to prosecute his profession of teaching school. Whilst here engaged, it was his fortune for a period to have for his pupils a number of persons who afterward became distinguished in that State, amongst others, the Reverend Robert J. Breckenridge, the eminent Presbyterian divine and patriot, and also the Reverend Benjamin O. Peers, subsequently president of Transylvania University. At that time, Lexington was the largest town in Kentucky, and perhaps equal in size to any west of the Alleghany Mountains, having many advantages of literary and professional culture, the Transylvania Seminary being located there, and the society of the place being intelligent, and settled by many well-educated and refined families. Having already chosen the medical profession, it was his good fortune to meet here the elder Dr. Warfield, who, attracted by the good address and remarkable intelligence of Mr. Rollins, became his warm and steadfast friend, inviting him into his family, and tendering to him the use of his medical and miscellaneous library, and also the advantage which a large and lucrative practice afforded to a young man just entering upon the study of his profession. He remained with Dr. Warfield a number of years, was regarded as a young man of great promise, and was a steady and diligent student. He was the cotemporary and friend of Dudley, Drake, Caldwell, Fishback, and others who became afterward distinguished in the profession, and eminent professors in the medical department of Transylvania University.

Completing his professional studies, and receiving some aid from his friend and preceptor Dr. Warfield, he embarked in the practice of medicine, settling permanently in Richmond, the county seat of Madison county, a pleasant village twenty-five miles southeast of Lexington. When he located there, he had not a single acquaintance in the county of Madison. But, as he had been a diligent student, and, although yet young, he had learned much of the world by his association with men, he felt strong in his professional attainments and in his ability to serve the people. He possessed tact, energy and ambition, and intent upon success he was ready in forming a pleasant acquaintance with the people of Richmond and Madison, county, and it was not long before he found himself surrounded by friends and in the midst of an excellent and profitable practice.

After several years of steady professional labor, and intending to leave nothing undone to make himself master of his profession, he went to Philadelphia and entered the medical department of Pennsylvania University, where he became a pupil of the distinguished Dr. Benjamin Rush, a professor in that renowned institution, and one of the signers of the Declaration of American Independence. Completing his prescribed course of studies there, he returned to Kentucky and made Richmond his permanent home, devoting himself exclusively to the practice of his profession, and where, for twenty-five years, he met with great success, in Madison and the surrounding counties, becoming eminent and standing at the head of his profession, and enjoying the universal confidence and esteem of his fellow-citizens on account of his moral, social and intellectual qualities, as well as for his fine professional attainments and his success as a physician.

On the 18th day of April 1811, he was united in marriage to Miss Sallie Harris Rodes, the second daughter of Judge Robert Rodes, a prominent and distinguished citizen of Madison county, and a sister of the venerable Colonel William Rodes, of Richmond, and also of Major Clifton Rodes, now residing at Danville, Kentucky. She was a lady of refined and beautiful character, and the union was one which brought great contentment and happiness to the parties. By this marriage there were seven children, of whom only two are now living—the eldest, the Honorable James S. Rollins, of Columbia, Missouri, and the youngest, Mrs. Sarah H. Burnam, the elegant and accomplished wife of the Honorable Curtis F. Burnam, graduate of Yale College, a distinguished lawyer of Kentucky, and present Assistant-Secretary of the United States Treasury.

In the spring of 1830, his eldest daughter, Eliza, having made a marriage engagement with Dr. James H. Bennett, then residing in Columbia, Missouri, and the health of Dr. Rollins failing, he determined to emigrate with his family to Missouri. Having purchased a fine body of land, partially improved, in the western part of Boone county, about four miles north of the Missouri river, he came here and took possession of it in the spring of 1830, and pursued steadily thereafter the profession of agriculture until he died.

His settlement at that early day in the county of Boone, was aptly regarded as a great acquisition, not only to the society of the county, but also to Central Missouri. Bringing with him taste, refinement and wealth, a man of general intelligence and liberal culture, and possessing great activity and energy, he soon became a model farmer, and set

an example in the conduct of his business, of good order, industry and thrift, which stimulated the latent energies of the neighborhood, and awakened a spirit of enterprise and improvement, which had never before been felt in the county. He took great interest in the establishment of schools, in building churches, and in all other enterprises calculated to improve the social and physical condition of the people at that early day. He made large importations from Kentucky and other States, of the best breeds of cattle, horses, and other stock, and agricultural implements, which prior to that time had not been thought of there. He induced men of education and intelligence to come and settle around him—was regarded in fact as a public benefactor, and with his devoted wife dispensed a pleasant and delightful hospitality to all intelligent new comers in this then frontier, and almost wilderness country. Waiving all calls about him to embark in public life, which he was so well fitted to adorn, he devoted himself to his farm and to the education of his younger children, spending much of his time in his well-selected library, to reading and reflection, and meeting in all other respects the obligations of a good citizen. With him "the post of honor was a private station."

A remarkably fine-looking man, near six feet in height, and weighing about two hundred pounds, with a kindly and benevolent disposition, always neat in his dress, and very social, but dignified, in his intercourse with men, he was in fact regarded, and spoken of, as a model citizen.

In his political sentiments, he was always liberal and conservative. A personal and political friend of Henry Clay, he placed him at the head of American statesmen, and being a Whig, indorsed cordially the doctrines of that great party. He acted and voted with it as long as he lived. He had an utter abhorrence of the doctrines of nullification and secession, and his constant prayer was for the perpetuity and glory of the American Union. He was a decided advocate for the establishment and support of a public system of education by the State, so that every son and daughter of the commonwealth should have the advantage of a good common school education. In 1839, when the law was passed by the General Assembly, providing for the location of the State University, although living in a remote part of the county, with no interest near the county seat to be subserved, he was a warm and active advocate for its location at Columbia, and was one of the largest contributors to secure that object. He was subsequently chosen one of its early curators, and aided in laying its foundations, and as far as he could do so making them firm and solid.

A fine portrait of Dr. Rollins is seen in the library of the University, painted by the distinguished Missouri artist—George C. Bingham, Esq., and pronounced by all who remember him, an excellent likeness. Always a firm advocate of the doctrines of Christianity, it was not until a few years before his death that he united with the Baptist Church. Having read and thought much upon the important subject of religion, there was no bigotry or superstition in his nature. He was a believer, and led the life of a liberal and enlightened Christian. Although not a man of large wealth, Dr. Rollins manifested the right spirit, and set a noble example in making a bequest for educational purposes in his will. The following is an extract from his last will and testament :

Item 7th.—Having felt the great disadvantages of poverty in the acquisition of my own education, it is my will that my executors, hereinafter named, shall, as early after my death as they may deem expedient, raise the sum of \$10,000 by the sale of lands of which I may die seized, and which I have not especially bequeathed in any of the foregoing items, which sum of \$10,000 I desire may be set aside for the education of such poor and indigent youths of Boone county, male and female, as are not able to educate themselves.

The principal of this sum, by careful management under the direction of the County Court of Boone county, has increased to \$30,000, three-fourths of the annual interest upon which sum is annually expended in giving aid to such young men and women as desire to obtain an education at the State University, and the remaining one-fourth of the interest is added regularly to the principal.

Under the wise and prudent management of president Read, already some hundred and fifty pupils have received substantial aid from this source, and without which they would not have been able to prosecute their studies. It is known as the "Rollins Aid Fund."

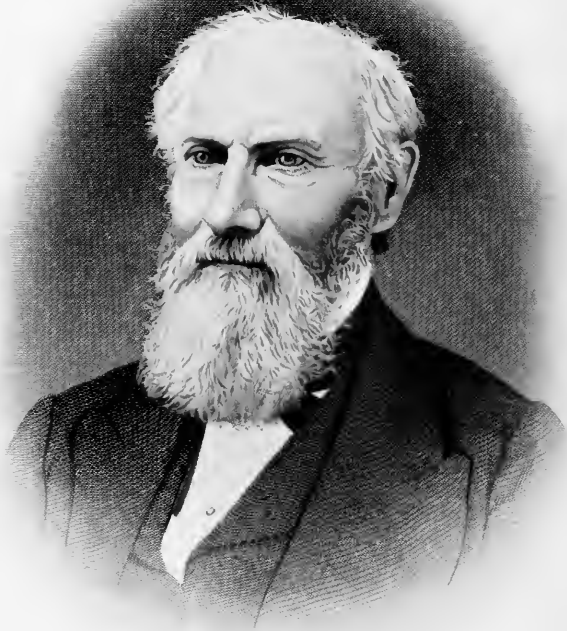
His health rapidly failed during the last few years of his life, and he died at Richland, his residence in Boone county, on the 9th day of October 1845, in the sixty-third year of his age. He was buried at the family cemetery with Masonic honors, of which ancient Order he had been a life-long member ; but his remains, with those of his affectionate wife, were afterward removed to the Columbia Cemetery, where they now rest. A handsome marble monument, the base surmounted with twin columns, entwined with a beautiful wreath, marks their last resting place, and on it is found this simple and beautiful inscription : "To father and mother, by their grateful and affectionate children."

Such is a short, but imperfect, biographical sketch of Dr. Anthony Wayne Rollins. He was a man of great merit. He led a life of usefulness and honor, and he set an example worthy to be studied and imitated

by the rising generation of the country. Shortly after his death, a gentleman, writing from his former home in Kentucky to a friend in Missouri, used the following just and appropriate language in regard to Dr. Rollins :

And may I say, in all truth, that though it was not my fortune to know him in the vigor of his manhood, in the strength of his intellect, and in the fullness of his affections, I regard the reputation which he has left in this community as a most priceless inheritance to his children. In almost every part of Madison county, among the high and the low, the poor and the wealthy, his name is a household word, fragrant with pleasant and endearing associations. Many of his old friends, whom I hardly knew, have since I saw you visited my office, only (as they said) to talk about Dr. Rollins, to ask after his health; and by them many most interesting and honorable passages in his professional history have been recited to me.

Such consolation, however pleasant it may be, is valueless when compared to that of knowing he was not only a good husband, a good father, a good physician, a good citizen, but a good man and a Christian.



Western Engraving Company of St. Louis

Yours Respectfully
J. M. Edger

STEPHEN M. EDGELL.

ONE of the most favorably known and successful merchants of St. Louis, is the man whose name is at the head of this sketch.

He is one of the few men still living who have not only witnessed, but have been active participants in, most of the momentous undertakings that, during the last half century, have resulted in building up not only St. Louis, but many of the principal cities of the West.

He was born in Westminster, State of Vermont, January 14, 1810. His early education was obtained at the common schools of the State. At the age of fourteen he entered a store, determined to become a merchant, where he remained for two years, working for a salary of one hundred dollars a year, and his board. He then longed for more schooling, knowing that to be the foundation of success in life. He accordingly attended school for a year, at the end of which he returned to mercantile life.

In 1828, Mr. Edgell left the State of Vermont, and went to Sherbrook, Lower Canada, where he established himself in the dry goods trade. Here, by a strict application to his own affairs, and honorable dealing—which so characterized all his transactions in after-life, he succeeded in building up quite a prosperous trade. At this time Canada, as well as the New England States, was flooded with books, pamphlets, and newspaper articles concerning the resources of the great West, the perusal of which had the effect of inflaming his curiosity and tempting his commercial spirit. These publications, added to favorable reports from United States officers, setting forth the fertility of the soil and the opportunities for business, induced him to try his fortune in fields of enterprise so inviting. Accordingly, in 1834 he closed out his business in Canada, and started for Chicago with the intention of buying a lot and starting a store. The journey from the confines of Vermont to Chicago was not performed in those days with as much ease and comfort to the traveler as at present. It was overland and by stage, and took thirty days to accomplish, the greater portion of the way through a wild, uninhabited region of country, and beset with many dangers. On his arrival in Chicago, the spirit of real estate speculation which was rife

there, divested him of his original intention, and led him to invest his funds in land. Soon after his arrival in that city, he and George Smith entered eighty acres there, and one hundred and sixty acres near the present city of Joliet. In 1735-'36, he bought property in Milwaukee, Wisconsin, to the amount of \$26,000, and had paid nearly \$20,000 on the purchase money; he also bought a lot, upon which a portion of the Trenton House now stands, for \$22,500, and had paid \$14,000 on it, but the financial revulsion and shrinkage in values of 1837 came on, and he gave up these purchases to pay the small balances due on them, and went to clerking at forty dollars per month.

While residing in Chicago, business transactions called him from time to time to St. Louis. It was during these visits Mr. Edgell became impressed with the commercial destiny of our city, and in 1838 he became a permanent resident, as manager of the business of George Smith & Co. In 1842 he opened a commission house in New Orleans, and in 1843, a house of a similar character in St. Louis, managing the house here himself, and intrusting the one in New Orleans to his partners. During the Mexican war, the house in New Orleans entered into large speculations and encountered severe losses, and Mr. Edgell became so dissatisfied with this branch of his business that he forced a dissolution of the partnership, at a personal loss of about one hundred thousand dollars. Freed from the entanglements of a co-partnership which must have been fearfully distasteful to him, when freedom was purchased at such an exorbitant sum, he continued business under his individual management, and was soon enabled to command a large and profitable business, which has been successfully carried on ever since.

For twenty-five years he has been president of the State Mutual Insurance Company, and for the same length of time, a director in the Marine Insurance Company. He is now largely interested in the Kansas Pacific railroad, and is one of its directors. He is president of the Marine Insurance Company, and president of the Exchange Bank, one of the strongest and most respected financial institutions in the State.

His thorough business qualifications and his well-known executive ability, have always been in good demand in boards of directors of different organizations, and his public spirit has led him to accept of many such trusts. His devotion to his friends, and his strict probity in all his business relations, so well known to every merchant of St. Louis, have met with that return of warm personal regard and financial success such distinguishing qualities richly merit.



Western Engraving Company of St. Louis

A. W. Shayback

COLONEL A. W. SLAYBACK.

CONSPICUOUS among the men who, by their talents and accomplishments, grace a Bar long renowned for its intellectual giants, is the subject of the present sketch, Colonel ALONZO WILLIAM SLAYBACK. He was born July 4, 1838, at Plum Grove, Marion county, Missouri, the homestead of his maternal grandfather, J. A. Minter. His father, Alexander L. Slayback, was a lawyer of eminent ability, and his mother a woman of great strength of character, adorned with all the virtues and graces of the highest order of cultured, christian womanhood. His grandfather was Dr. Abel Slayback, of Cincinnati, one of the most distinguished physicians of his day. His great grandfather was Solomon Slayback, a soldier of the Revolutionary war, and under General Washington's command at Valley Forge, and a faithful, upright man.

The early education of young Alonzo was conducted almost entirely by his mother, and to her teachings and example he is doubtless indebted for much of that sterling spirit of self-reliant independence and that high sense of honor which have so strongly characterized his career. At ten years of age, having completed his preparatory studies, he was sent to the Masonic College at Lexington, where, after a course of eight years in the different branches of a collegiate education, he graduated in 1856, carrying off the first honors in a class of seven. His ambition from boyhood having been to become a lawyer, his studies, during the last four years of his college life, were directed mainly to that end. At the termination of his course, he taught school and studied law alternately—an experience which is noticeable in the early struggles of many of the most noted lawyers of the West. In September 1857, he was admitted to practice at St. Joseph, Missouri, where he successfully followed his profession until 1861.

The great civil war was upon the land. Born and reared on Southern soil, surrounded from childhood with Southern institutions, and imbued with a deep, impassioned love for his native section, he promptly decided upon the course he should pursue. Espousing the cause of

State Rights as interpreted by the Governor, Claiborne F. Jackson, he raised a regiment of cavalry, was elected its Colonel, and joined the command of General Price at Lexington, in June 1861.. At the expiration of their term of service, he enlisted in the Confederate army, and had partially recruited another regiment, when the transfer of General Price's troops to Tennessee temporarily put an end to these operations in the West. At the battle of Elkhorn, however, he was assigned the command of a regiment hastily gotten up for the occasion, partly of State and partly of Confederate troops, and they did splendid service. Soon afterward transferred to the east side of the Mississippi, he was promoted for meritorious conduct at Corinth and Farmington. Acting under orders of the Secretary of War, Colonel Slayback re-crossed the Mississippi, and reported to General Hindman, who assigned him to duty with the cavalry at the front. After many months' patient effort, and many stirring adventures, he succeeded in raising another regiment of cavalry, which was attached to Shelby's old brigade, and in this command he served until the close of the war.

Few men of his age left the battle-scarred ranks of the fallen Confederacy with a brighter record for bravery and promptness upon the field. His comrades on many a hard-fought plain, in many a fiery fray, gray, grisly, war-worn veterans, all unite in declaring that no man was oftener found in the battle's red front, where the shot flew thickest and the struggle was fiercest, than Colonel Slayback. During his term of service, he took part in more than forty battles and skirmishes, and only sheathed his sword when he saw that hope was at an end. At the close of the eventful struggle, feeling that all he had loved and fought for was lost, he resolved to seek a home in some foreign land. With forty-eight of his old regiment, who elected him as their captain, he joined Shelby's expedition to Mexico, and for a year wandered up and down in that distracted country, sharing the vicissitudes, misfortunes and romantic adventures of that resolute band, in search of employment fit for soldiers.

But his mother still lived, and with a mother's love yearned for her gallant boy. With a heroism that could only come of mother-love, she resolved to seek him amid the wild, war-rent land of the Montezumas. After a long and perilous journey to Mexico, she found him, and persuaded him, though not without difficulty, to return to his native soil. He came back from Mexico in 1866 and settled in St. Louis, where he has ever since practiced his profession, with constantly-increasing distinction.

His success in the race for forensic honors has been most remarkable. Ten years ago a comparative stranger, with the strange air of the camp and of foreign lands upon him, he to-day stands peerless among the jury lawyers of Missouri, and his name is a household word throughout the State. The records of the various courts show that, as a jury advocate, he has gained a larger and lost a smaller proportion of cases than any other active practitioner at the St. Louis Bar. His practice is now one of the largest in the city, and he is held in high repute for the depth and variety of his legal learning; the eminent readiness of his wit, logic and documentary illustrations and authorities; the skill with which he conducts his cases, not only as *nisi prius*, but in the appellate courts; and the impassioned fervor of his oratory, which seems almost resistless before a jury. In the examining and cross-examining of witnesses, he has few rivals in the West; displaying an acute knowledge of human nature and a delicate ingenuity well calculated to elicit the truth from the most unwilling.

A consistent Democrat in politics, Colonel Slayback has never been a time-server or office-seeker. Although no man in St. Louis has taken a more active part in the various political campaigns of the past ten years, his efforts have always been in behalf of his principles, of what he believes to be right, of his party and his friends. Handsome and commanding in person, strong in his convictions and the innate honesty of his nature, full of noble and generous impulses, and gifted with an imagination that soars and language that burns—no man in Missouri is more powerful before the multitudes. With a mind richly stored with historic, philosophic, and poetic lore, he rises to the full height of any theme he handles, and where he fails to convince he captivates.

In the midst of all his arduous professional and political labors, he finds time to indulge in the sweets of literature, and many of his purely literary addresses and magazine articles are of an exalted order of merit.

In 1859, Colonel Slayback was married to Miss Alice A., daughter of the late William B. Waddell, of Lexington, Missouri, a lady of rare wifely qualities and accomplishments, and fitted by her excellent practical mind to be a help-meet to her husband in his lofty aspirations and ambitions.

Colonel Slayback is still a young man, full of the fire of youth, of wonderful energy and tireless diligence, learned in his profession, gifted with pre-eminently engaging social qualities which draw around him multitudes of friends wherever he goes. Eloquent of tongue, and

with all that straightforward courage and sincerity, that unfaltering integrity of purpose and whole-hearted generosity of impulse which fit a man for leadership, he is welcomed and appreciated in every circle, social and political, and his hold upon the hearts of the people at large is growing firmer and stronger with every year. Should he live out the allotted span of man, it requires no prophet's pen to predict for him an exalted and enduring place in the history of his city, his State and the Republic.

WILLIAM D. GRISWOLD.

WILLIAM D. GRISWOLD is known to the people of St. Louis as a prominent railroad man of the West, and principally through his connection with the Ohio and Mississippi Railway, as its able and efficient chief officer. When he made his home in St. Louis, the great improvements with which he had been identified, and which had been so largely benefited by his executive ability, were already accomplished facts. He had been a pioneer, yet he came here as a representative of results, the honor of which has been, in a measure, appropriated by other men. This was, indeed, a matter of indifference to him, as he had built no monuments of self-laudation along the pathway of his life. It is for others to drag truth from the bottom of her metaphorical well, and, when found, to make no secret of the discovery; but when we come to analyze the events in which he bore a leading part, we are driven to the conclusion that he furnished the genius for organization and the executive force and discernment which first made possible, and then profitable, some of the now established highways of Western traffic and travel.

He was born in the State of Vermont, November 6, 1815, and was educated at Middlebury College, at which institution of learning he graduated. This old institution can boast of being the *Alma Mater* of many other prominent men of St. Louis, of whom are General John B. Gray, Dr. T. M. Post, and the late R. E. Field, some of whom were classmates of his. The law was his chosen avocation, and to fit himself for the practice of that profession was the serious business of his youth. To this end he taught school and read law in such intervals of time as he could command. He thus qualified for his profession without ever regularly placing himself in a lawyer's office. In furtherance of his plan of life, he made his advent into Terre Haute, Indiana, in 1838. Here it was that he was admitted to the bar, and afterward became, in a practice extending over a period of fifteen years, a lawyer of confessedly strong abilities. The frequent recurrence of his name in the law Reports of that State bears witness of the amount of work he performed, and the same record gives some indication of its quality.

He was nominated for Judge of the Supreme Court of the State in 1858, without any solicitation or desire on his part to make the race. He ran ahead of his ticket, but was defeated by the Democratic majority.

In the course of a prosperous professional career, he had gradually made investments in railroad property until, by degrees, they represented his chief interest. By these investments, Mr. Griswold became a prominent railroad man. The carrying trade is the great trade of the world—it is the basis of all commerce. The West was dwarfed into insignificance by the lack of transportation facilities, when an era came that built railroads and laid the foundation of prosperity and power. The men who gave to commerce the facilities we now possess, and who perfected them in their operation, are entitled to all honor. He was first president of the Evansville and Crawfordsville railroad, in the construction, and afterward in the operation of the same, and then in 1859, took charge of the Terre Haute, Alton and St. Louis railroad. When he came to its management it was a financial and material wreck, but four years of assiduous labor on his part, brought it to a position of efficiency, usefulness and value. From the Terre Haute, Alton and St. Louis, he was called to the presidency of the Ohio and Mississippi railway, which, for seven years, received the benefit of his untiring and devoted efforts. The work which he did there knew no intermission, by night or day, or Sunday, until it resulted in giving that great artery of commerce the prominence which its location merited. The seven years during which he was president of this road, mark a period of distinguished success. The last important act of his administration was the change of gauge of the road, the execution of which was immediately in charge of his son, then the general superintendent of that road, now one of the proprietors of the Lindell Hotel of this city. This change, after all arrangements were made, was at last accomplished in a single day, and a line of railroad three hundred and forty miles in length, was converted into a track uniform with Eastern narrow gauge connections, over the whole of which the cars of both the broad and narrow gauge passed on the same day and on the same road-bed.

Mr. Griswold was always a conservative element in that pushing pioneer spirit that entered upon great public improvements. While inferior to none of his contemporaries in enterprise, he yet possesses the discrimination that has guarded himself and his associates against vain and illusory projects.



J. G. McCleary

JOSIAH G. M'CLELLAN.

IN making a selection of men, sketches of whose life should go to make up the biographical portion of this work, the author has used great care to select none but such men as have in some measure left "footprints on the sands of time," or who have, by their lives and labors, aided materially in making St. Louis the great commercial center she is: men whose works and deeds in matters of public interest, shall live in the memory long after they themselves have been gathered to their fathers. Of this class decidedly is JOSIAH G. McCLELLAN.

JOSIAH G. McCLELLAN was born in October 1824, in Wheeling, West Virginia, and is consequently at present fifty-one years old—a fact many who are in the habit of meeting him in the course of every-day existence would scarcely believe. His father, Samuel McClellan, was in the shoe and leather business. His mother died when he was but a few weeks old. Both his parents were emigrants from New England, and belonged to a long-lived race. His grandfather, on his father's side, lived to see his ninetieth year, and his grandmother died about three years ago, at the advanced age of one hundred and one. He was raised by a foster-mother, and received the rudiments of an education in a private school. Virginia, at this early date, was not blessed with our common school system; nor was it for many years after, as will be seen further on in this memoir, that the old aristocrats of that good old State divested themselves of their prejudices against a system of education which throws the golden gates of knowledge open alike to the child of the poor man as well as that of the millionaire. The system of private tuition existed to a great extent, among the more wealthy classes, and when young Josiah was about twelve years old, his father, with several other gentlemen of that section who had sons and daughters to educate, sent to New England for a competent teacher, and started a private seminary. Here Josiah attended for some four or five years, where he laid the cornerstone of an education to come after. His father determined to give his son every available opportunity of preparing himself for the great battle of life. He sent him to Williams College, Williamstown, Massachusetts,

where he graduated in 1847 with the highest honors, making the valedictory oration. He was then in his twenty-third year, and, as far as education was concerned, well prepared to enter upon any path of life. He determined to devote himself to the study of law, and accordingly entered the office of Morgan Nelson, who occupied an enviable position in the front ranks of his profession.

As has been intimated above, the old and aristocratic Virginian of that day had deep prejudices against any system of education that looked like educating the masses. He was exclusive in his ideas of education, as on almost all other subjects. But Mr. McClellan, who had been to one of the most famous institutions of learning in the North, and had received as liberal an education as the Commonwealth of Massachusetts could give, returned to Virginia, imbued with quite different sentiments upon this important subject, and it was not long ere his views upon popular education were being scattered broadcast through the medium of the press, and were being read in every household within the limits of the State where a public newspaper penetrated. The columns of the *Wheeling Times*, then edited by James Wharton, were thrown open to him. The war waxed fierce, as one by one the strongholds of these prejudices fell or were removed. The manufacturing population, all of whom were in favor of Mr. McClellan in this fight, began to grow strong; coal had been found in the hills, and their numbers daily increased. These were all in favor of common schools for their children. The prejudices of the old aristocrats gradually gave way before the reasoning and superior enlightenment of the young law student, and before he had completed his law studies, Mr. McClellan had the pleasure and satisfaction of seeing the school-houses crowded with children, all receiving the manifold benefits of an education, from all of which they had been heretofore debarred. This was certainly sufficient glory for a young man who had not as yet completed his professional studies.

After completing his law studies, he was admitted to the bar, but resolved not to practice in Wheeling. Like all ambitious young men, he longed for the boundless West. The great Valley of the Mississippi was just then unfolding to the world its thousands of opportunities, and its manifold and untold wealth. The heart of the young lawyer was fired by the wonderful descriptions given of the land, and he accordingly determined to seek a home toward the setting sun. His father gave him the choice of the great cities of the West—St. Louis, Chicago or San Francisco. He chose the first.

In 1850, he started for St. Louis by steamboat, with but fifty dollars

in his possession, which his father gave him on the wharf at Wheeling, determined on cutting his way to fortune in the rising city of the Mississippi. Many men who have since become distinguished citizens, were his fellow-passengers, among whom was General Frost. Upon his arrival in St. Louis, he made the acquaintance of Peter A. Ladue, who had just been elected Assessor of St. Louis county. He entered the Assessor's office as chief clerk, not so much for the remuneration the position afforded, as to become familiar with land and land-owners in St. Louis county. This was a quarter of a century ago, and St. Louis contained about forty-five thousand inhabitants, and there was not a railroad within a thousand miles of the city. To-day the population borders on half a million, and railroads strike out from her as a center to all points of the compass. Mr. McClellan witnessed the opening ceremonies of the Pacific railroad, at what is now the Fourteenth street depot. This was under Mayor Kennett, who broke ground upon the occasion, and turning to the multitude, predicted that many were present who should live to see the pig-tailed Chinaman, and chests of tea, direct from the Celestial empire, delivered at their doors. It is needless to say how true were his predictions. He also witnessed the opening ceremonies of the Ohio & Mississippi road, which took place in East St. Louis.

He remained in Mr. Ladue's office about a year, making himself familiar with the land titles of St. Louis county, when he determined to enter upon the practice of his profession, and for that purpose occupied a portion of the office of Honorable John F. Darby, on Pine street, between Second and Third streets. Mr. Darby had just been elected to represent this district in the United States Congress. He soon formed a business relation with the late General Hillyer, of General Grant's staff. Judge Moody, late of the Circuit Court, was soon afterward admitted, and the firm was "McClellan, Moody & Hillyer." This firm soon commanded a large and lucrative practice, and continued in existence until 1861. General, then plain Captain, Grant occupied desk room in this office, and it was here the friendship sprang up between Grant and Hillyer, which was never broken. Hillyer was afterward on Grant's staff, and probably no man was as intimate at the White House with President Grant and his family, as was Colonel Hillyer.

Upon the breaking out of the civil war, the firm was disrupted, Hillyer taking the field, Moody continuing the business, and Mr. McClellan going to join his family at Hopkinsville, Kentucky, where, in 1856, he had married the daughter of the late F. C. Sharpe, one of the most renowned lawyers of Kentucky.

In 1863, he returned to St. Louis, but only to find every vestige of his fortune, the fruits of patient labor and toil, swept away, or swallowed up in the disastrous troubles of the times. He was completely bankrupt; his property had been sold under deeds of trust during his absence, and he stood almost as poor a man as he was years before, when he landed upon the levee with but fifty dollars, an emigrant from Virginia. He had all the battles of life to fight again, but nothing daunted, he went to work with a will and energy, resolved to overcome all difficulties and come out victorious in the end.

Mr. McClellan then turned his attention to land titles, and the idea of getting up a reliable index of titles to all the real estate in the city and county of St. Louis, one that would be made a standard authority in all questions touching the titles to lands, first came into his mind; and, with him, to conceive such an idea was to act upon it. Such a work was sadly needed in this section of the country, and it could not but prove of inestimable value to land owners and land purchasers in the future.

To the reader who may not be familiar with the peculiar history of land titles in and about St. Louis, the herculean labor of such an undertaking may not appear at first sight; but to such as have had dealings in real estate, the wonderful pluck and energy it required to enter upon such a work are quite palpable. An abstract of title to land in and about St. Louis is quite different from that of any other section of the country, owing to the fact that before the purchase of this country from France, the old French and Spanish land system prevailed—a system of concessions and grants to the subjects of the country, which, by virtue of the treaty of cession, the Government of the United States undertook to adjust and confirm, and survey for the purpose of segregating them from the other public domain. Several tribunals for this purpose were appointed. In most instances, the confirmations were made to some old Frenchman's legal representatives. When the archives did not show any deed from the original grantee, in order to get at a reliable abstract of title, recourse had to be had to the cathedral and other parochial records for pedigrees.

Another, and a very serious difficulty in abstracting titles in St. Louis, arose from the indefinable character of the ancient deeds. They were in the habit of bounding a lot on all sides by Frenchmen, instead of doing it in the way of a regular description of the property by local and definite bounds. Another serious difficulty arose out of conflicts between the old Spanish grants and confirmations on the one hand, and

what are called school surveys and New Madrid locations on the other. A word of explanation with regard to these :

Both of what are now called New Madrid locations and school surveys were gifts of the Government, and by the laws governing them they had to be located subject to the prior claims, under the treaty of cession, of the old French and Spanish grants, and owing to the negligence of persons holding old French and Spanish land grants in not having them officially confirmed and separated from the public domain, and school surveys and New Madrid locations being allowed to be placed on lands in and around St. Louis, appearing from official records to be vacant, conflicts were continually arising, and exist even to the present day, between them ; the records of our courts are full of this kind of litigation.

Thus will be seen the difficulties and labors of getting up an Index, such as Mr. McClellan's will be, and is so far as it has been completed.

Besides this labor, Mr. McClellan had on his hands the task of supporting himself and family and defraying the expenses of so gigantic an undertaking, out of his daily labor as an investigator of titles. The fact of Mr. McClellan being a trusted, able and prominent lawyer in St. Louis, gave additional weight to his labors, and parties desiring an abstract of title to land invariably required his opinion as a professional man and a lawyer, which compelled him to give the land law of this country a thorough overhauling, involving the digestion of the numerous decisions of the courts in cases arising out of the peculiar land system of this county.

Such an Index as this, when completed, as it must be in a short time, will be one of the institutions of St. Louis, and will be of incalculable benefit to the land owner and land purchaser for all time to come. It is based on the principle of opening an account with every separate tract or parcel of land in the city and county, wherein every deed relative to each particular tract is indexed in its appropriate place. The magnitude of such an undertaking will be readily perceived, when it is taken into consideration that there are five hundred and twenty books of records of deeds in the Recorder's office, averaging five hundred pages to a book, and nearly two deeds to a page. The cost of such a work may easily be conceived. Mr. McClellan has been about five years at work on this undertaking, and hopes ere long to bring it to a successful completion, and during this time has given it the greater portion of his attention.

In politics, Mr. McClellan is a Democrat of the old school, but

entirely free from partisan prejudices. Before the war, in the conflict between the Pro-slavery and Anti-slavery parties, he was on the Democratic legislative ticket with the present Senator Bogy and other prominent citizens, and took an active part in the canvass of the county, which was one of the fiercest ever waged in St. Louis county. But a large and constantly-increasing business has always claimed his attention, and although never indifferent in any political contest, politics are always a secondary consideration with him.

The completion of the great work of his life, his Index, is now, and for years has been his absorbing idea. To bring to a successful termination a work that must live as long as the city exists, and in it to leave to his children a patrimony inestimable, is his highest ambition.

His many qualities of head and heart have drawn around him, in private as well as in public life, a large and influential circle of friends and acquaintances, whose best wishes in his vast project he has always had, and all of whom feel proud of the friendship of such a public-spirited citizen and truly exemplary gentleman.

JUDGE WILLIAM C. JONES.

FROM the earliest days of our municipal history, St. Louis has been justly proud of the professional eminence of the members of her Bar. No other city in the great West can boast of as many eminent jurists as are to be found in the annals of her forum, and none other can point with as much pride to the forensic ability and legal acumen of its practitioners, living or dead, as can our own. Prominent in this class, and one whom his fellow-citizens have seen fit to honor with offices and trusts of no ordinary responsibility, is Judge WILLIAM C. JONES, at present of the Criminal Court.

WILLIAM CUTHBERT JONES was born July 16, 1831, in Bowling Green, Kentucky. His father, Cuthbert T. Jones, who was a physician, and one of the most prominent practitioners of the State, emigrated from Virginia in the year 1820, and was of Welsh descent. His mother, who was of English ancestry, was the daughter of Samuel Treat.

In 1834, when our subject was but three years old, his father removed to Chester, Illinois, where he still resides, at a ripe old age, in the possession of all his faculties, and enjoying the respect and esteem of all who know him.

After the necessary scholastic preparation, young Jones entered McKendree College, at Lebanon, Illinois, one of the most renowned institutions of learning in the West, where he graduated in 1852. Before finishing his collegiate course, however, he was engaged in the drug business in Chester for some years.

Leaving college, he proceeded to his native place, Bowling Green, Kentucky, and entered the law office of Judge William V. Loving, under whose instruction he read law until June 1853, when he was admitted to practice, and for that purpose opened an office at Chester, Illinois, where he prosecuted his profession until 1854.

But the field of operations was too circumscribed in Chester, for a man of Judge Jones' capabilities; and with a view of a more extended practice, he came to St. Louis, and formed a co-partnership with William L. Sloss, Esq., the firm existing but one year. During the

summer of 1855, he filled the office of City Attorney for three months. In 1850 he entered into partnership with Judge Cady, at present of the Court of Criminal Correction, which lasted until October 1862.

The breaking out of the civil war in 1861 found this firm in existence. Relinquishing for the time being his practice, which was large and lucrative, he responded to the call of the Union, and enlisted as Captain of Company I, United States Reserve Corps, under Colonel B. Gratz Brown, and served with that corps in the campaign of Southwestern Missouri, until mustered out of service. In October 1862, he was commissioned as Paymaster of the United States Army, by President Lincoln, which position he filled until November 1865, when he was mustered out and honorably discharged.

In 1866, Judge Jones was the Democratic nominee for Clerk of the Circuit Court, but shared the fate of the balance of the ticket and was beaten. In 1868, he was the Democratic nominee for presidential elector, in the Second Congressional District of Missouri, embracing eight counties, and a part of St. Louis county. During this campaign, he made the canvass of the entire district three times, and spoke frequently in each county in the district.

Returning to civil life, he came to St. Louis, and formed a partnership with Mr. Hoffman, in the sign and steamboat painting business, the firm name being "Jones & Hoffman." This proved a successful business enterprise, and continued until 1867, when Judge Jones was compelled to relinquish it, on account of disease contracted in the army.

In January 1868, after some months of recreation, and feeling entirely recuperated, Judge Jones resumed the practice of law in connection with Charles G. Mauro, Esq., and subsequently with John D. Johnson, Esq., with the latter of whom he held his partnership relations until November 1874, when by the voice of the people he was called to the bench of the Criminal Court of St. Louis county, which he still fills.

Judge Jones was married in 1856 to Miss Mary A. Chester, daughter of Joseph Chester, of Chester, England. From this marriage have sprung seven children, four of whom are still living.

Judge Jones is looked upon, not only as one of the leading lawyers of the St. Louis Bar, but as a man of strict integrity and unflinching devotion to duty. Calm and dispassionate in all his reasoning, with a thorough knowledge of the laws governing criminal cases, he is peculiarly fitted for the position of Judge of the Criminal Court, where even the most humble may with confidence look for unbiased justice. A deep student for many years, he is never at a loss in determining as

regards any difficult point of law or fact. Throughout his whole professional career in this city, he has demonstrated the fact that he is a man of no ordinary capabilities, and one eminently worthy of the confidence placed in him. Ever free from all prejudices or partialities, his rulings are always characteristic of justice and fairness.

In the full vigor of all his faculties, both mental and physical, of a strong constitution which he inherits from Mother Nature, he may be regarded as a happy representative of the intellect of the West, which must eventually govern this nation. As an orator, Judge Jones occupies a firm position among his professional brethren; and as a sound logician and deep thinker, he is second to no lawyer in Missouri. In social life he enters the first circles, where his urbane manners and pleasing address make him ever welcome.

JOHN HENRY.

NEXT to Virginia, probably no State in the Union has produced more prominent men than the State of Kentucky. These men are essentially Western in their thoughts and habits, and are to be found scattered broadcast over the Western country. For the last half century of our national existence, the native Kentuckian has wielded a large amount of influence, political and social, in the Mississippi Valley, and in all the States bordering on the Great Father of Waters. Many of the men who took a prominent part in the discussion of questions of public policy in the West forty years ago, have passed away forever, and the contemporaries of Clay, Calhoun and Webster are few and far between. Some few are left, however, who still remember the great master minds who led the American people during the first half of the nineteenth century. Of the few who still survive to relate the doings of those days, is Honorable JOHN HENRY, of St. Louis, whose public life, however, was passed in Illinois.

MR. HENRY was born in Lincoln county, Kentucky, November 1, 1800, and has already passed the allotted period of human existence. His father and mother were both Virginians by birth, having been taken to Kentucky when quite young. His mother lived through the Indian wars, passing a great portion of her maidenhood in one of the frontier forts, and rendering valuable assistance to those engaged in fighting the battles of the early pioneers.

Young John's education was confined entirely to the log school-house, and this he only attended when the relaxation of more important duties at home permitted. At the age of eighteen years, by an agreement with his father, he was taken to Lexington and bound out to a cabinet-maker, for three years, in order to learn that business. The terms of his apprenticeship were that he was to get his board for his labor, with the privilege of working over time for his clothes. At the expiration of two years, young Henry becoming enamored of the daughter of his master, decided to make known his passion; he found that his love was reciprocated, and at the expiration of his term of service, April 5, 1821, he led Miss Isabella Wilson to the altar.

Very early in life, Mr. Henry began to take a great interest in the political questions of the day. He was originally a Clay Whig, and in 1824 cast his first vote for that gentleman for President. He early conceived a great admiration for that gifted man's abilities, and remained a firm adherent of his until 1826. During that year, the Legislature of Kentucky instructed Mr. Clay to vote for General Jackson for President in opposition to Mr. Adams. Mr. Clay denied the right of that body to issue to him any such instructions, and cast his vote for Mr. Adams. This split the Whig party in the State, Mr. Henry going with the Jackson wing, and acting with it until 1835.

In 1828, Mr. Henry, with his wife and three children, removed to Jacksonville, Illinois, and began working at his trade. Industry and economy soon brought him a competence, when he abandoned cabinet-making and drifted out into the uncertain sea of general speculation.

In 1832, Mr. Henry was elected to the Lower House of the General Assembly of Illinois, where he remained until 1840, when he was sent to the State Senate, serving his constituency in the capacity of State Senator until 1847, when his friends and supporters, recognizing in him the man of worth and honesty, elected him to the United States Congress.

His first difference with the Jackson party arose in 1832, upon the question of introducing into Western politics the New York system of conventions. During the session of the Legislature in 1832, a meeting of the members of the Democratic party was called at Vandalia, to take into consideration the propriety of adopting the convention system. This was the first meeting of the kind ever held in the West. The subject was duly considered, and the system adopted. Mr. Henry, then the youngest member of the lower house, opposed the measure with all his ability, and introduced a resolution denouncing it as anti-republican in its character, and one which was decidedly antagonistic and dangerous to our republican form of government. This resolution caused Mr. Henry to be read out of the old Jackson party. In 1836, Honorable S. White of Tennessee was nominated for President. Mr. Henry was one of the White's electors from Illinois. In 1840, General Harrison was elected, Mr. Henry still clinging to the Whig party, and in fact being one of the last men of his State to leave it, and when he did, he went off with Stephen Douglas, on the doctrine of non-intervention, where he stands until the present day, in favor of local self-government.

Soon after his entering the Illinois Legislature, Mr. Henry, who was ever noted for his kind and generous impulses, having worked his way to some prominence through the different stages of poverty, and having

seen its distressing effects among the people, conceived the idea of an exemption law, and thereupon introduced into the House a bill providing for the exemption from execution, of one horse worth sixty dollars, and mechanics' tools worth the same amount. In his first effort the bill was defeated, but nothing daunted, he re-introduced it the following year, and succeeded in making it a law, with the addition that a woman at the head of the family could hold free from execution, six sheep and their fleece.

Mr. Henry was one of the first patrons of learning in the State of Illinois. In all matters relating to the education of the public at large, he took a prominent part. While in the Legislature, he introduced the bill to incorporate the old Female Academy, at Jacksonville, which was the first incorporated institution of learning in the State. He was also prominent in the establishment of all the other public and charitable institutions at that place.

In 1832 he volunteered and raised a company for the Black Hawk war, and served with distinction under Governor John Reynolds and General Joseph Duncan, and was present at the treaty of Fort Armstrong, with the Indians.

In 1847, Mr. Henry was elected to Congress to fill an unexpired term of Colonel E. D. Baker, who had gone to Mexico with the army, and who lost his life during the late civil war at the second battle of Bull Run.

While in Congress, Mr. Henry saw fit to vote against a bill making appropriations of \$3,000,000 to raise ten regiments for Mexico. Immediately upon his vote being made known, a storm of abuse was heaped upon him by certain politicians of Illinois, men who had not taken the trouble to study the different provisions of the bill, nor waited for an explanation of his course of conduct. Mr. Henry raised objections to it upon the floor of the House of Representatives, and voted against it, not because he was unwilling to grant supplies to the army, nor because he did not wish to see the soldiers who were fighting the battles of our country, clothed, fed and paid, as he voted for such a measure; but because he honestly believed with a large number of the House that the \$3,000,000 bill would place in the hands of the Executive, a power far too extensive and dangerous. The appropriations made in the bill ran to June 30, 1848, and embraced in the whole a period of sixteen months; and in passing a measure of this kind, extending over a time so great, Mr. Henry contended, the American Congress assumed a power which even the Parliament of Great Britain had not dared to exercise for

centuries, and it placed in the hands of the President, the means of carrying on the war for six months, after the beginning of the session of the following Congress, in a manner that might possibly be utterly at variance with the wishes of that body.

However much his vote on this subject was censured at home, by some parties, yet his manly course in coming boldly out for what he consciously believed right, was admired and respected. He made no compromise, nor yet did he dodge the issue, but remained in his seat, while others skulked in the corridors, and placed himself squarely on the record.

In 1849, Mr. Henry first came to St. Louis, where he remained about one year, returning to Jacksonville to take charge of the State Lunatic Asylum at that place, which position he held for five years. In 1862 and 1863, he was connected with the Quartermaster's Department for nine months, at Jackson, Tennessee. During the late war he was a Union Democrat, and bore the highest of testimonials from Governor Yates and other prominent men, to Mr. Lincoln, which, however, he never saw fit to present. In 1869 he returned to St. Louis, where he has ever since resided, beloved and respected by all who know him. Mr. Henry has six children living, four sons and two daughters; one of his daughters is the wife of Honorable Erastus Wells, the member of Congress from St. Louis. His sons are all honorable, energetic men, occupying prominent positions in the community.

In private and public life, Mr. Henry, unostentatious as he ever has been, is always ready to aid the distressed, to watch over the interests of the poor, and to accord to the laborer his hire. Among the public men who were his contemporaries, he stood out an example of honesty and patriotism, equaled by few and excelled by none. During the whole of the seventeen years which embraced his public life, he exhibited a consistency and uprightness of conduct, and a philanthropy which won for him the undying love of the masses, and enshrined him in the hearts of his fellow-citizens.

Mr. Henry has now lived three-quarters of a century, and has been an eye-witness of some of the most important changes of our Government. He has seen the nation from its infancy grow to be the proudest and strongest on the globe; he has taken an active part in the affairs of his country, and will leave the world all the better for having lived in it. He has many things to be proud of in his career as a public man, but leaves no brighter patrimony to his family than the proud title of "a thoroughly honest man."

CHARLOTTE SMITH.

CHARLOTTE SMITH was born August 10, 1843, in the State of Tennessee. Her father, Richard Odlum, was born in Madrid, Spain, and came to America when still quite young, engaging in mercantile pursuits in New York. Her mother, Catharine Burgoyne, however, was a native of Ireland, and who came to America when quite a girl, with her parents, who placed her at school in New York City. Here she met Richard Odlum, her future husband. They were married and found a new home in the Far West.

Charlotte was the only daughter in a family of seven children. The father had succeeded in providing a competency for his family, as well as adding something from year to year to his worldly stores. The elder children received a liberal education; her educational advantages were limited. A very delicate state of health in her early years, compelled her to leave school twice, and finally to abandon all idea of study.

In 1858, she, in company with her mother, visited the Island of Cuba, where the soft tropical climate and genial sea breezes seemed to restore her to health. At the breaking out of the war, the family were settled in Memphis, Tennessee, and remained there during the long and eventful struggle. She then removed to Mobile, Alabama, where she was married and remained for a short time. Two children are the fruits of her wedded life.

She removed to Philadelphia for a time. In 1870, she removed to Chicago, where she remained till the great fire, and then came to St. Louis, and made this her home.

Here a new path of industry was opened to her; she soon conceived the idea of publishing a magazine worthy of the great Valley of the Mississippi, and in March 1872, she gave to the world the first number of the *Inland Monthly*, a magazine which soon won a leading position in the best of literary publications of the West, and brought to its support some of the best talents of the country. The diversity and excellence of its articles, from some of the best contributors the West affords, have made it a success, while it is to-day looked upon

as a peculiar feature in the literary world of the Great West. It is now published simultaneously in Chicago and St. Louis, and is eagerly looked-for by the intelligence and reading masses of the Great Valley.

In whatever relations of life we view this remarkable woman, we cannot but extend toward her our admiration for the happy manner in which she has, under no ordinary untoward circumstances, made life a success. Almost unaided, she has fought the battle of life to a most successful issue. Mentally considered, she is a combination of contradiction and a personification of strength and weakness. In order to better understand the nature of the subject of our sketch, we submit the following analysis of character as given by Professor O. S. Fowler, of Boston, and dated March 21, 1875 :

Your head, Madame, is uneven in its developments, which signifies that your character is full of specialties. You are unique—exactly like yourself—unlike everybody else, and all your traits stand right out distinctly; faults and virtues—everything. By all odds, your strongest sentiment is ambition to figure—determination to do something worthy—create a name and distinguish yourself. Yet fortunately, this faculty does not take the form of dress half as much as intellect. You desire distinction—not for being the richest dressed lady, but the smartest, and are most intensely sensitive to whatever may be said for and against you, as regards talents and worth. Are a very just woman—endeavor to do what is exactly right. Are most powerful in your anger, especially against anything, everything, wrong. Have more force in you than I find in one woman out of thousands. I regard your sensitiveness, energy, vim, “get-out-of-my-way” snap, determination and drive, as well-nigh marvelous. What you can’t accomplish, there is no need to try. And you will defend yourself, your character, your rights, against all imposition. In fact, combativeness, antagonism, efficiency, grit and pluck are wonderful. Are also remarkably tenacious of life; calculated to endure what would break down nine hundred and ninety-nine in every thousand. Are wonderfully long-lived, strong-constituted, never need take any medicine. All the medicine you will ever require is rest. Lack self-trust; live almost wholly in other people’s good opinion of you, instead of your own good opinion of yourself. I wish you cared less for praise; still, with your energy it stimulates you to put forth almost superhuman efforts. Are unmistakably a woman of commanding talents, and your force works in conjunction with their manifestation. Have extraordinary reasoning powers. Are remarkably sagacious. Have a great many ideas. Argue with singular ability. Should have been born masculine and been a lawyer. Are especially good in arguing by ridicule, and showing up absurdities. Have a remarkable command of language; talk fast, because you think and feel fast; and beautiful, because you have a high appreciation of the beautiful. Ought to be in some public position, connected with the press, and would certainly make your mark if you were. Are highly magnetic; most intense in your feelings; most positive in your likes and dislikes. Will do anything in the world for those you love, but the Lord deliver your enemies from you. Have most powerful indignation, yet fortunately you govern this temper well. Are a premium lover, as long as your affections are nurtured, but if you and your husband should quarrel, you will not get the worst of it. Yet no man could want any better helpmeet than you would make. Have every one of the attributes of a good wife, as long as you are kept in a loving mood, but can’t bear one word of scold. You don’t deserve blame, and will not endure it, and it turns everyone of your faculties topsy turvy. Are magnificently sexed; pre-eminently feminine, true to the female instincts—not many as true. Possessed of those maternal attributes which endow offspring; naturally fond of children; much attached to home. Remarkably versatile in talents; able to do this, that or the other, and brilliant in them all. Remarkable for policy, self-control, secrecy, and can work your cards as artfully, and employ intrigue as effectively, as anybody. Remarkable for economy, industry, thrift. Rather wanting in stability, individuality, dignity; have force, especially when driven, but not pure stability. Have any amount of practical

kindness—just as good as a woman can be, when in a good mood. Are guided by spiritual premonition—feel it in your bones that certain things will happen, and they do. Marry in accordance with this presentiment, it will lead you right. You marry against it at your and your husband's peril.

Will put and keep things in their place. Have an excellent memory of facts; can weave in everything you ever knew. Are remarkably lady-like—most excellent company. Possessed of real intuition to spell out results. Endowed with extraordinary descriptive powers, imagination, glowing poetical inspiration. Are religious, through your conscience, kindness and spirituality mainly. Love dearly to reason on moral and religious subjects; can accept no dogmas, except what comes through your understanding.

Are adapted in marriage, to a man deliberate, frank, not argumentative; dignified, stable, indulgent, fullest in the middle and lower portion of the forehead, discreet, judicious, and above all things, talented and sensible; but you don't like a short, stocky man; and he must be neat in person.

Have a peculiarly fine temperament, and better health, more bodily vigor than any one woman out of thousands. Are earnest in your efforts to make money. Rather hopeless, looking on the darker side more than the brighter. Are really a remarkable woman throughout. Everything depends upon the state you are in—that right, you are all right and superlatively happy, and make those around you so; that wrong, the converse, and everything depends on the state of your affections.

Possessed of a large amount of mental and physical magnetism, she is one of those rare combinations of character, which would make its presence felt in any community in which she might reside. Charitable even to a fault, she ever takes pleasure in relieving the wants of the suffering portion of humanity; and no more frequent or more acceptable visitor crosses the thresholds of our prisons and poor-houses than Mrs. Charlotte Smith.



Western Engraving Company of St. Louis

Yours truly
J. M. Parsonne

JAMES W. PARAMORE.

COLONEL JAMES WALLACE PARAMORE, although not connected with the early history of this city, yet as the originator and founder of an enterprise which is to make St. Louis one of the leading cotton markets of the world, is entitled to have his name inscribed prominently among the many other influential and enterprising citizens who have, by their wealth, wisdom and sagacity, contributed to build up the commercial prosperity of this great city.

COLONEL PARAMORE was born near Mansfield, Ohio, December 27, 1830, and is consequently in the full vigor of manhood. His father, John Paramore, was a well-to-do farmer, of English descent, who had immigrated to Ohio from Virginia. The family consisted of eleven children, of which James W. was the tenth. His education, until he arrived at his seventeenth year, was such as could be obtained at the district schools of the day, working on his father's farm in summer, and attending school in winter. And again let it be remembered, that this has been the early experience of many men, who to-day stand as representatives of noble American manhood. From a very early period it was his great ambition to take a regular collegiate course, but the financial condition of his father seemed a barrier to any such aspirations. But young James had set his mind upon a collegiate education, and to obtain this desired end he set himself to work. When he arrived at his seventeenth year, he proposed to his father that, in consideration of commanding his own time and the proceeds of his own labor, he would relinquish all claims to the paternal estate. To this his father rather reluctantly assented, and the young man left the homestead in search of what he so earnestly desired, with a firm determination to overcome all obstacles in its attainment. He entered the academy at Mansfield, and paid for his tuition with the proceeds of his manual labor. The next season he entered Granville College—now Dennison University, Ohio, where he began a regular course of literary and scientific studies, in connection with the classics. Here he remained four years, still supporting himself by his own labors.

After completing his collegiate course, he removed to Montgomery, Alabama, where he taught for two years in the academy of that city; and then returning to Ohio, he entered the law office of Bartley & Kirkwood, in Mansfield, and began the study of the law. He then went to the law school of Albany, New York, where he graduated in 1855, as a bachelor of laws, and received his license to practice. A fortunate investment he made in property in Crestline, Ohio, on his return from Alabama, enabled him to complete his law studies, and gain a profession.

He then went to Cleveland, Ohio, and opened a law office, and entered the arena for professional honors. He was rising rapidly in his profession when in 1857 he embarked in a commercial speculation, which proved disastrous, and deprived him of all his worldly possessions.

He then turned his attention to the West, in search of some suitable location to retrieve his fortunes, and came to Missouri, settling in Washington, where he resumed the practice of the law, and also published the *Washington Advertiser*, a new paper of much local influence and weight. Here he remained until the breaking out of the late war, when he took his family back to Ohio, and entered the United States service as Major of the Third Ohio cavalry, in which capacity he served until the spring of 1862. After the battle of Stone River, the Colonel of the regiment resigned, and Major Paramore was promoted over the Lieutenant-Colonel and senior Major to fill the vacancy, and a part of the time commanded the Second cavalry brigade, until he resigned in 1864.

He served in the Armies of the Ohio and Cumberland under Buell, Rosecrans and Thomas, and was very popular as an officer. During his term of service he participated in twenty-seven different engagements, escaping without a wound.

In 1864 he resigned his commission, and entered the banking business in Nashville, Tennessee. In 1867 he turned his attention to railroading, and got up the charter for the Tennessee & Pacific railroad, which was designed to connect with the Southern Pacific or Memphis & El Paso road, and to run from Memphis, Tennessee, to Norfolk. This road was mainly designed to open up the vast mineral wealth of the Cumberland Mountains and East Tennessee, and make it tributary to the manufacturing interests of Nashville. Liberal aid was secured from the State Legislature, and also from the counties through which it passed; and the work of construction was commenced in 1868, with a good prospect for its early completion. But a change in the politics of that State in 1869, was followed by unfriendly legislation and a ruinous decline in the

price of its bonds, which caused a suspension of the work, with only a small portion of the road completed. He continued to operate that portion of the road as superintendent and general manager, hoping for a change in the financial policy of the State, so that his favorite project could be carried out and the road completed. But, as it was an expensive road to build, and, by the adoption of its new Constitution, the State had prohibited the issuance of any more bonds to aid railroads, and capitalists were becoming more and more timid in their investments, particularly in the South, it was evident that the means could not be obtained to complete it, at least for the present, and the completed portion was too short to make either *money* or *reputation*. So Colonel Paramore severed his connection with that road, and sought a new field for his active energies in this city.

He arrived here about the time of the completion of the Iron Mountain and Southern Railroad, and the Missouri, Kansas and Texas Railroad, down into the cotton-producing country of Arkansas and Texas. Up to that time, St. Louis merchants had paid but little attention to the "fleece staple," and, in fact, no *organized* effort had been made to secure it as one of the great and valuable branches of our commerce.

His quick perception was not long in discovering that the completion of these railroads into the very heart of the best cotton-producing country in the world, opened up a new field of enterprise, and rendered it possible, with proper effort, to make St. Louis one of the leading cotton markets of the world.

After consulting with the officers of these roads, as well as some of the principal steamboat lines, and finding that they were willing and anxious to co-operate with the merchants of the city in an effort to build up and establish a market for the staple in St. Louis, he at once proceeded to organize a company for the building of suitable warehouses and compresses for the purpose of cheapening the handling of cotton, so as to enable St. Louis to successfully compete with established markets. He readily obtained the co-operation of such enterprising merchants as Senter & Co., Adolphus Meier & Co., Marmaduke & Brown, Shyrock & Rowland, Gilkerson & Sloss, Bushey & Drucker, Sells & Co., Bemis, Mariott & Co., the Memphis & St. Louis Packet company, and many others; and in July of the same year, a substantial Company was organized, with seventy-five thousand dollars capital paid in, and Colonel Paramore was elected president, and authorized to purchase the necessary grounds and erect suitable buildings and presses to carry out the objects of the Company.

The first board of directors of the Company comprised Messrs. D. W. Marmaduke, John A. Scudder, W. M. Senter, Miles Sells, W. P. Shyroek, A. A. Bemis, J. W. Paramore, Celsus Price, J. W. Sloss, Frank Bushey, and T. S. Foster. The officers were—J. W. Paramore, president; John A. Scudder, vice-president; Leslie Marmaduke, secretary and treasurer; R. B. Wright, auditor and general book-keeper.

The grounds selected and purchased were on the Iron Mountain and Southern Railroad, at the foot of Park avenue, running through to the river, one hundred and eighty-three by three hundred feet, and upon this ground the company erected a substantial warehouse for storage purposes, and also purchased one of the "Taylor Hydraulic Compresses," the largest and most powerful ever built in the United States.

The advantages secured by this location and the general arrangement of the buildings were not long in manifesting themselves: by cheapening the cost of handling cotton in this city as compared with other markets, saving all drayage, and by the aid of the powerful compress, the company were enabled to load cars to their full capacity of 20,000 to 22,000 pounds to the car, which enabled the railroad companies to reduce their rates to Eastern cities.

Just as effect follows cause, soon a large increase in the receipts of cotton at this market was apparent, and the company has found it necessary to enlarge its buildings every year since, to meet the growing demands of this newly-established branch of industry. Last year they added a building one hundred and forty by three hundred feet; a separate receiving platform sixty by three hundred feet; also a delivery platform four hundred and eighty-two feet long by fifty feet wide, giving a total floor surface of over *six acres*. And the present year they have increased the capital stock of the company to \$300,000, and purchased two hundred and seventy-seven by three hundred feet more ground, and have commenced the erection of another large warehouse covering the whole of the last mentioned purchase, to which will be added another compress, which will be completed by the opening of the cotton season of the present year. This will give to St. Louis the largest and most complete cotton warehouse in the United States, having a floor surface of over *eleven acres* (with the platforms), or *nine acres* under cover, and so arranged that every transportation line leading *to* or *from* the city can receive or discharge cotton at the warehouse of this company in bulk and without any expense for drayage.

Every great enterprise must have a beginning, and when St. Louis shall have become a market of half a million bales of cotton annually, then will the efforts of Colonel Paramore and his associates be fully appreciated.

Colonel Paramore was married in the fall of 1854 to Miss Helen Clark, of Monroeville, Ohio, by whom he has three children. Mrs. Paramore possesses every admirable qualification of wife and mother.

As was stated in the first part of this memoir, Colonel Paramore is still in the full vigor of his manhood and intellectual powers, and in the enterprise to which he has given his energies and abilities, daily extending his sphere of usefulness, and adding to the material wealth of the city of his adoption. He is of a very social disposition, unassuming, but courteous in his manners, and a man of acknowledged business integrity and mercantile ability. His many sterling qualities, together with his straightforward manner of dealing, have secured to him hosts of friends and admirers, who ever stand ready to second his laudable enterprise—to make St. Louis the most influential cotton market of the Union.

EDWARD T. FARISH.

IT may be stated, without any disparagement to the other learned professions, that the Bar of St. Louis possesses more men of prominence than any of them; and this assertion holds good, not only as regards the present generation, but as regard the past, and gives every promise of holding good in the future. With those of the past we have but little to do; volumes might easily be filled with the life records of the illustrious men who have graced the forum since the days of Liguist: records as bright and names as fair as those of any city of the Union. It is with those men who by their talents and abilities now grace the forum, and who deserve well of their fellow-citizens, that we would now speak. Honorable and conspicuous among this class is EDWARD T. FARISH, the subject of this sketch.

Mr. Farish was born in Woodville, Mississippi, in August 1836, and is now in the prime of his manhood. His father, who was a physician of large and extensive practice and wide-spread reputation, was a native of the Old Dominion, and was of English descent. His mother was a Miss Hamilton, of Louisiana, grand-daughter of Sir William Hamilton (Lord Belharm), a Scottish baron. Young Farish received the rudiments of his education at the school of his native town. In 1847, his parents having died, he came to this city where his father's relatives reside, and was sent to the St. Louis University, where he made a full classical course, graduating in 1854.

Upon the completion of his collegiate education, Mr. Farish entered the law office of Mr. A. Fenby, and began the study of his profession. Mr. Fenby died in 1856, the same year Mr. Farish was admitted to practice.

He immediately embarked upon the great ocean of professional life, and under the most favorable circumstances. For a short period he was by himself, but he finally formed a co-partnership with A. J. P. and P. B. Garesche, which lasted until 1861, the breaking out of the late civil war, when Mr. P. B. Garesche—being a warm Southerner, went South, joined his fortunes with the Confederacy, and thus broke up the partnership.

Mr. Farish declining to take any part in the great civil contest which was going on, continued to practice on his own account until 1864, when he assumed professional relations with the Honorable R. A. Bakewell, at present one of the Judges of the St. Louis Court of Appeals, which partnership lasted until June 1876, when Judge Bakewell was called to the bench. In 1868, Mr. P. B. Garesche returned from the South, and associated himself with Messrs. Farish and Bakewell, and in November of the same year died, the firm of "Bakewell and Farish," however, remaining as before.

Mr. Farish had given most of his time and attention to the practice of the law in the civil courts, rarely entering the criminal branch of his profession. On two memorable occasions he made his appearance in the Criminal Court: once in the case of Picton, a merchant, and again in the case of Edwards, teller of the Union Savings Bank; prosecuting in the latter and defending in the former. Both cases grew out of mercantile transactions, and were two of the most important criminal cases that had ever come before the Criminal Court of St. Louis. With these exceptions, Mr. Farish has confined his attention to the United States and Circuit Courts. In the Britton-Overstolz contest for the mayoralty in 1876, Mr. Farish, in connection with Judge Madill, was the leading counsel for Mr. Overstolz. Probably no case ever came before our courts arising out of an election, which was contested with more perseverance, or which brought out a higher degree of legal ability than this memorable case. It was finally decided by the Supreme Court upon application for a writ of *certiorari*, against the Common Council, the application being refused giving Mr. Overstolz the Mayor's office.

Mr. Farish was subsequently appointed City Counsellor by Mayor Overstolz, and although the appointment was made without any solicitation on his part, yet in it the public recognized a fitting and just tribute to the man who had so successfully fought the battle of his client.

Mr. Farish was married in 1867, to Miss Lilly Garesche, daughter of V. M. Garesche, and sister of A. J. P., his former partner, and of Reverend Father Gareshe, S. J., of the St. Louis University.

Through life Mr. Farish has ever avoided coming before the people as a candidate for any public office, but has given himself up entirely to the practice of his profession, and literary pursuits connected therewith. He has ever been a close student, and is never so well pleased as when ferretting out the intricacies of some obtuse point of law. He is an occasional contributor to our public journals, and his productions give

evidence of literary ability of a high order. Cool and collected under all circumstances, never giving way to any undue excitement, he is never at a disadvantage in the conducting of a case. An eloquent speaker, with an easy and graceful flow of language, but few men in St. Louis have more power over, or influence with, a jury.

His social position is of the highest character, and is only equaled by his professional standing. Affable and genial in his nature, he is an ever welcome guest to our highest circles, where he is respected and honored for his many and sterling qualities of head and heart. Mr. Farish is still a young man, just entering upon the meridian of his life, with many years of usefulness before him. To his future, his fellow-citizens, who take his past as a criterion, look with many expectations. Possessed of every requisite to make a successful practitioner, honorable and upright in all his transactions, studious and attentive to every detail of his profession, we have every reason to predict for him still greater success at the bar and at the forum.





Written Engraving Company of St. Louis

John H. Morse

JOHN H. MORSE.

OF the many citizens of our State whose names are inseparably connected with the growth and advancement of the country, and who have passed years of their lives in the development of those magnificent resources which place Missouri in the front rank among the confederated Commonwealths of America, but few are deserving of more honorable mention, or possess records more worthy of being handed down to posterity for instruction, than the gentleman whose name will be found at the head of this sketch. If long years spent in the best interests of the public: if the conceiving and carrying out of projects pregnant with issues for the public good, a record extending over some of the stormiest times of our existence as a State, entitle a man to public credit, then surely is JOHN HATHAWAY MORSE entitled to such honors as nations of all ages have been accustomed to shower upon such citizens as have deserved well of their fellow-men.

Mr. Morse was the son of John and Mary Hathaway Morse, and born in the town of Sutton, Worcester county, Massachusetts, July 21, 1819. The family is originally English, and comes from a remote and renowned ancestry. Three brothers—Anthony, William and Robert Morse, emigrated from England and settled in the town of Newburyport, Massachusetts, in the year 1635.

From Anthony, the oldest son of Anthony, descended Professor Morse, the father of our telegraph system; and from Joshua, the youngest son, JOHN HATHAWAY MORSE of Missouri traces his genealogy.

His paternal grandfather, Nathaniel Fry Morse, was a Surgeon under Washington during the Revolutionary war; and his grand-uncles, Caleb and Joshua Morse, served as soldiers during that memorable struggle, and never laid down their arms until the freedom of the Colonies was proclaimed.

The father of John was one of the first cotton manufacturers in the United States, but met with severe losses in the destruction of his mills by fire in 1822. Owing principally to these reverses, young John received but a common-school education, and was early called upon to

begin the great battle of life. It being prior to the introduction of railroads into the United States, the elder Morse became interested in running canal boats from Providence, Rhode Island, to Worcester, Massachusetts, on what was known as the Blackstone Canal, in which occupation he was assisted by his son John, who had barely reached his sixteenth year.

In 1837, when John was eighteen years old, the family moved West, and settled in McLean county, Illinois, John going to Springfield and becoming engaged in general wood working. Here he remained four years, and married Miss Panthea Armsby. His wife being of a very delicate constitution, he was induced to return to the East, in the hopes of bringing to her renewed health and strength; but disease had taken a too strong hold of her, and she died in 1844, John returning and coming to Missouri in 1847.

After passing a year in St. Louis, he resolved to penetrate some of the southern counties of the State in search of a suitable location for the erection of flour and grist mills. His great object was to find sufficient water-power, and for this purpose he proceeded to Jefferson county, locating at the spot now known as Morse's Mills, and forming the nucleus of one of the most prosperous settlements in that section of Missouri.

In 1850 he erected suitable flour, grist and saw mills, which have ever since supplied the wants of that section for miles around.

Possessed of a quick and active mind, coming from one of the best-developed and most prosperous of the Eastern States, of wonderful energy and perseverance, and perfectly enthusiastic upon all matters relating to the opening up and developing of his adopted State, he soon began to take an active part in all the important questions of the day, and ere long was tacitly acknowledged as the representative man of his section. Politically he was always known as an Old Line Whig, and a Union man as opposed to slavery. He was a firm believer in State-Rights, but was firm in the opinion that the institution of slavery was wrong in itself, and injurious to the growth and prosperity of the State. These ideas he never failed to advocate upon all occasions.

In 1852, the building of the Iron Mountain railroad occupied much of public attention. Mr. Morse, ever the friend of internal improvement, was one of the first to call a mass meeting of the citizens of Jefferson county, to take the railroad question into consideration. He contended with all his main and might for the western route of this line of railroad, but the St. Louis interests with which his ideas clashed, caused it to be located along the river, the route it now occupies.

He was afterward appointed one of the commissioners to fix the right-of-way and assess damages. As such he was instrumental in locating the towns of Victoria and Vineland. He was also instrumental in locating the branch line of railroad which runs into the town of Potosi. He became a stockholder and director in the Iron Mountain road, and gave his entire influence toward its successful completion.

Public affairs, and matters relating to the internal improvement of the State, now claimed the major part of his attention. In 1860, he aspired to a seat in the Legislature, and as a Whig and Bell-and-Everett man he ran for that position. The consolidated Breckenridge and Douglas influence beat him. He stumped the county, and made some forcible speeches in favor of the stars and stripes and the enforcement of the laws.

During the war, Mr. Morse occupied a very peculiar, and what might be termed a very harassing position. Living on the line between the two hostile factions, he was exposed to the incursions and hostilities of both parties.

Regarding the Union of the States as a strong and indissoluble bond, he warmly favored the measures put forth by the General Government for its maintenance. Notwithstanding a majority of the most influential citizens of the county were secessionists, he strongly advocated the restoration of the States to their old places in the Union, and assisted in raising a company of soldiers for that purpose. His influence kept many at home who were inclined to join fortunes with the Confederacy.

When the unlimited power of the army was employed for party purposes, and military necessity was made a cloak for the gratification of personal prejudice and the advancement of personal ends, he strenuously opposed its exercise.

He was willing to sacrifice everything to restore peace to his section of the State, and especially to stop the abuses which both sides had countenanced as war measures. For this purpose he visited Washington, and besought President Lincoln, with whom he was on terms of personal intimacy, to put an end to the bloody excesses in which the troops stationed along the line indulged; and so far succeeded as to get the most stringent orders against any further outrages issued.

In 1863 the question of locating a navy yard in the West was agitated throughout the country, and especially in Washington. Many places were mentioned, among which were Cincinnati, Louisville, Cairo and Mound City in Illinois, and St. Louis. Chicago sneered at the idea of establishing a Government navy yard upon a river scarcely navigable

during a great portion of the year. But Mr. Morse, who had been accustomed to the controlling of currents and water-powers all his life, thought different. Coming to St. Louis, he sought an interview with Senator L. V. Bogy, to whom he unfolded his views upon the subject. In 1864 he also visited Washington, and submitted his ideas to Senator John B. Henderson, asking him to lay before Congress his plans for permanently deepening the Mississippi. The same scheme he also submitted to Captain James B. Eads, Honorable Henry T. Blow and others. He claimed that at a nominal cost of from \$50,000,000 to \$100,000,000 to the General Government, he could permanently deepen, and make a fixed channel of, the great river, from New Orleans to St. Louis, so as to permit ocean propellers to reach St. Louis with as much ease and safety as they to-day enter the harbors of New York and Liverpool. But the Government, occupied in putting down the great rebellion, did not see fit to act upon his suggestions, and the matter, for the time being, was allowed to drop.

After the death of Mr. Lincoln, he took sides with Andrew Johnson, opposed the Drake Constitution, and in 1866 was elected to the State Senate from the Twenty-third Senatorial District, comprising the counties of Jefferson, Washington, Ste. Genevieve and St. Francis. Probably the most stormy, and indeed the most useful, period of his public life now began. Mr. Morse brought to the Senate chamber qualities which eminently fitted him for the arduous duties of his responsible position. Clear-sighted upon all matters of public polity, he was indefatigable in every undertaking likely to redound to the benefit of the distracted State. His legislative abilities soon placed him in the front ranks of his compeers, and although far in the minority, he soon wielded such influence as to insure the success of nearly every important measure he might advocate. His well-known and deeply-rooted principles of honor gathered around him a coterie of friends from both parties, who, firmly convinced of his high-minded principles, never hesitated to vote for such measures as he brought up.

Among the important measures brought before the General Assembly during his term of office, and in the discussion of which Mr. Morse took a prominent part, was the extension of the Iron Mountain railroad. Mr. Thomas Allen had bought out A. J. McKay, who had purchased the road from the State during the administration of Governor Fletcher. The original contract was to extend the road south from Pilot Knob to the Arkansas State line. Mr. Allen, backed by the St. Louis delegation, who were acting under instructions from the Chamber of Commerce,

wished to build the road from Bismarck to Belmont, so as to make an outlet for the St. Louis trade during the winter months, when navigation was impeded. This project was ably advocated at Jefferson City. Mr. Morse, who immediately saw the injury such a scheme would work to some of the south-eastern counties of the State, who had already voted subsidies toward the completion of the road, opposed the measure vehemently, and denounced it as an outrage and a fraud which the railroad company and St. Louis wished to perpetrate upon the people of those counties, who had already been given bonds by the State for the continuance south of this line. Taking the lead, he fought what he considered an iniquitous measure for weeks at the State capitol, gathering around him all the country members, whom he arrayed against the St. Louis delegation, until at last a compromise was effected, which bound Mr. Allen to build the road south to the State line, in consideration of what he owed the State, and also the permission to extend the line to Belmont. The importance of this line has already made itself manifest, in becoming the most important line leading out of St. Louis. For his important services in this matter, Mr. Morse has always received the highest praise from those counties through which the line passes, and even from St. Louis itself, which was strenuously opposed to his measures and policy.

In the legislative halls of the State, no man was more prominent in advocating the great internal improvements of Missouri than Mr. Morse. Such grand enterprises as the bridges at St. Charles, Kansas City and St. Louis, the extension of the North Missouri, and such like measures as have made Missouri the proud State she now is, all found a warm friend and energetic advocate in Mr. Morse. He is the author of the resolution introduced in the Senate in 1868, asking Congress to repeal the National Bank law, and making legal tender notes the currency of the country and receivable for duties on imports, and retiring the bonds, which lie behind the National Bank currency, and substituting legal tender notes in their place.

During the same year, 1868, he introduced a funding bill, looking to the restoring of the State credit, and adopting the policy of paying legal tender notes for principal and interest on State bonds; and in fact, under this policy, some five or six millions of the State debt was liquidated.

In 1872, Governor Brown took upon himself to order the State Treasurer to pay gold on maturing State bonds. Mr. Morse, who was then an important member of the Committee on Ways and Means, considered legal tender notes good enough, and on the same day intro

duced what was called the "Morse Resolution," directing the State Treasurer to pay legal tender notes for principal and interest on State bonds, which some of Governor Brown's friends stigmatized as repudiation, although the Supreme Court of the United States had declared a legal tender note valid payment for all the State obligations. The resolution passed the Senate after a strong debate, and was finally concurred in by the House. Upon the strength of an opinion delivered by Judge Marsh Adams of the Supreme Court of the State, who decided that the State must pay those claims in gold, the Governor vetoed the resolution, which upon its return was passed over his veto, and became a law. This most important question was finally settled by a decision of the Supreme Court of the State, which declared the resolution valid, and thereby saving to Missouri a large amount of money. Also, in 1868, much through Mr. Morse's instrumentality, one million and a half dollars, of the seven millions paid to the State by the General Government, was devoted to a perpetual school fund. The educational interests of Missouri had no more faithful guardian in the Legislature than Mr. Morse, who watched with a jealous eye every movement liable to affect our public school system. In 1872, the University was crippled for the want of money; the public schools suffered from the same cause. Mr. Morse was the author of the measures reimbursing the State University and the common schools, giving to the University \$147,080 of this—the proceeds of the sale of the stock of the State Bank of Missouri, sold under Governor Fletcher's administration to James B. Eads, and giving \$900,000 to the common schools. This was one of the most popular measures ever passed in Missouri.

Mr. Morse was married twice; in 1841, as has been already intimated, in McLean county, Illinois, to Mrs. Panthea Armsby, who died in 1834 without issue. His second marriage took place in 1861, in Springfield, Illinois, where he espoused Miss Mary P. Barrows, a native of Vermont, but whose early life was passed in Sangamon county. She still survives, and has borne him three sons.

Since the close of his legislative career, Mr. Morse has confined his attention to internal improvements of his section of the State, and is now engaged in the construction of macadamized roads from St. Louis to Jefferson county. While in the Legislature, although in the minority, he possessed an influence far wider than any other single man in that body. He never failed to bring forward such measures as met with the unqualified consent of the majority. His bills always embodied some measure calculated to improve his adopted State, which never failed to

gather around him a body of friends and admirers always ready to assist his projects. Nor did he confine his attention to the State, but he advocated such measures as the St. Louis Bridge, Union Depot, Exchange, Forest Park, and such other large and important undertakings as go to make St. Louis a prosperous metropolis.

As an orator, he is strong and forcible, clear in expression, and always commanding attention. Through his own intrinsic merits and indefatigable energy, he has made his life a business success. His industry has been rewarded. He is possessed of a fine constitution, which enables him to undergo a large amount of mental and physical labor. Generous in his nature, and social in his disposition, he counts his friends and well-wishers by the thousands, who respect and esteem him for the high moral principles which he ever puts forward in his public and private career, and which to-day place the name of John Hathaway Morse among Missouri's most honored citizens.

JOHN E. LIGGETT.

JOHN E. LIGGETT, concededly at the head of one of the important manufacturing and commercial interests of St. Louis, is a man who has carefully watched and fostered all the operations relating to tobacco from a time anterior to the establishment of a well-defined market in our city. Through his efforts, great improvements have been introduced in handling, manufacturing and marketing a staple which, from an early time, tempted the cupidity of foreign merchants, and shaped their intercourse with the colony of Virginia. This product, so important at once to agriculture and to commerce, only gained a foothold in other States than Virginia, by the labor and care of public-spirited men, who were content to receive as their recompense only a small share of the general good that followed their efforts. Mr. Liggett now stands at the head of one of the oldest, if not the oldest, tobacco house west of the Mississippi river, and enjoys a success as a merchant and as a citizen, which he has richly deserved.

He was born in St. Louis, June 11, 1826, and was one of a family of four boys. His father was a tin and copper smith, of the firm of Neal & Liggett. His education was gained principally in the public schools of our city, and finished in a course at Kemper College, though he did not pursue his studies to graduation in the latter institution. He attended the first public school in St. Louis, opened by D. H. Armstrong as teacher, at a time when the feeling against public schools was bitter, and their opponents took delight in calling them "charity schools." The firm stand taken by our leading citizens, who promptly sent their children, soon disarmed criticism, and the public schools became at once institutions beyond the attack of ridicule and the best schools in the city.

At the age of eighteen he entered upon the tobacco business and has since pursued it with an energy and good judgment that compel an honest admiration. Nor were his predilections for a life vocation difficult of explanation. His father died when he was a child of four years of age. His grandfather, Christopher Foulks, was engaged in the manufac-

ture of snuff on an extensive scale at Egypt, New Jersey, both before and during the war of 1812. The embargo during that war brought him disaster and he emigrated to St. Clair county, Illinois, floating down the Ohio with his family in a flatboat to Shawneetown, and from thence making the journey by wagon through the wilderness to near Belleville, Illinois. Removing to St. Louis about 1822, Mr. Foulks, with a brother, entered upon the more congenial business of manufacturing cigars, under the firm name of J. & C. Foulks, in a house at the corner of Myrtle and Second streets. Here he made a reputation as an excellent judge of the plant and an honorable merchant.

This was the foundation of the commercial house which Mr. Liggett, under the firm name of Liggett & Myers now conducts with so much enterprise and spirit.

About 1830, Hiram Shaw, the step-father of Mr. Liggett, purchased the interest of John Foulks, and the business was continued under the name of Foulks & Shaw, the location being changed to the southeast corner of Main and Walnut streets, occupying a building once the palace of the French Governor. To the making of cigars was added, though in a small way, the manufacture of plug chewing and cut smoking tobacco. That was before the days of tobacco warehouses, and the necessary stock was procured by horseback journeys through Franklin and adjoining counties, during which, contracts were made for the delivery, by wagon and in bulk, of the leaf during the summer. Virginia tobacco then held a prestige that cost our merchants a hard struggle and careful manufacturing before they could establish a reputation for their goods. Mr. Shaw was early impressed with the adaptability of Missouri for the culture of tobacco, and perceived that the only proper encouragement for its production was the opening of a market for the sale of the leaf. After much individual exertion and a journey at his own cost to Louisville and Richmond, to see the workings of the system in those cities, he introduced into the City Council, of which he was a member, an ordinance for the inspection of tobacco, which was at length adopted. The office of inspector was supported by fees on each hogshead, and as receipts were as yet only nominal, it was found impossible to secure competent men for the position. Mr. Shaw, in this dilemma, came to the rescue, by proposing to accept the position and make over his share of the fees to a competent assistant. For about two years he fulfilled these important duties without fee or reward, other than the consummation of his ambition to make St. Louis a tobacco market. Years afterward, when the post of inspector was an office to be sought, he learned the

ingratitude of the public. After he had obtained the position of inspector, upon application, he found himself ousted by clamorous politicians who were greedy of the place, and who were careless of the fact that to his exertions St. Louis owed her position as a leaf tobacco market.

Into this house, conducted with such liberality and rare good judgment by his ancestors, Mr. Liggett entered as a partner in 1847, purchasing the interest of his grandfather, the firm becoming Hiram Shaw & Co. Through various business changes, extending over a period of nearly thirty years, the house has been extending its ramifications through every section of the country, and now, under the new name of Liggett & Myers, occupies an honored and a leading position.

Mr. Liggett was married in 1851 to Miss Elizabeth J. Calbreath, of Callaway county, by which union he has been blessed with five children, four of whom are now living.

In 1872, he was elected president of the St. Louis Tobacco Association, which position he still holds. A liberal, clear-headed merchant and manufacturer, of broad views and superior business methods, he has made his course a substantial success, and reflected honor upon our city while advancing her interests. A man of stainless character in every relation of life, his motives have ever been unquestioned, and his actions marked by kindly consideration toward all with whom he has come in contact.



Jas L W Morrison

JAMES L. D. MORRISON.

HONORABLE JAMES L. D. MORRISON, a descendant of one of the oldest American families in the Mississippi Valley, was born in the ancient town of Kaskaskia, Illinois, April 12, 1816. His father, Robert Morrison, came from Philadelphia about the year 1792, and settled in Kaskaskia; and his mother was Eliza A. Lowry, daughter of Colonel Lowry, of Baltimore, and sister of James L. Donaldson, one of the Spanish land commissioners, with whom she came to this country in 1805. His descent is entirely Irish on both sides.

His early education was as extensive as the youth of that early period in the country's history received, but in this respect he was particularly fortunate in the instructions of his mother, who was for many years looked upon as the most brilliant and intellectual woman in the Mississippi Valley.

At the age of fourteen, young Morrison started out on some adventures which made lasting impressions on him, and doubtless, to a great extent, had much to do with the foundation of his character. His father was the largest mail contractor in Illinois, with routes extending from Kaskaskia to Shawneetown, Cairo, Vandalia, Palmyra, Cape Girardeau and other points, and was paid by drafts upon the different post-offices. While still a young man, he was sent to collect the drafts all over the country, and take the money to Kaskaskia. In the winter of 1831-32, while returning from Palmyra, Clarksville and other points, he found the Missouri river frozen over at St. Charles. His uncle, who resided at this place insisted on his remaining a few days, which he did. In crossing the river his horse broke through the ice, but before he disappeared, young Morrison secured his bridle, saddle and saddle-bag, the latter well filled with silver, and with these strapped to his back, he proceeded to the residence of Mr. George Collier, near the present corner of Pine street and Leffingwell avenue. This adventure, and the pluck displayed by the young man, so pleased Mr. Collier, that he remained a staunch friend of Morrison's through life. Should a mail boy be taken sick or become disabled, young Morrison was ever ready to take his place.

The spring of 1832 found young Morrison carrying the mail two days in the week, and attending school three days, in addition to attending store at Belleville, Illinois. This spring he received the appointment of midshipman in the United States Navy. His first cruise was in the Pacific ocean, on board the sloop-of-war "Fairfield," which lasted about twenty-seven months.

Returning from this voyage, after being the hero of some stirring adventures in the harbor of Callao, in Peru, in giving aid to the shipping which was being fired upon, he was transferred to the West India squadron, Commodore Dallas' flag-ship. An attack of rheumatism, which he had contracted from exposure, sent him to the Naval Hospital at Pensacola, Florida, where he remained eight months. During these long months, in order to beguile the weary hours of the hospital pallet, he read the first volume of Blackstone's Commentaries, and through it became interested in legal studies; and, sending to Mobile for Blackstone and Kent's Commentaries, for about seven months gave them his attention.

In 1836, he returned home, and entered the office of Judge Pope as a student. His close application, in addition to his previous studies, qualified him for the bar in about a year, when he was admitted to practice. His pay at this time, as a midshipman, was but nineteen dollars per month, and it took two months' pay to purchase the eight volumes bought at Mobile.

The first one hundred dollars young Morrison made in practicing law, was in Jackson county, Illinois, where he quashed an indictment for murder. With this he entered one hundred acres of land, which he still possesses. Upon the resignation of Honorable Hugh L. White, United States Senator from Tennessee, happening to be in Washington, he attended a public dinner offered to that distinguished gentleman, made a speech, resigned his place in the Navy, joined the political fortunes of the Old Whig party, entered fearlessly into the Harrison campaign, rode in a canoe from Belleville to Springfield, Illinois, spoke at every cross-roads in favor of his party, became its candidate for Lieutenant-Governor, and remained one of its strongest adherents until its dissolution, when he became a Democrat.

For a number of years Mr. Morrison was a leader of the Democracy of Southern Illinois, and was far in the advance upon all public questions. He has represented the counties of St. Clair and Monroe in the State Senate, and St. Clair in the House. For years he was the leader of the Anti-State-policy party, and he it was who pricked the bubble and enabled St. Louis to gain the roads concentrating at Alton under

the State-policy system, and which brought to a close the war against St. Louis.

Mr. Morrison was always a very active railroad man, and ever advocated this policy in Illinois. He secured the charter of the Ohio and Mississippi when no one asked for it; he also introduced the Illinois Central bill in the Legislature, advocating the measure in a speech of much force. The Belleville road, and the original Bruff charter of the Vandalia line, owe their existence to his energy against the policy. The Ohio and Mississippi charter was passed under very peculiar circumstances. Governor Wood, of Quincy, had given Mr. Morrison to understand that he would vote for the original Bruff charter. The two parties in the Senate stood thirteen State-policy, twelve Anti-State. Wood's vote, on the final passage, was necessary to carry it, and his was the last on the calendar. Some misgivings existed on both sides as to the way he was going to vote, and when he voted No! amidst the most furious excitement, Mr. Morrison rushed across the Senate Chamber to Wood's seat to get him to change his vote. Gillespie, seeing the movement, also rushed over to Wood's seat; a personal collision occurred between the two enthusiastic members, and the Senate adjourned in a perfect bedlam of uproar and commotion. Senator Wood immediately promised to vote for a railroad to Vincennes, and two days after, the Ohio and Mississippi was chartered as a peace-offering.

Mr. Morrison was a most unrelenting enemy of Know-Nothingism. On the floor of the Senate Chamber he denounced in unmeasured and forcible terms the doings and workings of that secret organization, and such was the effect of his speech that resolutions condemnatory of the Order were immediately passed.

Upon the breaking out of the Mexican war, Mr. Morrison raised the first company of volunteers in Illinois, and coming to St. Louis, tendered its services to the St. Louis Legion. This, however, was rejected, and the company was made the nucleus of the Second Illinois regiment, of which he was elected Lieutenant-Colonel. This regiment, at Buena Vista, lost thirteen commissioned officers and ninety men killed. Upon the close of the war, the Legislature of Illinois presented Colonel Morrison with a sword, suitably inscribed, in recognition of his services in the field.

Retiring from the Army, he again turned his attention to the practice of the law, and finally to land speculations, in which he amassed quite a large fortune, the most of which he has spent in indulging an inordinate desire for foreign travel, having made some four or five different trips

across the Atlantic, and passed several years in Europe, visiting the principal points of interest in the Old World.

Colonel Morrison is a man of no mean or ordinary legal attainments, and possesses an order of talent which would have secured him prominence at the Bar had he given his maturer years to his profession. He has not practiced law in Missouri, except in such cases as he himself is personally interested in. He is now engaged in prosecuting several very important cases before the Supreme Court of the United States, upon what is known as the Gregoire league square, near St. Louis, 4,500 arpents of which he contends belong to his wife and himself.

He has ever taken an active part in politics. Immediately upon his joining the Democratic party, he was elected to Congress. The Republicans looked upon him as a renegade, and a partisan speech of Honorable Joshua Giddings called forth from Colonel Morrison one of the happiest efforts of his life. It was arranged among the Illinoisans that he should be tortured by all kinds of questions, in order to weaken his argument. Morrison had twenty-four hours' notice of this intention; and one of the most interesting running contests that ever occurred in the House ensued. Quick at repartee, he baffled his interrogators, and proved himself a match in debate for the entire Republican delegation from Illinois. He has ever since declined political honors, but never neglects an opportunity to assist his political friends.

In 1842, Colonel Morrison was married to Miss Mary Carlin, daughter of Governor Carlin of Illinois. Three children living are the fruits of this marriage.

In 1861, he formed his second matrimonial connection with Miss Adele Sarpy, daughter of the late John B. Sarpy, an old and eminent merchant of St. Louis. Of this marriage, two daughters are living. The present Mrs. Morrison is one of the most accomplished ladies of St. Louis, speaking the English, French and German languages fluently, and exhibiting a high order of talent in many of the fine arts, especially painting, of which many exhibitions of her skill now adorn the walls of their city residence.

LOGAN D. DAMERON.

LOGAN D. DAMERON, a man who has taken a very prominent part in the leading business affairs of the West and of our city, was born in Caswell county, North Carolina, October 31, 1827. His father was a farmer, of French and Scotch extraction, possessed of a liberal fortune, and gave the son as good educational advantages as the country would afford. In 1833 the family came West and settled in Randolph county, Missouri, on a farm. Logan, who was the youngest of the family of thirteen children, entered a dry goods store in Huntsville, Missouri, at the age of fourteen, as a clerk on a salary of one hundred dollars per year. After two years he went to Glasgow, Missouri, as a clerk, in the same business, where he remained four years, during which time his salary was advanced from one hundred to four hundred dollars per year. He then opened business for himself with a capital of eight hundred dollars, and continued for five years with fair success. From that time up to the year 1859 he was engaged in steamboating as clerk and as captain, and had interests in a number of steamers on the Missouri river.

In the fall of 1859 he came to St. Louis and established the commission house of Nanson, Dameron & Co., in which he did a large and profitable business up to 1864, when he retired from the mercantile business with a handsome competency, and for several years thereafter was engaged in superintending his personal affairs.

In the spring of 1869 Mr. Dameron was elected president and business manager of the Southwestern Book and Publishing Company, a corporation formed in the interest of the Methodist Episcopal Church South. The St. Louis *Christian Advocate*, one of the publications of this Company, was greatly enlarged and improved during his early management of the same, and at this date is one of the leading organs of the Church, and is still under his management, as are also the affairs of the corporation. Possessing a vigorous organization and a capacity for a great deal of work of a high order, he has it in his power to accomplish very much for the benefit of St. Louis, and his record leads to the belief that he will originate and develop plans that will subserve her truest interests.

JOHN JACKSON.

ONE of the most noteworthy representatives of what is usually termed the Scotch-Irish race in St. Louis, is JOHN JACKSON, whose connection with the growth of this city entitles him to an honored place among its citizens.

MR. JACKSON was born in the county Down, North of Ireland, April 21, 1821. His father was a respectable farmer of the county, and gave his sons such an education as the schools of the country at that period afforded. Up to his nineteenth year, he made the farm his home, assisting in tilling the soil, and taking advantage of such opportunities of attending school as his duties allowed.

Having attained his nineteenth year, he entered a wholesale grocery establishment in Belfast, where he remained twelve years, in various capacities.

In 1862, he emigrated to America, coming to New Orleans, where his brother James, who had preceded him to this country, resided, and who now occupies an honored and trusted position in the Crescent City. Here he entered the well-known house of Dyas & Co., with which he remained until 1855, when he came to St. Louis in the interest of the salt trade. This business Mr. Jackson established in St. Louis, in connection with the old house of McGill, Jackson & Co., of New Orleans, and it has proved one of the most prosperous branches of trade in St. Louis.

After his arrival, Mr. Jackson soon began to take a very prominent part in the affairs of trade and commerce in St. Louis. His business energy soon brought him into note with his fellow-merchants, who looked upon him as a man of sound judgment and unblemished business integrity.

Mr. Jackson has at various times, been connected with some of the most important enterprises and organizations in St. Louis, where his judgment and counsel have been of material assistance in forming the policy of the concerns. In 1861 he was a director in the old Southern Bank, and as early as 1867 he became prominently connected with the Illinois and St. Louis Bridge Company, and never severed his connection with it until he saw the enterprise a complete success. He is president of the St. Louis Grain Elevator Company, and was among the first to

subscribe to that enterprise; a director in the old State Bank, and vice-president of the Third National Bank. For several years he was a director of the old Union Insurance Company; a stockholder in the St. Charles Bridge Company, and has much to do in the boards of some of the street railroads. He was also a director in the North Missouri and the St. Louis, Kansas City and Northern railroads.

In November 1874, Mr. Jackson assisted in organizing the St. Louis Salt Warehouse Company, of which he was elected president. This warehouse is situated at the foot of Bremen avenue, and was erected under his superintendence. It was completed on the 1st of July, 1875, and has a storage capacity of 150,000 barrels of salt. A warehouse of this kind had been much needed for years, and obviates the delay and cost attending the handling in the old way. The river boats have easy access to the warehouse, and a railroad track through its center gives facilities for the loading of nine or ten cars at one operation.

Mr. Jackson was also very active in the advocacy of Captain Eads' famous jetty system to be applied at the mouth of the Mississippi river; and his acquaintance with leading people of New Orleans was used to overcome, and did overcome, much of the intense opposition which at one time existed there. In addition to his labors in behalf of the jetties, he is also a large stockholder.

In all positions filled by Mr. Jackson, he has exhibited remarkable executive ability, an astonishingly clear perception of the wants of the different enterprises, and a judgment that was seldom at fault when their financial policy was to be considered.

Mr. Jackson was married in 1857 to Miss Rogers of St. Louis, who has borne him two children.

Still in the summer time of his life, Mr. Jackson is far from the end of his useful career. He has never indulged in politics any further than to exercise the right to vote as his reason dictated, preferring, in common with his fellow-citizens, the more substantial rewards of honest industry, in the way of trade and commerce, to the ephemeral glory of the politician. As a merchant and business man he is irreproachable, and holds a front rank with his fellows. In his domestic life and in private circles he is no less popular than in the business circles of the city. Here his many social qualities make him truly appreciated.

By his unflinching industry, economy and business integrity, Mr. Jackson has secured a handsome portion of this world's goods, which he always uses to the best advantage. Unostentatious in his benevolence, his purse is ever open to assist the worthy or promote the public good.

WILLIAM G. BARTLE.

AMONG the citizens of St. Louis who have achieved distinction in business entitling them to be placed among the representative men of the community, there are many whose quiet perseverance in a particular pursuit, while it excites little notice from the great masses as the years pass by, yet results in elevating them to positions enviable in the eyes of their fellow-citizens, and as lasting as well merited. In this class may be placed the subject of the present memoir, WILLIAM G. BARTLE, who, although not standing conspicuously in the public eye as a statesman, a soldier or an orator, has yet, by his own individual efforts, become one of the leaders of the commercial industry of a great city, whose influence has been felt for upward of a quarter of a century.

Mr. Bartle is of foreign birth and parentage, having been born in Cheshire, England, in the year 1827. When but thirteen years old, in 1840, he came to America with his mother and step-father. Before emigrating, young Bartle had attended St. Mary's Academy at Stackport, Cheshire, England, where he received the rudiments of a sound English education. His mother and step-father wended their way directly to St. Louis, where the family settled down.

William commenced business with his step-father, who was a butcher, and whose place of business was at the North Market, on Broadway. In this connection he remained until 1848, and became quite conversant with the stock business of the Western country, which had already grown to gigantic proportions, and has become one of the important branches of trade of the Mississippi Valley.

With a view of extending the facilities of carrying on this trade, in 1849 Mr. Bartle commenced to build the Bellevue Stock Yards in the western portion of the city, now known as the Pacific Yards, and began buying cattle from the well-known Christian Hays, the largest operator of the day, in his line, and the most extensive stock dealer the Western country ever saw:—for years Mr. Hays ruled the entire Southern market, and so large and extensive were his dealings that no other operator was known in Memphis and New Orleans but himself.

In this capacity he continued until 1852, when Mr. Hays died of cholera, and Mr. Bartle, in connection with Mr. Duncan S. Carter, then conducted it under the name of Hays, Carter & Co. This business continued in a most flourishing condition until 1863.

In the interval, the firm had invested largely in steamboat stock, and was interested in some of the most important river enterprises of the time. They owned a large amount of the stock of the Atlantic and Mississippi Steamship Line.

During the war Mr. Bartle held a prominent position in the stock market of the West, in supplying the Government with cattle. In 1861 he received and issued 34,000 horses for the Government, the largest single transaction of the kind during the conflict. He also purchased the cattle for Banks' army, and for Sherman's before he started for Georgia. His operations in the cattle and stock market during these years were of the most stupendous magnitude and on the largest scale. His long experience in the business, his well-known and superior judgment, his ability to classify, average and handle stock, made him a man of mark in the market, and one of inestimable value to such houses as that of Henry Ames & Co., Francis Whittaker & Sons, and John J. Roe, all of whom were anxious, at any price, to secure his services.

In 1863 the firm of Hays, Carter & Co. sold out their butchering establishment, but continued to hold largely in steamboat stock.

In 1866 Mr. Bartle took command of the steamer "Ned Tracy," of which he was part owner; in 1867 he purchased the "Mountaineer," and commanded her in the Fort Benton trade until 1869. In the meantime, and during the winter season, when the river trade was closed, he was the principal purchaser for Henry Ames & Co., Whittaker & Sons and John J. Roe.

In 1869, Mr. Bartle commenced to ship cattle to New York and Philadelphia, which he did on a large scale. After the death of Mr. Roe in 1870, Mr. Bartle became a partner in the firm of John J. Roe & Co., in connection with Mr. John G. Copelin, Mr. Roe's son-in-law, and others. In the fall of 1871, this partnership was dissolved, and the business continued by Mr. Bartle, William Hamilton and H. D. Louderman. This firm continued until 1873, when it was dissolved also—Mr. Bartle and Mr. Hamilton continuing the business under the style of Hamilton & Bartle, which exists to the present day, and is one of the largest and most successful firms of St. Louis.

Mr. Bartle was twice married, his last wife being Mary C., daughter of Thomas Brooks, Esq., a wealthy gentleman of St. Louis county. In

1862, accompanied by his mother and two daughters, he went to Europe, visiting the great exposition at London, and other points of interest in England. It was his intention to make an extended tour of the Continent, but receiving news of the fall of New Orleans and Memphis, and supposing the river free once more to trade, he immediately returned.

His mother, Mrs. Lucy Daniels, died on the 9th of February 1875, in Cooper county, Missouri, where she had resided since 1867. She was buried from Christ's Church, St. Louis, and was followed to her last resting-place by a large concourse of friends and acquaintances, to whom her many Christian virtues had endeared her. She was a woman of notable peculiarities, which made her a paragon among her sex; favored with the most amiable disposition set in all the virtues, she possessed a wonderful executive ability, and those who remember her remarkable success in superintending and conducting the business of the Bellevue House in its palmy days, will agree with us in this tribute to her superior endowments. The Rev. Mr. Schuyler, of whose church (Christ's Episcopal) she was a communicant, speaking of her, said: "She was one of those truly good women—those exemplars of Christian character—of whose earnestness and sincerity there could be no doubt. Her kindly face was the very expression of her heart, which was a well-spring of benevolence and charity. No one in need ever appealed to her in vain, nor was her aid solicited for the furtherance of any worthy object without meeting with a sympathetic and generous response." For twenty years Mrs. Daniels was a patron and contributor to the Orphans' Home, in which she took an unflagging interest to the last. When one possessed of these high moral attributes and purity of life passes away, it is a melancholy pleasure to refer to these virtues, and she whom they adorn, that they may serve to shape the walks of those who would live as she lived, and die with the blissful assurances of the happy future which such a beautiful life must bring.

In the private walks of life, Mr. Bartle shines not less than in his transactions with the public. A man of unbounded generosity, gentle and genial in his nature, he has gathered around him a circle of admiring friends who feel honored by his friendship and proud of his success in life. Possessed of ample fortune, which he uses for the noblest objects, successful in all his business undertakings, and blessed and adorned by a happy and contented family, Mr. Barton is truly a man to be envied.

JAMES B. M. KEHLOR.

THERE is no struggle more continuous or more severe than that which is constantly transpiring in the commercial operations that furnish man with food. The demand for the food products of the soil is increasing, but the supply is dependent on many contingencies which he must be a clear observer and accurate reasoner who measures. The revolution too, in methods of business that has been witnessed even by the young men of this generation, has had the effect of stranding many who could not conform to new systems. The most successful merchant or manufacturer of to-day is he who is most comprehensive in his grasp of thought; who perceives most clearly; discriminates most keenly; seizes on the right means most decisively, and retains his equanimity in situations the most complex and difficult. Nor is any line of culture without its value to the business man of to-day, provided he himself can estimate it truly and apply it properly.

The great agricultural interest of the Mississippi Valley is the production of grain. The most important commercial operation is the conversion of this grain into flour and the laying of it down before near and distant consumers. The business of milling, combining as it does the two functions of the manufacturer and the merchant, has attracted some of the best obtainable talent. Yet the weakest are continually being rejected. The law of the "survival of the fittest" is as remorselessly followed by the Genius of commerce as by Nature herself.

Representative of the spirit of the merchant-millers of St. Louis, in audacity and enterprise, the history of the operations of JAMES B. M. KEHLOR is at once interesting and instructive. A Scotchman by birth, an Glasgow University man by education, taught by his early surroundings that his own exertions were not of the first consequence, he made America his home shortly before she became the theater of the greatest convulsion of modern times, set himself to learn the details of business life, and then entered upon an unbrokenly successful career, advantageous to the city of his home as well as to himself as an individual.

JAMES B. M. KEHLOR was born in Paisely, Scotland, June 6, 1842. His father was a manufacturer of shawls, an industry inseparably connected with the name of the city itself. His education was at first gained in the high schools of Scotland—deservedly famous for their thorough and comprehensive instruction—and subsequently in England for a period of about fifteen months.

On leaving college he assisted his father for a short time in his business, and then in 1859 determined on coming to America and taking a part in that vigorous and restless business life in which he was so well calculated to win his way. Landing in New York, he made that city his temporary home until 1861, when he located in Milwaukee, where he had a brother engaged in the manufacture of paper. For about a year he joined his fortunes with his brother, and then in 1862 took a mill and carried on the milling business at Waterford, a town about twenty-eight miles from Milwaukee.

He had now a desire to become familiar with the methods and details of the commission business as conducted in the West, and at first sought an opening in Chicago. His preference in location, however, soon changed, and he came to St. Louis in 1864, where a few spirited operations attracted attention and gained him friends, and eventually led to his opening a commission house in New Orleans under the name of Kehlor, Updike & Co., with St. Louis as the base of supply. This house, during the period of its operations, occupied a commanding position, and handled larger stocks than any of its competitors. In 1869 its New Orleans affairs were wound up, and the firm purchased the Laclède Flouring Mills, located at the corner of Soulard and Decatur streets, in this city. From that time, Mr. Kehlor has made St. Louis his permanent home.

In 1871, the firm bought the Pacific Mills, on Third street. The Laclède Mills had a capacity of about six hundred barrels per day; the Pacific Mills a capacity of about eleven hundred barrels.

In 1873, Mr. Kehlor bought out the interests of his partners, and for a time conducted the mills under his own name. Later, he admitted an elder brother to partnership, but in a few months bought out his interest and again assumed absolute ownership in the business. His business headquarters are at the Pacific Mills, they being nearer the business center of the city, more convenient to 'Change, and doing the larger business.

The two mills have now an average production of from twelve hundred to thirteen hundred barrels of flour per day, grinding about thirty-five

thousand bushels of grain each week. They give employment to an average of seventy men, exclusive of coopers and draymen, and are run at an annual expense of about sixty thousand dollars.

Since Mr. Kehlor's arrival in the West in 1861, he has devoted himself with rare energy and unvarying success, to the manufacture and sale of breadstuffs. On his arrival in this country, as he had wealthy relatives and passed a short season of comparative inaction, we may infer that he expected them to assist in advancing his interests, and that, tired of of waiting, he started for the West. His first mill, at Waterford, was small, having a capacity of only about eighty barrels a day, yet he made money in running it. On coming to St. Louis, he brought letters to George Updike, but his subsequent business connection with him and the staunch friendship of the late George P. Plant, grew out of the personal confidence he inspired, and the evident vigor and good judgment with which he conducted business affairs. The proposition to open the house of Kehlor, Updike & Co. in New Orleans, came from Mr. Updike. Mr. Kehlor had full sway in its management, none of the other partners ever spending a week there. The business comprehended the handling of flour, grain and produce generally. He was receiving on consignment, at one period, shipments of flour from *every* mill in St. Louis. An evidence of the magnitude of the transactions is afforded in the fact that during the lapse of nine months, the house handled three hundred thousand barrels of flour commission. In New Orleans, Mr. Kehlor organized and directed all operations of the house himself.

Since coming in St. Louis, he has paid partners, for interests he purchased in securing the whole, nearly a quarter million dollars, now occupying the foremost position as a manufacturer of flour. While residing in Waterford, Wisconsin, in 1861, he was married to Miss Lamira W. Russ, by which union he has three children, all of whom are girls. All his operations have been carried on with wonderful tenacity, nerve and good judgment, and his career thus far has been singularly successful; yet at the age of thirty-four, the most important portion of his life is probably yet to be lived before his biography can be completely written. Be this as it may, enough has already been accomplished to place his name among the leading business men of the metropolis of the Mississippi Valley and insure for him that true distinction in life which is always awarded to those born to success.

Mr. Kehlor, in achieving prominence in business, has also won for himself a high social position in St. Louis, and the honorable regard of those who enjoy his acquaintance.

WILLIAM G. CLARK.

AMONG the prominent men of St. Louis who, for well-nigh on to half a century, have been intimately connected with the growth and development of this city and State, and whose names are inseparably connected with almost every enterprise calculated to increase and strengthen our business elements in a commercial importance, is WILLIAM GLENN CLARK, whose name heads this sketch.

MR. CLARK was born November 4, 1818, in Baltimore, Maryland. His grandparents, who were of Scotch and Irish descent, came to America before the Revolutionary war. His father, Colonel Mathew Clark, was born in Pennsylvania, but removed to Baltimore in 1816, where he married a Miss Glenn, and where he was a grocer for many years. Mathew Clark's mother was a sister of the distinguished Judge Hugh Brackenridge, of Pennsylvania, one of the most eminent men of his day.

WILLIAM G. CLARK was educated at the common schools of his native city, where he remained until the age of seventeen, when he entered the dry-goods house of Mr. John Taylor in the capacity of clerk, and with whom he remained one year, until 1836, when he accompanied Mr. Daniel Trowbridge to St. Louis, who came here to enter into business, and whom he also served as clerk for about three years.

Mr. Clark came to this city full of life and ambition, possessed of indomitable energy and blessed with a fine constitution, all of which he turned to good account. After three years of the routine of commercial pursuits, in the year 1839 he resolved to embark on the sea of mercantile transactions for himself, and started with vim in the wholesale clothing business, becoming the second member of the firm of Jones, Clark & Gill, one of the largest houses of its day, and well remembered by our older citizens as one of the most extensive establishments on Main street. He continued as a wholesale clothing merchant until 1842, when, becoming persuaded that the lumber business offered far greater opportunities for the exercise of his abilities, he entered upon his new pursuits, and ere long became one of the most extensive lumber merchants in the city, and in which business he continued until 1874.

During the fearful epidemic of cholera in 1849, when by popular movement the sanitary affairs of the city were taken out of the hands of the regularly-constituted authorities, because of their inefficiency in a time of such extreme peril—Mr. Clark was made one of the "Committee of Safety," into whose hands this important department of the city government was committed during the prevalence of the epidemic. Most faithfully and fearlessly did he—in connection with the late Honorable Luther M. Kennett, Honorable Trusten Polk, A. B. Chambers, Judge T. T. Gant, and others—discharge the duties imposed on them by their fellow-citizens, during the three months in which the terrible plague hung like a pall over the city. To their action the city is indebted for the first establishment of a quarantine.

While in the lumber business, Mr. Clark never lost an opportunity of adding to his wealth by outside speculation, and with a firm belief in the future greatness and commercial importance of his adopted city, he gave much of his time and attention to the purchase and improvement of real estate, in which he always invested with a view to the growing facilities of St. Louis.

In 1850, when as yet there was but little business done on Fourth street, with a just appreciation of the future growth of the city, he purchased the old Methodist church property on the corner of Fourth and Washington avenue, on which in 1856 he erected a block of five-story buildings, which he still owns, and which is at present one of the most prominent business centers of the city.

At an early period, Mr. Clark became identified with some of the most momentous enterprises of the city. He was a director in the Southern Bank, and was one of the men who worked earnestly to build the City University, and is still a trustee of that institution. He was a director in the first Lindell Hotel, and was a moving spirit in the erection of one of the most magnificent buildings on the continent of America.

Mr. Clark has been twice married; first in 1840, to Miss Julia Miller, of Baltimore, Maryland, who bore him six children. His second wife was Miss Mary Belle Parks, daughter of Joseph Parks, Esq., of St. Charles, Missouri, and by whom he has had four children, all of whom are now living. Most of his children are grown up, and filling honorable positions in different parts of the country.

Although one of our most prominent citizens, Mr. Clark passes the summer months at his summer residence on Lily Lake, near the beautiful town of Stillwater, in Minnesota. Throughout his long and useful career in St. Louis, Mr. Clark has ever been noted

for his strict attention to business, which he ever conducted on the principles of honesty and integrity, and which has brought him not alone affluence and wealth, but the undoubted respect and esteem of his fellow-citizens. In all the long years of his active business career honesty and industry have been his prevailing characteristics. Well preserved, physically and mentally, his prospects for many years of life are good. Amiable in his disposition, and unpretentious in his associations, social and generous, he is much esteemed in social circles. A man of extensive travel and keen observation, he is one of the most companionable of men and pleasing of conversation. For many years he has been an active member and influential elder of the Presbyterian Church. His individual influence and high character, not alone in St. Louis but wherever he is known, mark him as a man whose career in life is worthy of emulation, and one whom the young men of the present day may well imitate.

PETER E. BLAND.

AMONG the prominent members of the St. Louis Bar who claim Missouri as a birth-place, but few have become more distinguished in the profession than the subject of this memoir.

PETER EDWARD BLAND was born in St. Charles county, Missouri, March 29, 1824. The family are originally English, and came to America in the early portion of the seventeenth century, and settled in Virginia. Our present subject is the great grandson of Richard Bland, who was a prominent member of the first Continental Congress, and a grand nephew of the illustrious Chancellor Bland. His father, who was a retired lawyer, was a native of Virginia, and emigrated to Missouri, settling in St. Charles county, where he engaged in planting on an extensive scale, and where Peter was born. His father died two weeks before his birth, in Virginia, while on a visit to his native State in search of health.

Being left a widow, his mother removed to Pike county, where she remained until Peter was about six years old, when she removed to St. Louis county, where she died two years afterward. Young Peter attended the county schools, but after his mother's death, his guardian, Dr. Richard Bland, sent him to the Illinois College, at Jacksonville. Finding that the young student was likely to imbibe too many Free-soil doctrines, his guardian removed him from this institution after one year's tuition, and placed him in the Methodist college at St. Charles, where he finished his education and became Master of Arts in 1846. His father's estate was largely incumbered with debts contracted by indorsing for others, and when these liabilities were paid off, barely sufficient was left to educate the children. Under these circumstances, young Bland taught school, spending his leisure hours in reading law, in Tennessee, for one year, when he removed to St. Louis, and entered the office of the late James R. Lackland, and was admitted to practice by the Supreme Court of the State in the spring of 1849. He immediately opened an office in St. Louis, and began the practice of his profession, and soon succeeded in commanding a large and lucrative practice in the enjoyment of which he found himself upon the breaking out of the late civil war.

Responding to the call of the General Government, he entered the army as Colonel of the Sixth Missouri infantry, serving two years. At the end of that period, he relinquished the profession of arms and returned to the law, locating in Memp his, Tennessee, where he practiced with much success for three years; when, in order to adjust some difficulty of a former law partner, he went to Washington, where he passed about one year. In 1868, Mr. Bland returned to St. Louis, almost a stranger, and immediately set to work to rebuild his old practice.

In the election of 1874 the Independents placed him on the ticket for Judge of the Supreme Court. His adversary was Judge Napton. With the balance of the Independent ticket, he was defeated, but received a most flattering vote, running two thousand ahead of his ticket. As a lawyer, Mr. Bland enjoys a very enviable reputation. His name is connected with some of the most important cases before the Supreme Courts of Missouri and Illinois, among which may be mentioned, "*The Attorney-General vs. the Judges of the County Court of Greene county,*" to enjoin the levying and payment of taxes to provide for the payment of \$400,000 of bonds issued by the County Court of that county to the Kansas City and Memphis railroad; also "*Thomas vs. Scotland Co.*" and "*Thomas vs. Schuyler Co.*" to inforce the payment of \$200,000 of bonds issued to the Missouri, Iowa and Nebraska railroad. In these cases Mr. Bland gained for himself quite an extensive reputation. Messrs. Sharp & Broadhead were the opposing counsel.

Mr. Bland was married, in 1845, to Miss Virginia A. Clark, of Richmond, Virginia, who died in 1870, leaving three children, all grown.

In Mr. Bland we find one of the most industrious students of the law, and his breadth of legal learning corresponding to the labors he performs. As a thorough, sound and deep-read lawyer he certainly occupies a position in the first rank of his professional brethren. As an orator he has but few superiors in the West. His oratory is of the fervent, classic style, evidently resulting from a profound study of the Grecian and Roman models. Clear and distinct, always logical, with a full command of language, earnest and of strong convictions, he never fails to impress his audience with the justice of the cause he pleads. Mild in his manners, cool in his temperament, he never loses his self-possession no matter what the provocation, while attending to the interests of his clients. Sociable and agreeable, Mr. Bland has legions of friends whose respect and esteem he possesses in a remarkable degree.

JOHN A. SCHOLTEN.

NO man in the Mississippi Valley has gained more reputation in connection with the art of photography than JOHN A. SCHOLTEN, of St. Louis. For this high position he is indebted to his own well-directed efforts, stimulated by a great passion for the fine arts, which first induced him to turn his attention to an art in which he now excels, and which has brought his name so prominently before our community.

MR. SCHOLTEN, who is about forty-five years of age, was born in Reis, a town on the Rhine, in Prussia. Up to the age of fourteen, he attended the school of his native place, at which period his family emigrated to America, settling in Hermann, Missouri. Here young Scholten remained for three years, when he came to St. Louis, and entered the dry goods store of Mr. True Worthy Hoit, a highly respected and successful merchant of this city.

In 1857, however, he forsook commercial life, and turned his attention to his present art, learning the mysteries of ambrotyping, establishing himself in the lower part of the city, and achieving merited success.

Photography, which had attained place as "high art" throughout civilized christendom, he mastered in all its branches, by himself, and his pictures will bear comparison with any thus far exhibited to the world. He was the first to introduce into St. Louis the popular *cartes de visite*, and by liberal, yet judicious expenditure, he has in a thousand ways advanced true art in our midst. Without departure from truth, we may assert that he has done more than any man in the West to create an interest in photography and a demand for its works. We may further remark, that from the time he fairly entered the field he has led all competitors in the introduction of improvements in the art. He is now making arrangements which will enable him to surpass all his previous efforts in the magnificence of his works and the extent of his facilities.

His art gallery, on the southeast corner of Olive and Eleventh streets, is one of the most magnificently fitted-up establishments in the West,

and is the center of attraction for all the connoisseurs of the city, who daily congregate there to admire the high order of art here displayed. Visitors from abroad, who come to our city sight-seeing, never fail to visit Scholten's gallery, where those having a taste for the fine arts find no difficulty in passing a few hours in useful admiration of Mr. Scholten's works. His reputation as an artist is not confined to his adopted city, in which he very justly finds himself at the head of his profession, but from all portions of the great Valley of the Mississippi come admirers of his genius and customers to his art. His works have merely to be exhibited to be admired.

WILLIAM BOSBYSHELL.

THE city of St. Louis owes much to that class of citizens whom came to the Western country many years ago, with no fortune but their hands and an indomitable will, and, by unremitting toil, succeeded in carving out for themselves good names and a fair share of wealth. We have many such. They have passed through all the grades from day laborer to employer, and know how to sympathize with all classes. The hardships they first endured made them stronger for each succeeding trial, and even their losses of money and business failures, from time to time, gave them a rich experience which eventually made them successful. Of this class of men, one of the best known and most honored is WILLIAM BOSBYSHELL, the subject of this sketch.

He was born in the city of Philadelphia, January 7th, 1827. His father, William Bosbyshell, was a merchant of respectability, and carried on business in the Quaker City until the year 1835, when he removed to Port Carbon, Schuylkill county. Here he became the owner of anthracite coal mines and began to work them. Young Bosbyshell was placed at school when twelve years of age, in the Moravian College at Lietz, Lancaster county. Here he made good progress in English branches, mathematics, etc., and intended to take a thorough course; but at the end of two years, his father's plans were changed, and he left school forever. The West was talked of as the country for young men to commence life in, and as his father had been West and made some investments, he concluded he would go there and try his luck.

He reached St. Louis in the fall of 1840; but had expended most of his means in getting to the West, and found himself among strangers who could not be expected to help him. Determined not to remain where there was nothing for him to do, he went over into Illinois and engaged to work on a farm in Jersey county, at six dollars per month. He remained some time there, and frequently brought skiff loads of fish down to St. Louis to sell. He resided in Jersey county until 1847, and during a portion of the time lived on an island called the Roy Island, two miles above the mouth of the Illinois river. He bought the island

for ninety dollars, and on it built houses for dwelling, storage and working purposes, and cut and sold cord wood to the steamboats.

In 1847, Mr. Bosbyshell left his island home with \$2,700 in gold, the results of his seven years hard work—and went East to visit his old friends. He remained in Philadelphia ten months, dealing in coal a part of the time, and then returned to Jersey county, Illinois, and engaged in farming and wood-cutting, three miles above Grafton. He became the owner of a good farm and a wood lot, worked hard, made good bargains, was prudent and economical, and in the course of two years, found himself possessed of the comfortable sum of \$10,000. He married at this time Miss Emily Jane Taylor, daughter of Samuel R. Taylor, Esq., of St. Charles county, Missouri.

The spring of 1851 brought the high water and its fearful consequences. Mr. Bosbyshell lost six hundred cords of wood and was otherwise damaged by the floods. This caused him to seek a change in business, and gathering up what ready money he could, he went to Fulton, Callaway county, and engaged in mercantile business.

In 1855 he removed to St. Aubert in the same county—a landing on the Missouri river—sold goods and did the forwarding and receiving for that part of the country, continuing at that place until 1856. He then came to St. Louis, his cash capital being four thousand dollars, and engaged with John A. Scudder and W. A. Postel in building the steamer "Platte Valley." After the boat was launched, he became clerk of her, and continued in this position two years, when he sold his interest and engaged in the livery and sale stable business in this city on Broadway, between O'Fallon and Cass avenue. He afterward had a stable on Third street, near the old City Hotel, but in 1874 went out of the business, having followed it with great success for sixteen years.

Up to 1867-8, Mr. Bosbyshell had kept aloof from politics, having had too much business to look after to do any more in this direction than to go to the polls and vote. Although a Union man during the civil war, he was a pronounced Democrat, and did not hesitate to speak his sentiments on all proper occasions. He had the confidence, however, of Government officers, and was awarded heavy contracts on several occasions. In 1867, Mr. Bosbyshell, though living in a ward (the Eighth) with a strong Republican majority, was elected to the City Council by a flattering vote. He at once became a leading member of that body and performed his duty to the satisfaction, not only of his immediate constituency, but so as to secure the praise of men of all parties.

While a member of the City Council, Mr. Bosbyshell was nominated

and elected by the Democratic party to a seat in the lower House of the Missouri Legislature. In this new and important position he demeaned himself admirably; not indulging in long speeches and rising to give his views on every question, but acting with that strong good sense which had ever characterized him in matters of business, and voting as the public interests and his conscience seemed to dictate. He was chairman of the Committee of Accounts, and watched the public treasury as faithfully as if it were his own property; but more important, he was chosen chairman of the St. Louis Delegation.

Mr. Bosbyshell has of late years made careful investments in property, and is in affluent circumstances. His home is pleasant and comfortable, and he lives in the full enjoyment of the fruits of a life of industry and usefulness.

He is still in the vigor of manhood, and, it is hoped, will be spared many years to witness the prosperity of the city he has already done so much for.

PATRICK C. MURPHY.

ONE of the industries of St. Louis that exercises a beneficent influence upon our commercial world, is the manufacture and sale of trunks. It is a branch of trade which is generally introduced into cities after they have assumed commercial and manufacturing importance. During the last quarter of a century it has assumed gigantic proportions in our city, and to-day St. Louis is the great central market for the South and West, and commands a trade that ere that period was confined entirely to the New England States. Probably no man has contributed more to establish this branch of industry in St. Louis, and make it the great distributing point for the trade, than he whose name heads this sketch.

PATRICK CHARLES MURPHY was born March 17, 1836, in the county Cork, Ireland. His father was a farmer in good standing and easy circumstances, possessed of sufficient means to give his son a good common school education, such as the schools of his native land afforded at that period. While the curriculum of the average county school did not contain the classics or higher branches of mathematics, yet the scholar was taught all the different branches of an English education, and sufficient to enable the boy to cut his way in after-life. At the age of twelve years his mother died, thus depriving him of the care and tender solicitude of the parent who generally forms the boy into the man.

At the age of sixteen he came to America, landing at Philadelphia. His pecuniary means were very scarce, as was usually the case with young emigrants of that day. His first employment was in the saddle and harness business, at which he remained two years, removing thence to Cincinnati, and thence to Vicksburg. His stay in the Hill City was of short duration, as the same year, 1854, he came to St. Louis, and engaged in the trunk-making business with S. F. Summers, with whom he remained three years, perfecting himself in this new branche of trade. Subsequently, he worked for two years for a Mr. Fassett in the same line of business.

But working for others did not satisfy the longings of a man whose ambitions and plans were to lead. Enterprising and energetic, he resolved to establish a factory of his own and make the manufacture of

trunks one of the leading industries of the city. With this object in view, in 1860 he opened an establishment on Second street between Chestnut and Pine. This was the foundation of a business which has grown to be one of the recognized industries of the West. His business increased at such a rapid rate as to compel him to move, in order to secure more room. The factory and salesroom are now located at 211 and 213 Vine street. The main building is of four stories with a basement, and across the alley another large store is occupied for storing goods. There is a retail store at 215 North Fourth street. Improved facilities from time to time have been added to the factory; the most skillful workmen have been attracted from other cities by the prospect of steady employment, and the volume of his business has been increased to such an extent that to-day the capital employed amounts to \$40,000, and the annual sales of the establishment to \$110,000. The number of hands employed average about fifty, and the factory is a continual scene of activity and enterprise. The machinery used for cutting and punching the iron and zinc and preparing the trimmings for the different grades of goods, is of the latest and most approved patterns.

Mr. Murphy may very deservedly claim much credit to himself for establishing and successfully conducting a business in St. Louis that is of so much benefit to our city and gives honorable and lucrative employment to so many of our intelligent citizens, from a beginning, small and insignificant as it might have appeared, but which under his own personal supervision and through his own energy and determination, he has brought to the present mammoth proportions.

During the many years he has been connected with the business world of St. Louis, Mr. Murphy has been noted for his steady perseverance and untiring energy, a strict attention to his business and a sacred regard to all his financial and mercantile engagements. In every transaction of life, that integrity which should and always does, characterize the successful merchant, has marked his dealings with his fellow-men, until to-day he stands the leading representative of a branch of trade which commands the respect of his brother merchants. Quiet and undemonstrative in all his ways, yet social and genial in his nature, he has continued smoothly on his course of life, making hosts of friends, and never failing to command the esteem and regard of all who come in contact with him. To what extent his future operations in his business may be conducted, it is impossible to say; but as he is yet in the prime of life, his friends, looking to his past, may naturally expect still larger success in the future.

PHILLIP W. SCHNEIDER.

WITHIN the last half century of our republic, the German element which the various vicissitudes of the Old World have driven to our shores, has assumed a prominence in every walk of life, which is scarcely equaled in the history of nations. Especially is this fact to be noted in the West and the great Valley of the Mississippi, where men of Teutonic origin are to be found, leading in every branch of business, commanding millions of capital, and exercising an influence, beneficial alike to their fellow-countrymen and the land of their adoption. While most of the Germans in America who have risen to prominence are noticeable for a high order of intellectuality and industry, yet they are self-made men, for the most part: men who, in the face of overwhelming obstacles, have been the architects of their own fortunes, in a land where industry, energy and perseverance never failed to bring a competence to their possessor. Of this class is the gentleman whose name heads this sketch.

PHILLIP WILLIAM SCHNEIDER was born in Germany, near Frankfort-on-the-Main, January 26, 1830. Like himself, his father was a contractor of more than ordinary reputation in his own country, and was well known in connection with the construction of canals and the building of churches and school houses in Bavaria. Young Phillip received the benefit of a good common school education in his native land. At the age of ten years he met with a severe loss in the death of his father, and six years afterward, together with his mother, two brothers and a sister, came to America.

His first experience in the Western world was at Natick, Massachusetts, where he worked on the Boston waterworks, as a teamster, from 1847 until the fall of 1849, when he resolved to tempt the fickle goddess, Fortune, and strike out for himself. Although but nineteen years of age, yet full of energy, pluck and hope, he removed to Buffalo, New York, where he was employed by John L. Stephens of New York City, who engaging three hundred men—Mr. Schneider among them—took them to the Isthmus of Panama, to work on the track of railway which was being



Western Engraving Company of St. Louis

Ph. W. Schneider

built over that inhospitable region at that period. To do this required more than ordinary courage. The miasmas and contagions of the climate were such that at the end of six months, out of six hundred men who were engaged on the work, but sixteen returned alive. Mr. Schneider was foreman of the men, and for his services received \$100 per month in gold. This, however, was but a scanty recompense for the innumerable trials and hardships which he underwent while on the Isthmus.

Returning to New York with the most flattering recommendations from General Totten, he soon obtained a position as foreman on the Baltimore & Ohio railroad. In this capacity he remained until 1853, giving such unusual satisfaction to his employers as to gain their entire confidence, and obtain some contracts for building short lines of the road.

The wide-spread reputation of St. Louis as a commercial center, had for many years attracted his attention, and thither in 1855 he came, to carry out a contract for building two miles of the Iron Mountain railroad. Upon the completion of this work, he made St. Louis his home, firmly convinced that at last he had struck the field in which he was destined to make a fortune. With that admirable foresight which has characterized his every movement since, he saw that St. Louis was destined to grow with a rapidity which should astonish the entire world; that builders and contractors of merit and responsibility would be in great demand; in a word, that a fortune was within his grasp, and that an opportunity had offered itself which it would be unwise to neglect. He also saw that immense fields of stone, admirably adapted for building purposes, lay within an accessible distance of St. Louis, which, properly developed, must eventually bring wealth and influence to their owner. With this view, he opened and operated a large stone quarry below the Arsenal, and soon secured some of the most important contracts in the city, executing all with the greatest success, and taking a leading position in his business in St. Louis.

In 1850 Mr. Schneider married Miss Sophia Hilsz, a lady in every way qualified to be good wife and mother. Six children are the fruits of this union—four boys and two girls.

Upon the breaking out of the civil war in 1861, like most of his countrymen, he joined his fortunes with the Union cause, and was appointed Master of Transportation by General Lyon. After the battle of Pea Ridge, he joined Sigel's division in the same capacity, and accompanied that commander to the Potomac, remaining with him until the final surrender of General Lee.

Returning to civil life, he resumed his business as a contractor, which he has ever since followed with the greatest success. Probably no man

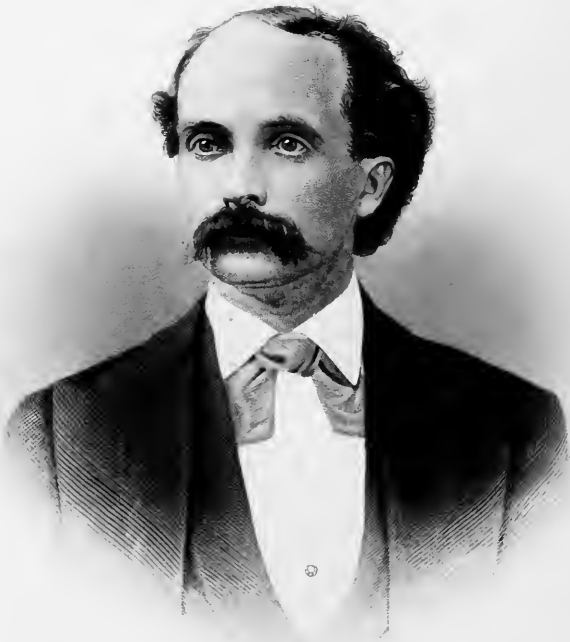
in St. Louis has undertaken and so successfully executed such large and important contracts as Mr. Schneider. A correct conception of his capacity and ability for handling large enterprises may be formed when it is stated that in 1867 he took a contract from the city for supplying ten thousand square yards of macadam, amounting to \$225,000.

In 1870, the granite quarries of Missouri began to attract the attention of builders, and gave great promise of immense value. He immediately took advantage of this fact and closed a contract with the Bridge company for fifteen hundred yards of red granite. He also supplied the Insurance building, on the corner of Sixth and Locust streets, with those magnificent columns of polished granite which form such an attractive feature to that noble structure. These contracts amounted to \$190,000. The State House in Springfield, Illinois, is adorned with granite from his quarries. He had a \$38,000 contract on the Singer building, corner of Fifth and Locust streets, and two contracts, amounting to \$700,000 for granite supplied to the new Post Office and Custom House in this city. He also supplied the new Post Office in Cincinnati with \$500,000 worth of cut Missouri granite, and has the contract for erecting a building entirely of polished granite, on the corner of Fourth and Market streets, in this city, the first building of the sort ever erected in the United States.

No man in the State has done more to develop the wealth of Missouri in her granite quarries, or has worked harder to bring this particular article before the public as a building material, than Mr. Schneider. That he has made a great success of it, the brilliant fortune which has attended his well-directed efforts, is the most convincing proof. His granite quarries, with his immense mill for polishing, which covers an entire block—over eighty thousand dollars being invested in the mill and quarries—are the admiration of all who behold them. These quarries are reached by two and a half miles of branch railway, leading from the main line of the St. Louis, Iron Mountain and Southern railway, built at his own expense and for the benefit of his industries.

Mr. Schneider is still in the prime of life, blessed by Nature with a physique well calculated to fight the battles of life, and with many years of usefulness before him. In all matters relating to the advancement or

Of him it may be truly said, that he has not lived in vain; the most lasting monuments to his memory will be the noble structures which, under his direction, have been reared on all the principal streets of the city he loves so truly, and which will command the admiration of generations yet unborn, long after he shall have been gathered to his fathers.



Western Engineering Company of St. Louis

Yours truly
W. H. Russell

W. H. H. RUSSELL.

FOR several years the name of W. H. H. RUSSELL has held an enviable position upon the list of members of the St. Louis Bar.

It may be stated that but few men in the great Valley of the Mississippi, have so early in life achieved such an honorable distinction in the ranks of a profession presenting so many obstacles to the incipient practitioner as the law, as has the gentleman whose name heads this sketch.

MR. RUSSELL was born in the State of Michigan in the year 1840, and, comparatively speaking, is still quite a young man. His father was a farmer in easy circumstances, of Irish and Welsh descent, a thorough man of principle, endowed by Nature with more than ordinary ability and good, sound sense.

After passing through the necessary scholastic preliminaries, young Russell entered Michigan University, where he graduated in 1864. He stood among the highest in the estimation of his professors, to whom his many good qualities had endeared him. A perfect master of his humanities, he entered the law school at Ann Arbor, one of the most renowned seats of learning in the country, where he laid the foundation of a profession, which in after life he was destined to honor. Prior to his graduation, he received a very flattering and earnest invitation from the Honorable W. K. Patson, of Memphis, Tennessee, to locate in the Bluff City, which he did in the spring of 1864, entering the office of Mr. Patson, and acquiring in an incredible short space of time a large and lucrative practice.

In 1865, he attracted public notice by his connection, as counsel, with the celebrated case of Captain John A. Morgan, cousin of the famous General John Morgan. He carried his points before Judge Advocate General Holt, at Washington, and received for his services a fine plantation of six hundred and forty acres on the White river, in Arkansas. This case made his reputation beyond the possibility of a doubt, and from that time forward the name of W. H. H. Russell was recognized as among the rising lawyers of Tennessee.

Mr. Russell remained in Memphis until 1867, winning new laurels, and adding each year to his already well-established reputation. In the winter of 1865-'66, having been obliged to visit Arkansas on business matters, and being caught out in a storm one night with a Confederate officer, they lost their way and got thoroughly drenched with water. Mr. Russell got the Arkansas fever into his system, and was obliged to travel a year or so to regain his health. He was then offered associations with lawyers in New York City and Chicago, but believing in the great future of St. Louis, he determined to locate here in the winter of 1868, when he was admitted to the Bar and began the practice of law in this State, and has since made St. Louis his home.

Comparatively a stranger in our midst, he was not destined long to remain unknown. His first case of importance here was the murder case of Dr. Headington, into which he was called by that great and eloquent advocate, the late Major Uriel Wright. Major Wright had formed Mr. Russell's acquaintance in Tennessee, and learning that the rising young lawyer was thinking of locating in New York or Chicago, wrote to him to come to St. Louis, and when the trial of Headington came on before Judge Primm, Major Wright requested Mr. Russell to assist Mr. McDonald, he himself being called to Kansas on the day of the trial. His preparation at the trial was thorough and complete. His argument, in the summing up, elicited the warmest praise of his associate counsel, R. S. MacDonald, Esq., and deservedly received the highest compliments of his Honor, Judge Primm, and the attorneys opposed to him, Messrs. Chas. P. Johnson and J. P. Colcord.

His next case of note was the admiralty case of the "Bright Star," in the United States District Court, Judge Treat presiding. This was a case of unusual interest throughout the country, especially to steam-boatmen. It involved profound constitutional principles in the question of the right of Congress to regulate the internal commerce of the States.

Mr. Russell had pitted against him in this case the very able and eloquent United States District Attorney, General John W. Noble, but, nevertheless he won his case, receiving many high and merited compliments in the papers throughout the country. The Government, however, appealed the case to the United States Circuit Court, where, after full and elaborate arguments on both sides, Mr. Russell again triumphed.

The equity case of *Engelke vs. Engelke*, in the Circuit Court, is yet fresh in the minds of the reader. In that case Mr. Russell had to fight against the cold and cruel provisions of the statute, and the experienced and learned counsel, Messrs. Mauro & Jones.

In the divorce suit of *Redelia vs. Dr. James Fischer*, though called into it at the last hour, he created a great sensation. Therein he used weapons he has seldom brought into play—sharp ridicule, biting sarcasm, and merciless wit. His speech so pleased the members of the Bar who heard it and of it, that many of our first lawyers, by written note, requested him to furnish it for publication. One thousand copies were printed, and have been read with interest by thousands of people.

But if any doubts remained in the minds of his brother practitioners or the public, as regards his abilities as a lawyer, they were set at rest by his connection with one of the most remarkable criminal prosecutions of the West, that of Max Klinger, the boy murderer. A mere lad, only seventeen years old, he had deliberately taken the life of his only relative in America, his uncle. He fled, was pursued and arrested at St. Aubert, Missouri, brought back to St. Louis, and placed at the bar, charged with a most horrible crime. Poor Max was in sore need of a friend, an advocate to plead his cause; and a just and merciful judge, one of the best and wisest who ever adorned the bench in Missouri, while not unmindful of the law's vengeance upon the awful sin of murder, gave to the friendless outcast youth all he could do, a faithful and able lawyer to speak for him in whose behalf no one else would utter a syllable or breathe a prayer.

In looking about the bar to find some one who would do full justice to a case that appeared to be hopeless, his Honor, Judge Primm, selected as the counsel for Klinger, the subject of this sketch.

It is unnecessary to enter into the details of this remarkable case; suffice it that Mr. Russell, having been assigned by the Court, and with no hope of reward other than the consciousness of having performed a sacred duty toward an unfortunate fellow-mortal, fought the case for four years and a half. There were three jury trials; it was twice before the Supreme Court of the State, and finally was taken to the Supreme Court of the United States, where it was finally decided in the spring of 1872.

Justice Clifford is said to have paid Mr. Russell a very high compliment on the occasion of his argument to Britton A. Hill, Esq., of this city. The case was the first of the kind ever before the Supreme Court of the United States, and establishes the theory of the Government in its protection of foreigners under the Constitution. Mr. Russell was thus enabled to appear before the highest court of the land. The case went up on a constitutional question on Mr. Russell's recommendation. Governor Brown commuted the sentence to ten years in the penitentiary.

Mr. Russell could have saved Max from going to the penitentiary on a technical point of law, as the Governor sent the commutation to him, and the Court could not compel him to plead it. He might have waited until the day of execution had passed, and then gone into court with a petition for a writ of *habeas corpus*, upon the jailer, and the jailer could have shown no right to detain him in prison; but Mr. Russell's sense of honor as an attorney appointed by the Court, prompted him to advise his client to accept the commutation. The case is to be published in full, and will make one of the most readable trials ever printed in America, and will be of great value to the jury practitioner, as it will contain every legal phase of the case.

It was a source of wonder to many at the time, that one so young and comparatively unknown to our community, should be intrusted with the defense of a case involving such vital issues, but the keen and experienced eye of the Judge detected in Mr. Russell that pertinacity of character and that love of deep research which marks the thorough and successful lawyer. That the Judge was not mistaken in his estimate of his choice, the sequel of this noted case amply proved. These cases are merely mentioned as a few of the many in which Mr. Russell has been successfully engaged since his advent to St. Louis.

As a speaker, Mr. Russell is versatile, eloquent, logical, and above all, jocularly entertaining. His voice is clear, round, and full of pathos when necessary. His address is always winning and never fails to command the attention of his audience. He is particularly happy in the choice of language, and his sentences, while free from anything which indicates awe, anxiety or study, are faultless in formation. He is frequently in demand on public occasions, and before societies and lyceums. As a specimen of that eloquence that never fails to enchant his hearers, the following, taken from an address on the "Genius of Odd-Fellowship," delivered by Mr. Russell before the "Pride of the West" Lodge, No. 138, at St. Louis, November 4, 1873, will enable the reader to form some idea of the force and beauty of his style of oratory. It was on the occasion of the presentation of a painting, and in speaking of woman he said:

That the influence of woman, in this world of ours, and especially in our own free America is great, good and powerful, no one can deny; what it will be in the world to come, not even the wisest and most profound thinkers of every age, have been able to foretell. It is said that the Turks and Mohammedans believe that woman is merely a creature for man's pastime and pleasure; that when she dies she is to waste away like a flower of the earth; and in fact the Koran proclaims that woman has no soul, and they do not permit them to enter their temples of worship. They believe that in Paradise new ones of angelic mind will be given them. What a shame and mockery of the Infinite plan!

Enlightened America believes that your mission on earth is pure, noble and exalted; that as the stars were made to shine by night and beautify the heavens: that as the flowers were made to bloom and beautify the earth, so you were designed to elevate and ennoble the character of man; that as you reform, refine and purify society from the cradle to the grave, so in the world to come you will be the white-robed angels at the mercy-seat of God.

From an address delivered before the Missouri Historical Society, of which Mr. Russell is corresponding secretary and a prominent member, we clip the following, which will convey some idea of his power of word-painting:

Under a grove of weeping willows in the beautiful valley of Longwood, on the lone Isle of St. Helena, there is a little spot of earth sacred to the memory of one of the world's greatest heroes. It is the original burial ground of Napoleon. No monument or tombstone marks its hallowed precincts, but a faithful French soldier may be seen at all hours of the day proudly marching around it, as a guard of honor, protecting the little inclosure from the rude intrusions of the curious traveler. Notwithstanding the fact that St. Helena belongs to England, and the mortal remains of the illustrious chieftain rest on the banks of the Seine, in the midst of the French people, yet that Government, so long a monarchy, but now a republic, even to-day consecrates and protects the cold and empty grave of her great Emperor.

The world may wonder at the fact, yet there is a moral grandeur in the lesson it affords, for, as our own Washington Irving has truthfully and beautifully said: "How vain, how fleeting, how uncertain are all those gaudy bubbles after which we are pausing and toiling in this world of fair delusion. The wealth which the miser has amassed with so many weary days, so many sleepless nights, a spendthrift heir may squander away in joyless prodigality. The noblest monument which pride has ever reared to perpetuate a name, the hand of time will shortly tumble into ruins; and even the brightest laurels gained by feats of arms, may wither and be forever blighted by the chilling neglect of mankind."

Mr. Russell has traveled extensively, and is a keen observer of the manners and customs of foreign nations. In 1871 he visited Europe, passing through England, Ireland, Scotland, France, Germany, Belgium, visiting the great commercial centers of the old world. During his absence abroad, his letters to the *St. Louis Democrat* and *Republican* were read with avidity at home, as well as copied extensively by the press throughout the country. These letters discover a literary ability of no mean order and prove that he wields a facile pen.

That he spent his time to some advantage, and that he is a keen observer of passing events, the following quotation from an address delivered by Mr. Russell at Louisville, Kentucky, January 21, 1873, will bear testimony:

When, a few months ago, I stood upon the moss-covered walls of the old castle at Baden-Baden, which from its lofty seat overlooks the Black Forest and the beautiful Rhine, listening to the sweet, dulcet tones of the æolian harp which hung in one of the ivy-covered windows, and now and then seemed to play a melancholy cadence to the memories of the past; while the soft, summer breeze whispered through the tall, stately pines, and the golden sunbeams lingered upon the vine-clad hills, as if loth to part with the grandeur of the scene, I thought it was magnificent and sublime. But how sublimely grand is the reality of that life which illustrates the exalted nature of manhood!

His extensive travel has enriched his mind with a large stock of varied and useful information which renders Mr. Russell a fluent and interesting conversationalist, and at all time, a pleasant and welcome social companion. His private library is one of the most extensive in the city, and it bears unmistakable evidences of having been put to good and substantial uses. Ten minutes, conversation with Mr. Russell will convince the most superficial observer of the depth of his study and reading. He is an enthusiastic admirer of the fine arts, of painting, music and the drama, of which he is ever a warm and generous patron. His talk in these matters is easily judged of by his surroundings, which indicate the gentleman of cultivation and refinement. He enters with a zest into all the athletic and manly sports, and when not more profitably engaged, or as a slight respite from the onerous duties of his profession, he delights in fishing and hunting excursions; yet his whole bearing is that of a deep and enthusiastic student.

Mr. Russell is still a young man, not having as yet arrived at what is usually termed the prime of life. If in the natural course of events he is permitted to fill the "three score years and ten" allotted to man, a fact which a well-developed physique would seem to indicate, his future must necessarily be a bright one. Possessed of every qualification which goes to make up the successful lawyer, of untiring diligence and application, endowed by nature with abilities which fall to the lot of few men, scrupulously conscientious as regards the rights and liberties of his fellow man; with a suavity of manner which never fails to surround the possessor with hosts of friends, we may reasonably expect to see W. H. H. Russell occupying the highest rung in the ladder of professional eminence.

HENRY WILSON.

ALL men who achieve signal success in any particular branch of industry, and establish it as a permanent feature of the manufactories of the community in which they live, are deserving of the respect and regard of their fellow citizens. If the artisan succeeds in making himself a leader in his particular trade, he is as much to be honored as the Doctor, the lawyer, the statesman or soldier. Such are the men who build cities, and establish commerce, and enhance the material wealth of the community. To this class of useful citizens belongs the subject of this sketch, a man who, by his own individual efforts, has established in St. Louis the leading marble business of the West.

HENRY WILSON was born in England, January 3, 1825. His father was a farmer, carpenter, brickmaker and builder, and of sufficient means to give his son a limited education, though living in the woods of Berks, six miles from any school.

One day a letter was received from an older brother, on a visit to America, giving such a glowing description of the country and the beauty of the marble college of Girard, that caused Henry to say, "he should go to America and learn to carve marble," and, with his parents' consent, though not fourteen years of age, he crossed the ocean, and apprenticed himself for seven years to a fellow-countryman at Philadelphia in order to learn the business. At the end of four years, however, he was made foreman of the works, which position he held for six years. He then, 1850, removed to Chicago, where he established the first marble steam mill in the West, and in 1860 removed to St. Louis, where he now conducts the largest institution of the kind in the Southwest. His works are on the corner of Ninth and Market streets.

But few men have done more to raise the standard of our schools of art than Mr. Wilson. In addition to his own personal influence, which he has never failed to exert in this direction, he is the author of "Wilson's Portfolio of Monumental Designs, 1869," and a similar work published in 1874, which have become favorite and standard works of reference among marble workers, all over the country. His private

collection of designs for granite and marble monuments is the largest in the West, and can be examined at any time at his office. No establishment west of the Alleghanies possesses as large a running capacity as his, and his reputation for superiority of work in designs, styles and finish, is so well established that he employs no agents to sell his products, a feature in selling of which but few houses do not avail themselves. The capital invested in this house is very large, and the annual sales amount to about \$75,000, and it gives honorable and steady employment to thirty skilled workmen.

All kinds of Italian and American marble, and American, English and Scotch granites are used in manufacturing the different products of Mr. Wilson's establishment, which turns out every species of work known to the trade. The sample, sale and display room has a frontage of sixty-eight feet, and a depth of one hundred and six feet, and the building is two stories.

Mr. Wilson, for a number of years past, has made periodical visits to the great art centers of the old world, studying every improvement in the arts, and bring back new ideas and the latest and improved designs in monuments, tombstones, mantles, etc. He has been twice married, first in 1851, in Chicago, to a lady of Gardiner, Maine, and again in 1861, to a lady of Castleton, Vermont. Has living one daughter by his first wife and three by his second. He has a brother and sister living in England, and his brother Oliver is with him here.

Mr. Wilson has ever been noted for a close attention to business, which never fails to bring wealth and reputation to those who exercise it. Strictly honorable in all his transactions, the extensive works of which he is the founder and sole proprietor, are one of the markedly successful business enterprises of this city. Enthusiastically devoted to an art which claims the time and attention of some of Nature's most favored children, he has always led in the march of improvement, and has given to the world some of the most beautiful and costly designs in marble and granite, which stamp him as a man of no ordinary genius. A deep student in every branch of his business, his works are headquarters for all that is artistic and grand in his line. The products of his genius and labor find a ready market in every city in the great West, where his reputation has long since been firmly established. In every-day life, he is social and agreeable, easily approached, and friendly and genial in his intercourse with his fellow-man. As a citizen, he occupies a position in the first ranks, and is the recipient of the respect and esteem of all who know him.

WILLIAM A. BRAWNER.

AS a business man of marked force and energy, WILLIAM A. BRAWNER well exemplifies the power of constant labor, well applied, especially when the effort is joined with personal qualities such as command the esteem and respect of our fellow-men. Large in person, and sympathetic in nature, he has drawn to his side hosts of warm friends, who have multiplied the social enjoyments of an eminently social man, yet he has never sought or received business assistance upon personal considerations. Business propositions he has always placed before men simply as business propositions, without any of the complications of partial friendship, and has been content to let them rest upon their own basis of mutual benefits. Clear, concise and candid, he has won a position in this way in business and social circles, not inconsistent with the most splendid talents. Having his own way to make, he has steadily made it, neither seeking nor receiving any assistance from any source. Whatever he has done must therefore be considered as a part of himself, achievements due to his own methods and to his bending of the opportunities which he found about him, to make them serve his purposes.

He was born in Henderson, Kentucky, August 15, 1838. When he was three years of age his father moved to Quincy, Illinois, and it was there that his early youth was spent. In Quincy, his father was the proprietor of the leading hotel of the place, that city being then a thriving town of unlimited possibilities, many of which have since been realized. The father died just as the boy's ambition to begin a life of usefulness was growing strong, and Austin Brooks, proprietor of the Quincy *Herald*, who was a friend of the former, took the lad into his printing office, where he eventually learned the trade and became a full-fledged "typo." On the road to that consummation, however, there was many a weary day and many an anxiety, though both were relieved by the consciousness of duty performed, in that he was assisting in the support of his mother, brothers and sisters, and fitting himself for fuller care for their welfare in later life. While learning his trade, he also carried the paper, and added considerable to his revenue by carrying the

St. Louis papers to his patrons. The latter representatives of our metropolis, were then the *Republican* and *Intelligencer*, both of which he would receive from the packets on their arrival and distribute.

After serving his time at Quincy, the family removed to Rock Island, Illinois, when he entered the office of the Rock Island *Republican* as a compositor. Here for some two years he filled the position of a compositor and job printer, and also did some local editorial work, being employed in the latter capacity after a time. He then determined upon changing his vocation, and entered a drug store where he became a druggist and chemist, and remained at this until 1861.

The opening of the great civil war, so fruitful of change to almost every individual within our borders, again changed his life pursuit. His vigorous, energetic nature and adaptability to bring facts forcibly before men, led to the offer, and acceptance by him of the Special and General Agency of the Equitable Life Insurance Company of New York. His district comprised Illinois and Iowa, with headquarters at Aurora, Illinois. In this vocation he won a pronounced success, demonstrating his eminent fitness for management when coming in contact with all classes of men, and the popularity attending true business methods when followed resolutely, and with upright purpose. In 1862 he was married at Palmyra, Missouri, to Henrietta F. M. V. Strasser, whose father was one of the oldest merchants of Northeast Missouri; and shortly after moved to St. Louis, where he was for a year or more in the employ of Mack & Brawner, General Agents of the Equitable Life Insurance Society for Missouri and the Western States. In the spring of 1864, he took the General Western Agency of the Globe Mutual Life Insurance Company of New York, and also the agency of a number of large fire companies, forming a business partnership in which he was a leading member. He remained with the "Globe" as manager from 1864 until October 1874, when he resigned from the position to take the superintendance of the Western Department of the New Jersey Mutual Life Insurance Company, with headquarters at St. Louis.

His success as a business man and as a citizen of sterling and admirable qualities, is too well known to need elaboration of detail. Believing as he did, that large companies, wielding immense influence and capital, should be fittingly represented in the appointments and conveniences of business offices, he set an example in this regard at once dignified and tasteful, decorating up to the full limit of good taste, yet never descending to mere ornament. As time has worn on, he has made fire insurance the leading department in his business, that being a species of security in

which all men, reckless as well as prudent, are always seeking indemnity against loss. That business being constant in volume, and subject to little fluctuation in popular favor, is more in consonance with his character and tastes.

Winning as he has, large success as a clear-headed, straightforward man, a leader in enterprises requiring combinations of men and of money to carry to a successful issue, a kind parent, a warm friend, a reverent son, caring for his mother and other dependents when an untutored boy, asking for nothing but that which his own arm earned, he fully deserves the recognition he has received as a worthy, energetic citizen, a business man of fine judgment and rare probity.

PETER G. GERHART.

PETER G. GERHART, one of the most active, public-spirited and successful business men of St. Louis, of German and French descent, though raised in this country, has been long identified with the best public movements and commercial interests of our Western metropolis. Abounding in energy, and gifted with highly-discriminating powers of mind, he has entered upon many different fields of activity and made them all profitable. The losses that he has met and overcome have followed his confidence in, and liberality toward, his friends, but have never originated in defective judgment. Some of the most important improvements of our city which ornament it or contribute to the comfort and health of its citizens, found in him an able and active ally and a judicious promoter.

He was born on a farm nine miles from Strasburg, near the Rhine, February 4, 1830. The territory formerly belonged to France, and is now held by Germany. His father, Henry J. Gerhart, was a farmer, who also carried on the business of blacksmithing. In 1839 he decided upon emigrating, and in that year landed in Baltimore with his family, and \$5,000 in coin as his worldly possessions. One year later he came to St. Louis, his son Peter being then a lad of ten years of age.

After remaining in St. Louis about a year he moved to Belleville, Illinois, which town became his home for a period of seven years. Peter having in the meantime learned the blacksmith trade, resolved to learn also the tinner's trade, which he did, commencing in 1847 in Belleville, with a man by the name of Frank Urban. The next year he came to St. Louis, and engaged in work at the tinning business with Mr. James Beakey, with whom he worked for two years. In 1850 he engaged with Mr. D. M. Hitchcock in the same business, remaining with him one year. In 1851, in company with L. S. Barada, he went to Glasgow, Missouri, and opened a stove and tin store, in which he sold out his interest a year later and became a partner in the same business in company with Mr. John R. Carson, then deputy-postmaster of the town of Glasgow. In 1854, he started a branch store in Huntsville, Missouri, in all of his undertakings having a large local success.

Besides these two stores he had an interest in a dry goods and grocery establishment, and also in flouring mills. This success, while it was gratifying and serves to show the sagacity which marked his management, was not sufficient for his ambition, and he was allured to larger fields of operation. In 1857, he organized a trading expedition up the Missouri river, ascending as high as Sioux City, trading in produce, provisions, hides, furs, and everything the people had to sell. These purchases were sent to the St. Louis market, and the business was a very profitable one. In 1857, having had a long and continuous success, and being ambitious of conducting even larger operations with the ample means at his command, he sold out his interests and returned to St. Louis, where he saw a more attractive field for the occupation of his time and talents. On returning to St. Louis he, in partnership with Wesley Connor, conducted an extensive steam cooerage establishment which employed the labor, usually, of about 150 men. In 1858, through liberal indorsements for his friends, he met with some serious losses, but went bravely through and returned to his original business of tinning, opening a place in this city which he conducted for three years, or up to 1861. At the latter date, which marked the breaking out of the war, he commenced to speculate in real estate, which he continued until 1863, when, in company with Hon. John Finn, he opened a wholesale liquor establishment. This partnership lasted until 1867, when Mr. Gerhart sold out to his partner and purchased the property where he now does business, at 217 Locust street. About this time he formed a new partnership with Mr. Henry W. Dionysius in the wholesale liquor trade. Three years later, Captain Milton C. Espy bought out the interest of Mr. Dionysius, assuming the place of the latter in the house. This last firm continued for three years when Mr. Gerhart bought out the interest of Captain Espy and has since continued the business alone, with the success that has uniformly attended his business ventures.

While closely attending to his mercantile pursuits, Mr. Gerhart has borne a fair share of the duties of public life, where he has made his mark as a man of fine judgment, shrewd, clear and decisive, and unselfish in his labors for the public good.

In 1865, he was elected to the City Council from the Fifth Ward, when he made his mark as a firm and judicious advocate of the best interests of the people, taking a prominent and effective part in some of the more important transactions of that day. One of his especial efforts was the calling of a public meeting at the Court-House, to shape action on the proposition looking to the city issuing bonds to finish the three public

sewers of the city, especially Mill Creek sewer. Mr. A. S. W. Goodwin was made chairman of this meeting, and Mr. Gerhart was the author of a resolution favoring the issue of \$1,000,000 in sewer bonds, the proceeds to be divided between the three sewers: Rocky Branch, Carondelet Avenue and Mill Creek. The Legislature afterward authorized the issuance of the bonds, and they were appropriated in the manner recommended in the resolution which Mr. Gerhart had drawn up. This improvement contributed largely to make St. Louis the most healthy city in the country.

As a member of the Union Merchants' Exchange, he was one of the delegates appointed by that body in 1865 to the Commercial Convention in Detroit; also to the Convention at Louisville, Kentucky, in 1867, the presiding officer of which was ex-President M. Fillmore.

He was also an active worker in behalf of the new Exchange, though favoring a location farther north than that adopted, his choice of locality being Third and Locust.

One of the strongest evidences of Mr. Gerhart's public labors is to be found in the fact of his devotion to the establishment of the public park system of St. Louis.

When that great ornament of the city, Forest Park, was projected, he took an active and earnest interest in it, and made several trips to Jefferson City in the effort to get the facts clearly before the Legislature for its action. In behalf of his project he secured three hundred and twenty-five petitioners among the heavy tax-payers of the city. He also set forth in his petition that a tax of half a mill be fixed by law, for the establishment and improvement of the park. The half-mill tax which furnished the endowment of the park, making it possible to carry the work rapidly and surely, was his scheme, and to him is due the honor of originating it.

He has also contributed largely in building up St. Louis, having already built more than twenty houses.

Mr. Gerhart is an able and shrewd financier, and the Manufacturers and Savings Bank has secured him on its board of directors. He is keenly alive to the great financial problem of the country, holding that the national currency should at once be made a legal tender for import duties.

He was married in this city, in 1855, to Octavia A. Flandrin, widow of Charles La Barge. By this union he has had seven children, of whom five—all boys—are now living, an interesting family giving promise of much future usefulness.

Mr. Gerhart is, as we have seen, a tireless and unflinching worker—a man of strong and steady purposes, rare judgment, and those admirable qualities which give a high character to the commercial and social life of St. Louis. Our city is indebted to him for much that is ennobling in her history, and for some of her choicest ornaments and substantial improvements.

FRANCIS GUERDAN.

ONE of the most skillful and at the same time most successful artisans of St. Louis is the gentleman whose name heads this sketch—FRANCIS GUERDAN.

In 1845 he emigrated to America, landing at New York, where soon he found employment in the establishment of an Iron Railing company. There he remained about a year and a half, when he came to St. Louis and entered the works of Mr. McMurray, at present McMurray, Smith & Judge, in whose employment he remained for ten years, until 1855, when he established his present works.

Mr. Guerdan is a man of strong and powerful physique, active brain, and untiring industry. The large establishment which he now owns, is the result of his own well-directed energies. Practical in all his ideas, he has none but practical men about him. In the business community he stands high, not alone for his business qualifications, but for the honor and integrity displayed in all his business transactions. A clever social gentleman, he has hosts of friends, all of whom respect and esteem him for his many good qualities.

PACIFIC IRON WORKS.

No branches of industry command more general attention, or have done more for the advancement of St. Louis and Missouri, than the manufacture and working of iron. It is an indisputable fact that no other branch of industry known to our civilization gives lucrative employment to as many skilled artisans. Magnificent cities are built and supported by it, and even nations and empires owe their wealth and prosperity to it.

Among the mammoth establishments for working iron in St. Louis, one of the largest and most prosperous, is the Pacific Iron Works, situated at 829 South Tenth street, of which Mr. Francis Guerdan is the proprietor. These works were originally established, by the present proprietor, in the year 1855, at 216 Spruce street, and in 1868 the works were removed to their present location. So admirably have the business affairs of the establishment been conducted, that it has ever since enjoyed an uninterrupted career of success.

Mr. Guerdan has long devoted his works to the manufacture of iron fencing and railings, balconies, window shutters, doors, bank vaults, etc., and all varieties of ornamental iron work for building purposes. From his long employment in this line, he has accumulated a great variety of beautiful and elegant designs, and persons can make selections to please them, either of the most elaborate and ornamental, or the plainest styles. His machinery is all of the most modern and perfect inventions yet introduced. He can, on the shortest notice, furnish designs and estimates for any description of work in his line.

He pays special attention to cemetery work, and is prepared to furnish the finest, most ornamental and substantial varieties of inclosures, gates, etc. He employs only skilled workmen, and turns out work only of a character that will give credit to and advertise his establishment. His trade extends over a large section of country, and he is prepared to take contracts to fit-up cemeteries, private grounds and buildings in any part of the country, can send first-class workmen to put them up, and will guarantee their work in all cases to be done in the most substantial and perfect manner.

JOSEPH CRAWSHAW.

JOSEPH CRAWSHAW, the senior partner in the well-known carpet house of J. Crawshaw & Son, was born in England, June 16, 1816.

His ancestors for some generations were carpet manufacturers, and Joseph, the subject of this memoir, was raised to the business in all its branches, and, as a consequence, may be said to bring to this particular branch of trade more experience and practical knowledge than any other man in St. Louis. His early educational advantages were moderate, but sufficient to insure success in the path in life he was destined to travel.

At the age of eighteen, he came to America, like thousands of other enterprising and energetic Englishmen, who are to be found occupying prominent positions in the great commercial centers of the Western World, to better his fortunes and find a more extended field for the exercise of his industry. He found employment in New-Haven, Connecticut, for a few months as a carpet weaver, and from 1834 to 1838 he was occupied in Lowell, Massachusetts, as a weaver of ingrain and brussels carpets.

In the fall of 1838 he returned to England, and entered the employ of Hinshall, Nephew & Co., and while thus engaged, invented the tapestry brussels carpet. He was not aware of the value or importance of his invention, and the patent was issued to his employers, who doubtless reaped a rich harvest from the work of their employee.

In December 1841, he resolved to retrace his steps and return to America, which he accordingly did the following March. Arriving in New York, he accidentally got into conversation with a gentleman at the door of a carpet store on Pearl street, which ended in his being employed as foreman in the factory of Henry Winfield & Co., with whom he remained for one year. He worked in the same capacity in Tariffville, Connecticut, when, in 1843, he was one of a company that started a carpet manufactory in Roxbury, Massachusetts, he himself being foreman, superintendent and part owner for thirteen years. While in Roxbury, in 1849, he was elected to the City Council on the Whig ticket, and from a Democratic ward, such was his personal popularity.

The change in the tariff of 1845-'46 stopped nearly all carpet manufacturing in the United States, and Mr. Crawshaw accepted the position of manager of the wholesale department in the carpet house of Houghton, Sawyer & Co., of Boston, Massachusetts, and where he remained until 1858.

An ill-advised generosity and indorsements for friends had swept away a fortune, which during these years he had managed to accumulate, when in 1858 he came to St. Louis and worked for E. P. Pettes & Co.; then with the house of Pettes & Leathe. After the lapse of two years, he bought out the gas-fitting department of this establishment, and started business for himself under the name of J. Crawshaw & Son.

In 1871, he combined with gas-fixings the goods he knew so well, taking in carpets and carrying a large stock, with well-merited success. In his strict attention to his business, he has well earned the large and constantly-increasing trade which to-day crowns his efforts. As a man of business integrity, he stands high in this community. Generous and social by nature, his private life is blessed with friends who entertain a high regard for his moral purity and other estimable qualities. Honest and upright even to a fault, he bears an unspotted reputation and unblemished name in all the relations of public or domestic life.

The carpet house of Messrs. Crawshaw & Son, situated on Franklin avenue, is one of the largest and most extensive in the variety of goods kept, that is now in city, and the character of the house is well attested by its many patrons.

JAMES A. MONKS.

IT is a well known fact that the city of St. Louis is indebted much to merchants of foreign birth, who have at various periods of its eventful history settled here, and who, during a long succession of years, by a systematic course of industry and business integrity, added materially to its wealth and importance. Among those may be placed JAMES ASPINALE MONKS, the head and original founder of the house of J. A. Monks & Sons, wholesale liquor dealers, and who is to-day the oldest liquor dealer in the city.

MR. MONKS was born in Bolton, Lancashire, England, February 8, 1809. His father was engaged in merchandising, and emigrated with his family in 1818, settling in Lexington, Kentucky, where he engaged in mercantile business, but ultimately purchased a tract of land in Harrison county, and turned his attention to farming. The education of young James, which had its beginning in England, was kept up in Kentucky, where, assisting his father in tilling the soil, and attending the district school in winter, he obtained a thorough knowledge of the different branches comprising a common school education.

His father died in the year 1831, and James A. being the oldest son, was thus made the head of the family, taking care of the farm in Hancock county, Kentucky, which his father had purchased some time previous to his death. Here he remained some ten years, adding to his agricultural pursuits considerable trading along the river.

In 1840 he removed to Missouri and settled in Henry county, where he still followed tilling the soil for a livelihood for about one year, when he returned to Louisville, and entered the liquor establishment of his brother, who commanded a large trade in this branch of business. Here he first gained a knowledge of this business which he has so successfully carried on in St. Louis for over a quarter of a century.

In 1847, Mr. Monks came to St. Louis, and established himself in the wholesale liquor business, on the levee. The great fire of 1849 compelled him to remove to his present location, when he associated with himself Mr. John B. Ghio, and the firm became "Monks & Ghio." This co-partnership was dissolved in 1859, when Mr. Monks took his two sons, William H. and Samuel V., into the business.

Mr. Monks was married in 1834, to Miss Martha B. Gates, of Hancock

county, Kentucky, a lady well-known for her benevolent character and kind disposition. His family consists of two sons, who are his partners in business. He was married again in 1846, to Miss Margaret E. Davis, of Louisville, Kentucky.

Mr. Monks is a man of well-known public spirit, and during his long and active career in St. Louis, has been in different ways identified with many of the most important corporations of the city. He is at present a director in the West End Narrow Gauge railroad, and the Manufacturers' Savings Institution, a financial corporation ranking among the first in the land. He is also a stockholder in the Franklin Insurance Company, and has in other ways been connected in various capacities with the leading companies of the day.

As senior and head of the house, Mr. Monks has succeeded in building up the strongest and most widely-respected business of the kind in the West, and to his unswerving business integrity and, indefatigable though unostentatious energy, is its success due.

As a citizen, he stands without reproach, and as a business man, second to none of his contemporaries. His benevolent disposition is proverbial among all who know him, and is only second to his quiet, unostentatious demeanor, which never fails to elicit the esteem and respect of all who come in contact with him. Strictly moral in every walk of life, a truly high-minded, christian gentleman, but few men possess in a more marked degree the well-merited confidence and the warm friendship of their fellow-citizens, than James A. Monks.

Mr. Monks takes but little active part in the business affairs of the house, his sons, Samuel V. and William H. being the active and business men of the firm, which is now "The J. A. Monks & Sons Company," the former being president and the latter secretary.

William H., who is the elder of the two, was born September 3, 1840, in Johnson county, Missouri. He received the full benefits of a sound commercial education, no pains being spared to fit him for the high position he now holds in our mercantile community. He was married May 1, 1876, to Miss Anna P. Davis, of Louisville, Kentucky.

Samuel V. was born February 15, 1843, in Hancock county, Kentucky. Like his brother, he was made the recipient of every educational advantage the country affords. In 1863 he engaged in business with his father, and in the year 1869 he married Miss Laura A. Bacon, of Louisville, Kentucky. Both gentlemen not only stand high in our commercial walks, but occupy exalted social positions in our community. Honorable in the mercantile transactions of life, they are worthy representatives of their father.

DAVID B. GOULD.

NO name is more familiar to the business men of St. Louis than that of the popular and successful compiler and publisher of the City Directory. He is not an old resident, but has become as thoroughly identified with the interests of the city, and is as strongly entrenched in the confidence of the people, as if he had been born here.

Mr. DAVID BANKS GOULD first saw the light of day at Caldwell, Essex county, New Jersey, September 7, 1844. His father, the late Mr. Alfred C. Gould, was a prominent citizen of Newark, New Jersey, and occupied many positions of honor and trust during his residence there. His father's uncle, David Banks, after whom he was named, was for many years an extensive and well known law-book publisher in New York City. Mr. Gould's mother was a Stewart, her family being well known and highly respected in New York and New Jersey.

In his youth, Mr. Gould availed himself of such educational advantages as his native town afforded, graduating finally at the highest institution in Caldwell, with credit to himself and his teachers. Like many other ambitious and energetic young men, he started for the West in 1864, and for a time was connected with the Ordnance Department of the Army, at Fort Scott, Kansas, under the immediate direction of Major (since United States Senator) Edmund G. Ross.

In 1865, Mr. Gould came to St. Louis, and engaged with others in the publishing business, and continued thus employed until 1870, when he determined to make the experiment of publishing a City Directory. Up to this time, the undertaking of publishing a directory had been monopolized by one man, and though he had given the public a book imperfect in many respects, no one had seemed willing to take the field against him. Mr. Gould had made many friends among the business men, and he believed they would sustain him in the enterprise. His means were limited, but he made up for the lack in hard work, untiring energy, and by shrewd and careful management. The result was, that a large edition of the Directory was issued, and all the fly-leaves and marginal places were filled with paying advertisements. It was sold to

subscribers at a fair profit, and gave great satisfaction. From that time to the present, Mr. Gould has issued his Directory regularly every year, and each succeeding volume has contained new and important information concerning the growth and prosperity of the city. Gould's Directory, in fact, has become a thing indispensable to the merchant, banker, manufacturer, and every other business man. During these years, Mr. Gould has also published directories in Springfield, Bloomington and other towns. In June 1871, Mr. Gould was married to Emma E., daughter of Dr. M. Allen, a leading capitalist, now residing in Montron, Cook county, Illinois. His domestic life is all that true devotion, intelligence and virtue can bring to it, and in this happy circle his leisure is chiefly spent.

Mr. Gould is a fair example of American pluck, energy, intelligence and good business sense. He has erased the word "fail" from his vocabulary; and being still young, vigorous and ambitious, he will yet accomplish much. He believes in fair dealing and strict old-fashioned honesty, and such men are needed, and will be appreciated, in every community.

SYLVESTER H. LAFLIN.

MR. SYLVESTER HALL LAFLIN, resident director in St. Louis of the Laflin and Rand Powder Company, first saw the light of day in the town of Blandford, Massachusetts. This important event occurred on the 29th of May 1822. His mother's name before marriage was Almira Sylvester, and in honor of her family he was christened Sylvester.

When Sylvester was eleven years of age, his father moved to Saugerties, New York, and engaged in the manufacture of powder. He was sent to school for a while, but having a desire to be engaged in some kind of business, entered a store at Hyde Park, on the Hudson river, and remained two years. He then returned home and attended school one year. By this time he had nearly reached the age of nineteen years, and began to grow restless and anxious to start out in the world and seek his fortune.

The powder company with which his father was connected, established a branch depot in St. Louis, and it was thought here would be a good place for the son to commence business. But it was made known to him that he must commence at the bottom and work up, and show by the business character he developed, whether he was capable of managing an important interest, such as theirs would become in St. Louis. He agreed to the conditions, and came on in October 1842, binding himself to work for five years; the wages for the first year to be three hundred dollars, with an increase each succeeding year of fifty dollars. With all the energy characteristic of his nature, Mr. Laflin entered upon his business career. For seven years he drove the powder wagon, took care of his horses, greased the wheels of the wagon, kept it clean, and did many other things connected with the business, which were not very agreeable, but highly necessary. At that time he lived out on Grand avenue, where the Jordan Nursery now is located, and was obliged to practice the closest economy to make his salary hold out from year to year. The managers of the powder company were fully convinced in

the course of time that Mr. Laffin was able to conduct their business in St. Louis, however extensive it might become, and to him was intrusted the entire charge. His energy increased with the increasing responsibilities, and the business became flourishing and profitable.

The office of the company was for twenty-six years located at No. 24 Water street, but in 1866 it was removed to its present quarters, 218 North Second street, in a building erected by Mr. Laffin.

Besides building up a large trade for the powder company, Mr. Laffin has been connected with many important public enterprises. His energy, enthusiasm, and shrewd, practical sense, have been recognized and appreciated by all classes of citizens, and his advice has often been sought when great interests were at stake. For nine years he was a director of the old State Bank, when its notes were preferable to gold; he aided largely in building the first Lindell Hotel; was one of the most active members of the Pilot Knob Iron Company; is a director in the St. Louis, Iron Mountain and Southern railway, and is also connected with various banking institutions and insurance companies.

Mr. Laffin has seldom taken part in political matters, yet once or twice has been forced to accept positions of honor and trust at the earnest request of his neighbors. He served the Sixth ward faithfully as alderman a few years ago, and without doubt could have been re-elected many times if he had consented to serve. He takes great pride in the growth and prosperity of St. Louis, and is always ready to do his part in pushing forward enterprises, and in building up institutions that benefit the city. Thus, in the completion of the great bridge, the building of the new Chamber of Commerce, the inauguration of new railroad routes, etc., he has manifested the greatest interest, and has given them his personal attention. The rapidity with which he dispatches business is something wonderful. While other men are planning, he is executing. Whenever a sum of money is to be raised for a public enterprise, he is generally selected to engineer the movement; and his name on a committee means "work" and "success." In short, Mr. Laffin is just the man St. Louis needs and could not well do without. His genial manners, social qualities and strict integrity are well known in the city and throughout the West, and render him deservedly popular.

Mr. Laffin was married February 7, 1850, to Miss Anna Staats, daughter of Isaac W. Staats, of Albany, New York, by whom he has had eight children, five of whom are living. His oldest son, Addison H. Laffin, is in business with his father, having charge of the salesroom.

Mr. Laffin is devotedly attached to his family, and seems to desire no

greater pleasure than to administer to their happiness. He has been too busy through life to spend much time in traveling, or in the recreations that many indulge in. Home is good enough for him, he says; and he thinks but little happiness can be found in idleness.

THE LAFLIN & RAND POWDER COMPANY.

One of the largest powder manufacturing companies in the United States, and perhaps in the world, is the Laflin & Rand Powder Company. Their mills are as follows: Empire Works, Kingston, New York; Orange Works, Newburg, New York; Passaic Works, New York; Cressona Works, Pottsville, Pennsylvania; Plattville Works, Plattville, Wisconsin; Spring Brook Works, Scranton, Pennsylvania; and Moosic Works, Carbondale, Pennsylvania. They have depots for the sale of their manufactured articles in many of the large cities of the United States, a branch of which is located in this city, at No. 218 North Second street, managed by S. H. Laflin, Esq.

The business of manufacturing powder was started more than sixty years ago, by the brothers Luther and Matthew Laflin, of whom the present company are the successors. At first, it was a private enterprise; but so extensive did it become in the course of years, that partners were admitted, and in 1869 a stock company was organized under the name of Laflin & Rand Powder Company. The officers and directors are as follows:

President, Honorable Solomon Turek; vice-president, F. L. Laflin; treasurer and secretary, Edward Greene; directors, Joseph M. Boies, Solon Humphreys, Wm. H. Scott, Wm. H. Guion, S. H. Laflin, J. T. Petit, Solomon Turek, F. L. Laflin and W. H. Jewett.

With such an organization, possessing an abundance of capital and all possible facilities for manufacturing, it could not be otherwise than that they should command the trade in powder for North America. Besides the mills already mentioned, the Company are now building at Mountain View, New Jersey, and will soon have completed, mills which will be the largest and most complete in the world, and costing more than half a million dollars. The powder manufactured by this company is admitted to be superior to all others, and is regarded by the Government as the standard article.

Mr. S. H. Laflin, the director for this city, has succeeded in introducing this powder into all the Western States and Territories. Hunters use it in pursuit of game; miners use it in blasting; the army uses it in fighting hostile Indians; and duelists and others use it in redressing their private wrongs. No manufacturing company in this country ever had so extensive a field for the disposal of its goods as this, and occupied so much of it to advantage.

Mr. S. H. Laflin, who came to this city when only a boy, has made it the pride of his life to build the business up to a first-class standard.

JAMES H. CHAMBERS.

JAMES HENRY CHAMBERS has made a prominent success in St. Louis in a distinctive branch of the book business that requires rare and varied gifts. The better and more valuable class of publications have for years been sold by subscription, calling to the business very peculiar talents united with great energy and persistence. In each of the details as well as in the management of this business, Mr. Chambers has developed great aptitude and has won a conspicuous success. Through his efforts have been introduced to the people of St. Louis and the surrounding country, some of the best publications that have issued from American presses during the last fifteen years. His career is a remarkable instance of a success won under the most adverse circumstances, and in the face of difficulties that most would have considered insurmountable, yet pluck and energy combined with good parts carried him through and placed him at the head of the branch of business in which he engaged, and to-day he may be said to be without a strong competitor in St. Louis.

He was born in Enon Valley, Lawrence county, Pennsylvania, December 19, 1837. He was the younger of a family of two brothers. His father dying when he was young, he came under the care of his grandparents, William and Anna Taylor, who were old and highly respected residents of that county, and was raised by them.

His education was gained entirely in the common schools of his native county, which in his day were good schools, perhaps better adapted to fit young men for the stirring realities of life than the more pretentious systems adopted by theorists in our own day. The family in its collateral branches has been a very active one, prominent in public affairs and eager in political strife. Numbers of its members are now in public life as legislators, one occupying now one of the highest judicial positions.

When the subject of this sketch left the farm at home, he commenced selling books and canvassed for books steadily for seven years, or up to 1860, when he arrived in St. Louis. At that time he was broken in

health, and without a friend or relative here. Physicians told him that he had not long to live, and his means were small. It was the worst time for business that St. Louis had ever seen. Grass was growing green on the levee, and the enterprise of her people seemed paralyzed. Money was scarce, and the future clouded with more doubt than, happily, has ever since rested upon us. To sell books under such circumstances would seem an impossibility, yet the strong necessity of doing something forced him into the selling of books again, and it is here that the native strength and energy of his character became apparent. Nothing but his own perseverance carried him through, but that was a reliance that did not fail him. At first he sold serial publications and opened an office, which he made a headquarters of supply for six different States. His health at once began to improve, and he has been in vigorous health ever since.

After the first year, the canvassing was all done through agents, he acting as general agent for the sale of the publications of Johnson, Fry & Co. For some six or seven years he sold the works of no other house. These were illustrated serials—Johnson, Fry & Co. being the only American house at that time meeting with any degree of success in this line. The works were all of a standard character, no light literature or ephemeral publications being taken in hand.

About 1867, he added to his business by taking the publications of the Saddleirs, a Catholic publishing house. About 1870, he bought out the Western business of Virtue, Yorston & Co., who had a branch office here; and in 1872 made a further increase by buying out the London Printing and Publishing Company. The latter concern had a branch office here in St. Louis, with their head office in New York City.

In 1873, he took in Appletons' publications, and became their general agent, though still continuing the business he had already established. From that time forward there has been no change in his business connections, except that in 1874 he began to publish Bibles, and also became agent for various publishers of bound books. In this trade the line is very distinctly drawn between serial publications and bound books. Among the latter class, simply as indicative of the character of the whole, it may be well to particularize that great work of the Appletons, "The American Cyclopaedia," which now perhaps is the foremost enterprise of the book-making art, both in the ability of the writers who have been laid under contribution, and the amount of money invested in the undertaking.

His business now extends all over the United States, the books being

shipped from the publishing house in Philadelphia. In serial publications his territory is confined to Missouri, Kansas, Nebraska, Tennessee, Iowa, Illinois, Texas and Colorado.

The magnitude of the business done under his direction, has led to its division into four departments. One of these departments is that relating to bound books, occupying the time and services of two experienced men. The publications of the Appletons, Hartford Publishing Company, and other equally known publishers, pass through this department and into the hands of agents in all sections.

Mr. Chambers exercises a general supervision over the whole, but gives closer attention to the department relating to serial publications, that branch requiring greater aptitude, and far more special training and experience. In making St. Louis his home, he has increased her trade and her facilities for the supply of the constantly-increasing demand for good books; he has demonstrated his own capacities and sterling character by creating a trade and making it a financial as well as a moral success, and as a citizen, he has been to us a valuable acquisition in every sense.



G. A. BAUER DEL. & C. ST. LOUIS

DRY GOODS HOUSE OF DANIEL W. BELL.

APPENDIX.

LOCAL AND COMMERCIAL.

THE COTTON TRADE OF ST. LOUIS.

It requires no very extended argument or comment to show the surpassing advantages of St. Louis as a market for the great staple of the South. The present proportions of the trade show what energy, enterprise and capital can do, and give promise of magnificent aggregates in the future.

Beginning with the consideration of this trade at the period anterior to the war, we find nothing that could tempt the sanguine to urge the claims of St. Louis. The supremacy of New Orleans and of the seaboard cities of the South was undisputed and unquestioned. St. Louis made no figure at all, and careful observers even failed to see an opening for the enterprise of a city so far north, and so much off (what then was) the established line of communication between the plantations of the South and the manufactories of the Eastern States and of Europe.

With peace and hopeful confidence, came also a reconstruction of commercial lines, and extensive application of a new and important element in the solution of the transportation problem. Railroads were built with an activity and a lavish expenditure that is even now a wonder. Old lines of traffic and travel were supplemented by this new element of civilization, and new lines were opened more important than any that had before existed. Able and energetic men now mooted the question of making St. Louis a great cotton market. The number at first was not large, but as the facts of their leading propositions came to be demonstrated, their numbers were rapidly swelled. Their propositions were briefly these :

1. That as all commercial transactions are based upon exchange, it is desirable for the planter to have a good market in which to buy, as well as a good market in which to sell.

2. Freights from the plantations to St. Louis, and from St. Louis to the manufactories, are no greater than by other favored routes, and we are consequently at no disadvantage in that particular.

3. As St. Louis lies near the producing points for plantation supplies, and is in fact the depot for those supplies, the planter can buy here more advantageously than elsewhere, and in this particular there is a positive advantage.

It was also urged, and the event shows, with truth, that when facilities for handling and compressing were established in St. Louis, she would draw large supplies from regions that regarded her with disfávor as a market, and would soon come to be looked upon as a favored market by spinners and Eastern merchants.

All this has now come to pass, and St. Louis has achieved a standing as a cotton market, among consumers of the East and producers of the South, that is worth all it has cost.

In this connection, it will be interesting to note how, from comparative insignificance, the aggregates have become respectable during the last half decade. Until 1874 the statistics were always presented along with others of the Exchange, and covered the period from January to January. Since St. Louis has taken rank as a cotton market, the statistics have been made up to cover the cotton year—from September to September, and conformed to the system adopted by all other markets for the staple. Those here given are from September to September, and show an increase that is due to the untiring energy of our merchants:

Years.	Bales.
1869-'70.....	18,518
1870-'71.....	20,470
1871-'72.....	36,421
1872-'73.....	59,706
1873-'74.....	103,000
1874-'75.....	132,000

These figures, showing such rapid and continuous increase, attest the growing importance which this branch of commerce is assuming. They indicate courageous and careful work on the part of our merchants; the employment of large capital; the establishment of facilities for handling; and liberal freight rates by river and rail into the cotton country. Our merchants have become alive to the importance of securing favorable freight rates, and in this have, in the main, received the hearty co-operation of lines centering here. The branch of the Iron Mountain railroad traversing the State of Arkansas, has in the last two years opened a new and fertile field for operations. It is of the rich State of Arkansas that Governor Conway, in his message to the Legislature in 1858, truthfully said: "If we had labor enough to cultivate all the cotton lands in the State, Arkansas alone could supply the markets of the world with as much cotton as is now raised by all the cotton-growing States of the United States." Cotton has been found a profitable crop in Southern Missouri, and about five thousand bales from that section come here annually. Texas and the Indian Territory are each reaching out their hands for closer commercial relations, and their planters are becoming convinced that they can sell to as good advantage, and buy to better advantage, than in the markets of the Gulf. Northern Mississippi and Western Tennessee each contribute their proportion to the aggregate of this trade, and each is looking with greater favor upon St. Louis: awaking to the fact that old conditions are passing away, and that in the new adjustment, St. Louis has superior facilities.

In 1873 was organized a Cotton Exchange. During the following year, membership rose to about a hundred, and about forty firms interested in the purchase, sale and handling of cotton were represented.

One means of attracting attention to St. Louis as a cotton market, and making known the determination of her merchants to enter the field boldly and compete without favor, was the offering of premiums to be distributed at our annual fair.

In 1870, *five thousand dollars* were raised for that purpose. It was designed to show that St. Louis was in earnest, and that her merchants were confident of their own powers and the advantages within their reach. In 1871, *ten thousand dollars* were raised as a premium, and duly distributed. Again in 1872 and in 1874, the same munificent sum was raised through the energy and liberality of some of our leading merchants and business men, who contributed freely to make up the splendid premiums offered by the St. Louis Agricultural and Mechanical Association. The spirit of earnestness and determination evinced by such liberality, naturally led to the inquiry that was expected, and from that inquiry St. Louis came to have an established reputation at the South as a desirable market. The bringing of the cotton here was but the first of a series of commercial benefits. It brought us into more intimate social and trade relations with the people of a section glad to acknowledge such a relationship, and the benefits resulting have ramified into every department of active life.

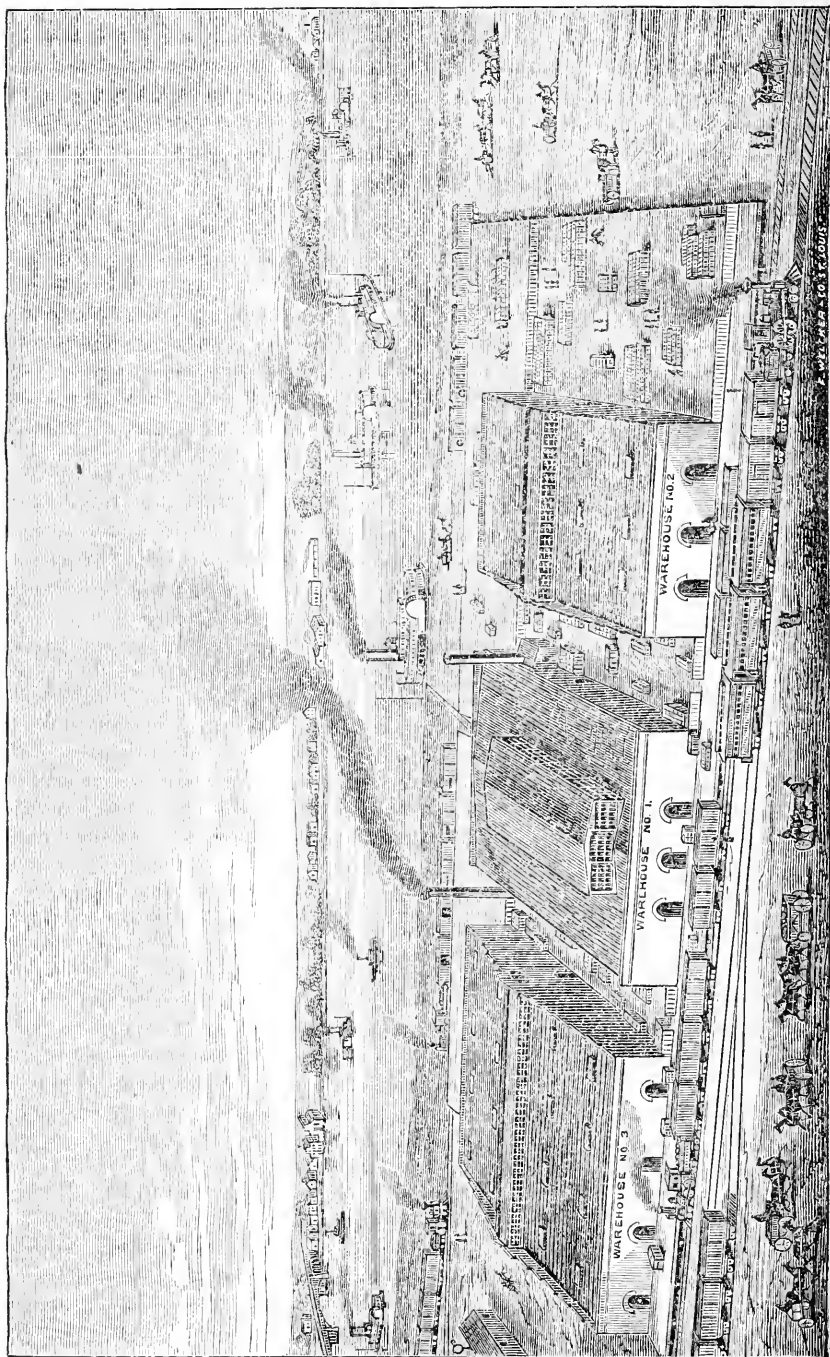
The growing importance of St. Louis in this branch of trade, one that requires so much technical knowledge to properly handle, has brought to St. Louis many experienced merchants from other cities, and classifications and customs have been conformed to those which obtain in other markets. A rigid system of economy has also been introduced for the protection of shippers, and the pilferings, which have become such a serious matter at Southern seaports, are entirely avoided. All the various advantages which St. Louis has to offer are rapidly convincing Southern shippers that they get more in exchange for their cotton in St. Louis than they can get elsewhere, and the result is a growth of the trade that is full of hope. It may be added, however, that this growth is deserved, and that our merchants have worked hard for the increase that they have been favored with.

The warehouses and compresses, treating them in the order of their seniority, are :

1st. The Pepper Warehouse, at the corner of Twelfth and Market streets, into which was introduced a new and powerful press.

2d. The Evans Brothers' Warehouse, opened for business in December 1873, on Twelfth street, at the intersection of the Pacific railroad.

3d. The St. Louis Cotton Compress Company, fronting on the river at Park avenue. This establishment has two Taylor presses, the most powerful and costly press made—the press, indeed, that is made the standard for ocean freights by steamship. Besides compressing into the smallest bulk, the advantage is here secured of handling without drayage. Switches connect it with the railroad tracks for all points, and a track to the river unloads cotton from the steamers without the intervention of a dray.



ST. LOUIS COTTON COMPRESS COMPANY.

4th. The Factors' and Brokers' covers the block bounded by Lafayette and Columbus streets, and Emmett and DeKalb streets, three hundred feet square, and also has rail connections that obviate drayage.

The commercial aspect of the cotton trade is, however, destined, notwithstanding the magnificence of its future, to stand second. Manufacturing is to occupy the foremost position and to be the greatest source of wealth. Of the cotton that comes to St. Louis there should be a very considerable portion woven into fabrics by our own looms. In this department of industry a commencement has already been made, and the successes that have attended the manufacture of cotton already, will, in time, lead to efforts commensurate with our facilities and the needs to be subserved. When we look at the noble opportunities which exist here, it is interesting to compare our progress in the manufacture of a Southern staple with that of the States of the North and Northeast. The following shows the cotton spindles in operation during the year 1874, in the various States named :

CENTRAL AND NORTHERN.

States.	No. of Spindles.	States.	No. of Spindles.
Ohio	42,000	Michigan	5,000
Indiana.....	26,000	Iowa.....	.....
Illinois.....	20,000		

NEW ENGLAND AND NORTHERN.

Massachusetts.....	3,820,000	New York.....	706,000
Rhode Island.....	1,430,000	Maine.....	660,000
New Hampshire.....	859,000	Pennsylvania	660,000
Connecticut.....	836,000	Vermont	59,000

SOUTHERN.

Georgia.....	153,000	Mississippi.....	22,000
Maryland.....	109,000	Missouri.....	17,000
South Carolina.....	50,000	Alabama.....	43,000
North Carolina.....	51,000	Texas.....	11,000
Tennessee.....	44,000	Kentucky.....	10,000
Virginia.....	47,000	Arkansas	756
Delaware.....	40,000		

It requires but a glance at this table to see how immeasurably ahead of us are the States on the Northern Atlantic sea board. The cotton of Texas and of Arkansas is handed from one extremity of the Union to the other, across seventeen degrees of latitude and across twenty-eight degrees of longitude, and then, while our own water-power runs to waste and our coal lies dormant, it is converted by busy hands into fabrics, which are again distributed from St. Louis to clothe the people of the Mississippi Valley. Yet it is apparent that these conditions are transient. In the new life, already showing signs of its coming vigor, millions of spindles will convert the fleecy staple into rivers of cloth on the soil of Missouri, giving employment to a teeming population, and obeying the economic laws essential to the highest prosperity.

COLLIER WHITE LEAD WORKS.

LEAD IN MISSOURI AND ITS MANUFACTURE IN ST. LOUIS.

Among the various sources of wealth in Missouri, the production of lead has always, from an early period, had some prominence. The increase in its production was, until the last few years, in about equal proportion with her other advancement. Discoveries of very rich mines, however, have of late rapidly succeeded each other, and the increase of mining has been very marked under the healthful stimulus afforded. In its receipts of domestic lead, St. Louis is now the leading city in the United States. As a pig lead market, she is now excelled in magnitude only by New York; and from the rapid advances which she is making, it may be safely assumed that it will require but a few years more to place her in the front. In domestic lead, the receipts at St. Louis are greater than those at New York, and the statistics show that two-thirds of the entire lead product of the country is handled here. The production from the mines in Missouri is now equal to that from all the other States and Territories combined, a fact which draws the attention of consumers to St. Louis, and makes her one of the great distributing points, and one of the best markets not only for pig lead, but for many of the manufactured products from the pig metal.

WHITE LEAD.—One of the most important of the forms into which lead is manufactured: a form that adds materially to the value of the raw material: one that is in demand in every section, and in all the mechanical arts, is the pigment known by the name of "White Lead." When this industry was first introduced here, the lead used was principally imported, but the large production of soft or corroding lead in Missouri has made its use for this purpose almost exclusive, and given St. Louis manufacturers advantages which preclude Eastern competition. The process of manufacture is one that has in its general outline remained the same for hundreds of years. Of the three methods known as the Dutch, English and French, the first is the one employed in this country. Briefly, it consists in the corrosion of the lead with acetic acid—common vinegar. The details of the manufacture and the machinery employed vary more or less in each establishment, the object, as in all manufacturing, is to produce as perfect an article as possible with the least expenditure of manual labor.

The pig metal is first cast into what are termed "buckles." These are circular plates of lead with perforations of varying form, so arranged as to permit the fumes of the acid to pass through them, and to expose the greatest possible surface to corrosion. The buckles are then loosely packed in earthen pots with acetic acid in the bottom, about ten pounds of lead to each pot, so elevated as not to touch the acid, and yet be exposed to its fumes as it evaporates. The pots are

then packed in stable manure, which, by its gentle warmth, evaporates the acid, and at the expiration of about three months has converted the metal into a carbonate. This is the "white lead" of commerce, which has then to be ground and bolted, washed free from impurities, and packed in appropriate form for painter's use.

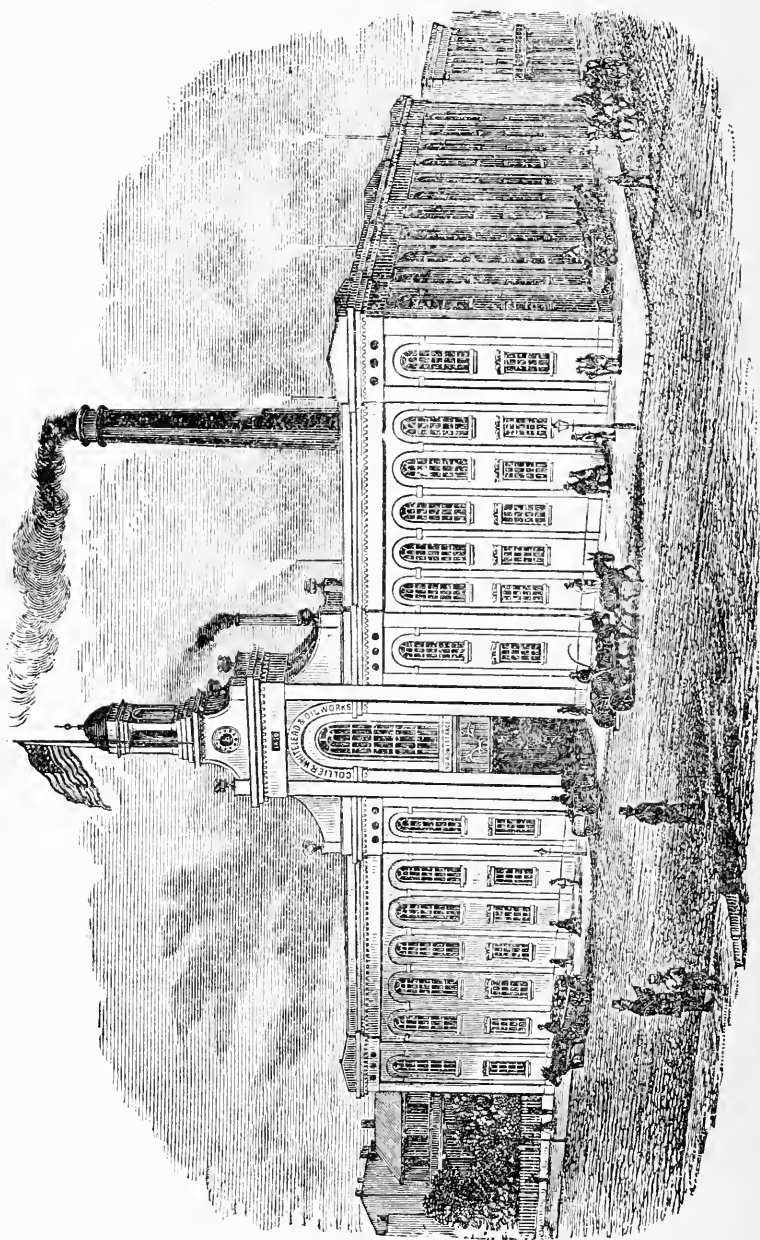
It will be seen that the operation is one that might be carried on in the most primitive manner, and that the farmer, were he so disposed, could corrode lead in his own dunghill and grind it up in an iron mortar. Yet, for him to do so, would be a step in the same direction as if he followed the Indian method of agriculture and bruised the grain for food between flat stones.

Many of the factories for the production of white lead have machinery costing hundreds of thousands of dollars, which enables them to do their work with precision, and to produce enough to make their brands familiar through large sections of country. Not only is this so, but they secure a uniformity of product that gives the purchaser assurance that the same brand will be a uniform article.

Between forty-five and fifty thousand tons of white lead are now annually produced in the United States. Of this whole amount, over one-fourth is the product of St. Louis alone. The magnitude of the production here has given a remarkable breadth and high standing to the business, and the uniformly high character of the goods has popularized many of the brands.

The Collier White Lead and Oil Company is the leading representative of a business that is not only already great, but which is strengthening and expanding with each year, and which rests upon a foundation of—lead. Its inception dates back to 1837, when Dr. Reed commenced the business in a small way. The honor of its first successful development, however, may be said to be due to Hon. Henry T. Blow and Joseph Charless. These gentlemen had for some years run the White Lead Works as an auxiliary of their drug business, when, in 1844, Mr. Blow retired from the drug business and devoted his attention to the works alone.

In 1850 they were organized as an incorporated company. Mr. Blow was the first president of the company. He held the position until 1861, when he resigned, and Colonel Thomas Richeson was elected his successor, and has since remained its president. Colonel Richeson's connection with the Works dates back to the time when Mr. Blow first started them as an independent enterprise, a period exceeding thirty years. He is now the soul and spirit, the watchful directing force, that guides the policy and operations of one of the great establishments of St. Louis. He is a direct and practical man, and in his careful supervision has been the inventor of several appliances which cheapen production and contribute to the comfort of the men. To his industry, sagacity and long practical experience may be traced, in a great measure, the commanding influence and success which the Works now enjoy. The improvements introduced under his administration are such as facilitate manufacture, and one of them, by conveying the ground lead by machinery, saves the workmen from the danger of inhaling the poisonous dust.



COLLIER WHITE LEAD AND OIL WORKS.

The corroding pens cover half a block on Clark avenue, extending along the whole front, from Ninth to Tenth streets. The works proper have a front of one hundred and eighty feet on Clark avenue above Tenth street, and a depth of one hundred and thirty-five feet to the alley. Six steam engines, with an aggregate of four hundred horse-power, are in continuous operation. One hundred and fifty hands are employed, at a cost of \$2,500 per week, at an aggregate of \$130,000 for a full operating year.

The articles manufactured are, white lead, red lead, litharge, linseed oil and castor oil. The capital stock is \$700,000, and the annual sales \$1,200,000. The annual production of the different articles is as follows: 4,000 tons white lead ground in oil, 200,000 pounds red lead, 200,000 pounds litharge, 300,000 gallons linseed oil, 100,000 gallons castor oil.

The improvements that have been introduced into the interior arrangement are of the highest importance, both in cheapening production and in securing the health and comfort of the workmen. As the establishment manufactures its own linseed oil, the department for that purpose is one of the leading ones. The capacity for storage for the seed is about a hundred and twenty thousand bushels, and it is conveyed precisely where wanted by means of conveyors, operating like an endless screw. After the grinding and "milling," the pressing is done by eight hydraulic presses, the full capacity of which is about six hundred bushels in twenty-four hours.

In the drying of the lead, the improvements introduced have been the subject of many experiments before the results were in all respects satisfactory. Colonel Richeson gave this department much deep and careful study before he could devise a plan that combined both economy and comfort. As now conducted, the drying is done on rotary tables, heated by steam from the boilers. To reduce the temperature of the room and to carry off the particles of lead that rise in the form of dust, an upward draft is created by means of a Sturtevant blower. This is run at a high rate of speed, drawing the hot air and the particles of lead up through funnels placed over the points where the dust rises, and driving the current to a distant and elevated part of the building. The effectiveness of the work of the fan in purifying the air is shown in the amount of deposit at the outlet. This deposit amounts to almost a thousand pounds in twenty-four hours. Were it not drawn off in this manner, it would load the air in which the workmen live, and necessitate the wearing of filters over the mouth and nose. As it now is, however, the work is hardly more disagreeable or deleterious than many other manufacturing operations that have never been regarded as objectionable. Thus the intelligent use of machinery sweeps away another of the unhealthful employments, and Colonel Richeson is entitled to the credit, for the liberality, activity and ingenuity that put it in operation.

The acetic acid used is made by the Company, and all of their own cooperage to a value of sixty thousand dollars annually.

Throughout the vast territory west of the Alleghanies the brands of this Company are known, and they are now becoming popular in the East, where the

best quality of lead is desired. The extent of the establishment, which places each detail of the business in all its ramifications under the same management, gives their guarantee an added value, as everything is of their own production. The brand of strictly "prime white lead" is known to be precisely what it purports to be, and as such, meets with a constant and increasing demand. In Western and Southern trade, Eastern manufacturers are effectually precluded from competition, by reason of the facilities which make production here cheaper than with them.

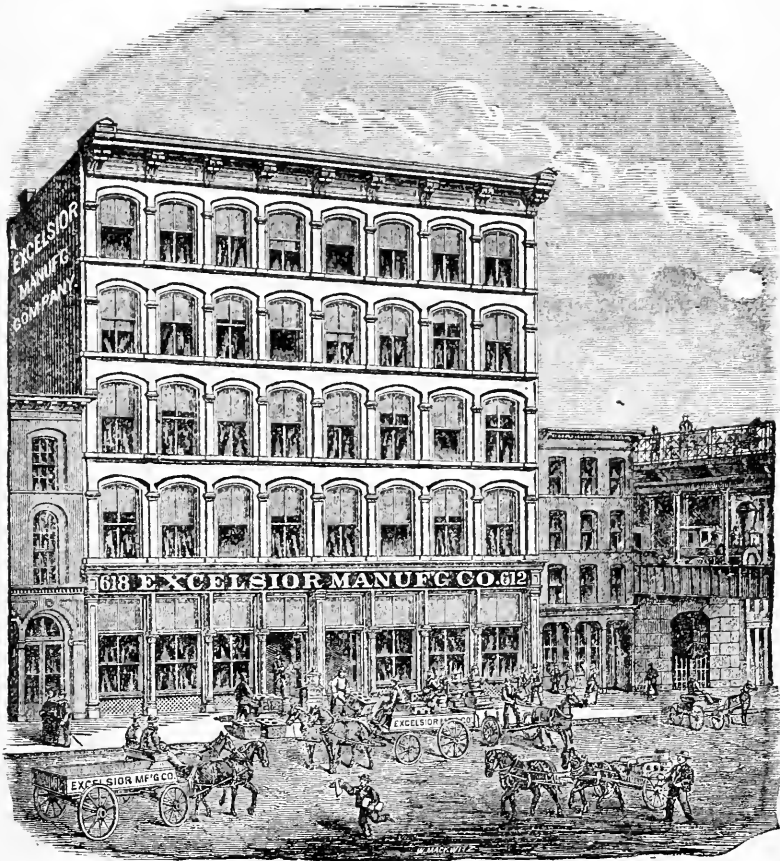
THE EXCELSIOR MANUFACTURING COMPANY.

THE title of this Company is no misnomer. In everything that gives strength and stability and scope to a business, it is as firmly established as anything of human construction can be, and its lofty position seems to act only as an incentive to its managers, urging them on to still greater enterprise and endeavor. The basis of the business is the manufacture of stoves, but upon this as a foundation, has been erected a superstructure with almost immeasurable ramifications. The business now includes everything that is used or sold in a stove store or tin shop. In the hands of the officers of the Company, this specialty has grown to a magnitude that can be but faintly appreciated by those who have not been at the trouble of weighing its influence in the trade operations of the city.

The Excelsior Manufacturing Company is one of the the *pioneers* in this important industry. As early as 1849, they made between six and seven hundred stoves, melting for that purpose about sixty tons of pig iron. The succeeding year they made nearly six thousand, and it was then that they took up their well-known location on Main street, where, after a fourth of a century of such success as rarely attends business enterprise, they have erected a new building, that is one of the most spacious and ornamental in the West. The new building has a front of eighty-four feet on Main street, and a depth of one hundred and sixteen feet, running through Commercial street. On Main street it is five stories in height, and on Commercial street, six, with a basement below for boilers and engine for elevator. The offices front Main street on the first floor. This is a light and attractive room, eighteen feet in height. A vault, for the preservation of books and papers in case of fire, is one of the most massive of its kind in the city. Without attempting to enter into a description of the classifications of the departments, it is sufficient to say that the numberless articles, including stoves of over two hundred and fifty different patterns, are so arranged as to give buyers an exact sample of each article in the stock, on a floor space that aggregates an acre and a half.

The foundry, which covers an area of four and a half acres in the northern part of the city, gives constant employment to about three hundred and fifty men.

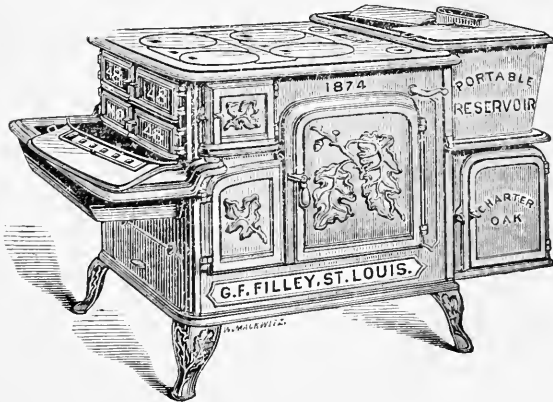
Through the financial convulsions and wide-spread distrust of the past two years, they have not discharged a workman or curtailed their production. This fact shows, as no other could, that the demand for the stoves of the Company is founded upon merit, and upon a fixed popular conception of their superiority. The amount of metal now daily melted is over forty tons, a consumption greater, it is believed, than that of any other stove manufacturing company in the United States. On the first day of January 1876, the books of the Company showed that



they had produced for the homes of the people 662,054 stoves. Of this number 267,315 were Charter Oaks. From these figures it becomes evident that one-thirtieth of the whole population of the United States are fed from the Charter Oak stove.

The patterns first adopted were such as embodied the best principles of stove construction, and combined convenience and economy. Since that early time each detail of the manufacture has received constant and careful attention, and such modifications have been introduced as the exacting nature of the demand

and progress of the art led on to. It was fortunate for the establishment, and for our city, that the principles of construction laid down were such as all subsequent experience has approved. Hence the modifications that have followed have been those of detail simply, and the names and excellencies of the productions of the Company have become familiar to the households of the land. To the superiority thus based have been added conscientious manufacture, a peculiar adaptability of Missouri iron and sand for the purpose, and comprehensive and liberal management.

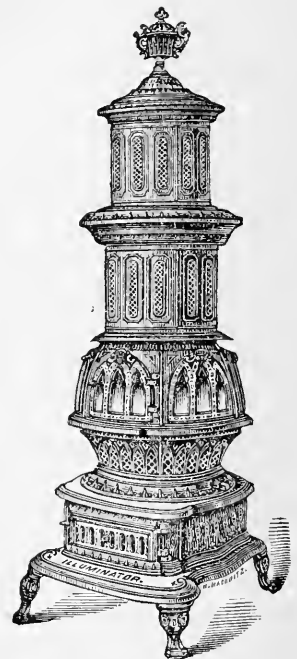


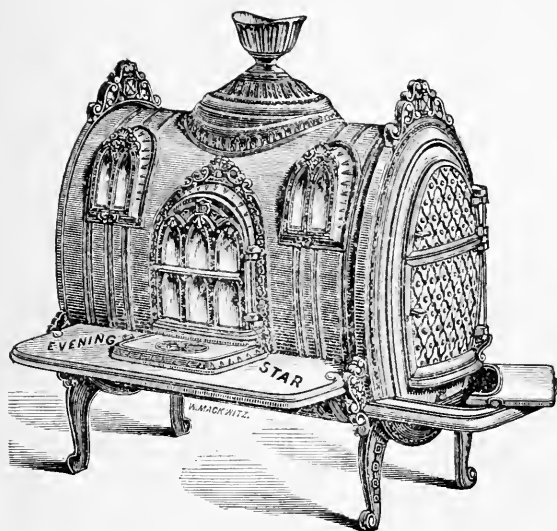
The "Charter Oak" cooking stove was patented by Giles F. Filley in 1852, and it proved so much superior to the stoves then in use that it at once took a leading position, which has been maintained ever since. Nearly 22,000 were sold in 1875, and over 275,000 have been made and sold since its introduction in thirty-one States and Territories. Quite a

number have been shipped to Europe, and a large order was not long since sent to Australia. They are now making seventy-nine varieties and sizes, suiting all classes and demands. The smallest has a capacity for two to four persons, and the largest will cook for three hundred persons or more. These stoves have had undoubtedly the largest sale of any stoves ever made of one kind, and it is a singular fact that portions of the identical pattern from which the first "Charter Oak" was made are still in use, parts of that stove never having been changed nor improved upon. From present indications, during 1876 more "Charter Oaks" will be sold than ever before in one year—probably 25,000.

The "Head-Light Base-Burner"—for soft coal—is an entirely new stove introduced in 1876. It bids fair to be very popular, being specially adapted to the soft coal of the West, of handsome design, and great heating capacity."

The "Evening Star" or "Todd heating stove," is a stove which was first made entirely of sheet-iron, some twenty years ago, at Jacksonville, Illinois,





at the suggestion of Rev. J. Todd; a few years later they were made of cast-iron, and now they are made of all cast-iron, or like accompanying cut—part cast and part sheet-iron, and are exceedingly popular in the West wherever wood is used as fuel. Many thousand have been sold, and will probably continue to be for years to come.

The influence of this Company upon the trade and prosperity of the city is one of the very highest importance. With its thousands of customers scattered through various

sections of the country it holds intimate and profitable relations, and establishes a high character for the mechanical skill and commercial spirit of St. Louis.

It is to Mr. Giles F. Filley that the highest credit is due in connection with the development of this great industry. He it was who saw the magnitude of the demand that must surely come, and who, with prophetic foresight, provided for supply upon a scale that should make a national reputation, not only in the magnitude of the business, but in the excellence of the product.

THE ST. LOUIS TYPE FOUNDRY.

The business world, although more or less informed in relation to practical arts in general, having always regarded the art of type-making as a mystery not to be readily understood, but little inquiry has been made in that direction, and to-day there are thousands of printers, even, who never saw a type made, and whose ideas of the process are exceedingly crude. A reference to the leading establishment in this line of manufacturing in St. Louis cannot prove unacceptable to the readers of this work, and we shall proceed to give such details as were gathered in a hurried visit.

The St. Louis Type Foundry was established in 1840, and, advancing with the city, has grown from a small concern, occupying insignificant quarters in the alley between Main and Second, and Market and Chestnut streets, to its present mammoth proportions—requiring two buildings, on the north side of Pine street,

with ten floors eighteen by one hundred and eight feet each. In the rear of these two buildings, connected by iron, elevated bridges, it also occupies two floors of a warehouse extending from Second street to the alley in the middle of the block, each floor eighteen by one hundred and thirty feet,—aggregating, in all, more than twenty-four thousand square feet.

In this concern is manufactured all the type and machinery required in a printing office, excepting cylinder and job presses; of the latter, however, a number is kept in stock, in shape for the critical examination of customers.

Ascending to the casting room, in the fifth floor, by means of a powerful elevator, we find fourteen improved machines running by steam, apparently grinding out type with the supervision of careful workmen, while a crowd of boys, technically known as “breakers,” nimbly remove the jets left by the machines on the bottom of the type. From this department the type passes to the sleeping room, one floor below, where a large number of girls are employed in rubbing, kerning, setting, etc., and from whose hands the type passes to the finishers, who smoothe it body-ways and groove the letters at the bottom. After all the preceding manipulation, the type, placed on stands, is critically examined with a magnifying glass, and imperfect characters are thrown out. Wrapped in packages of uniform size, the type is then marked and sent to the salesroom.

Adjoining the casting room is the brass department, where about a half a dozen men are employed in making rules of various designs, metal furniture, slugs, leads, and sundry labor-saving devices, while a force of machinists are repairing old and building new type machines.

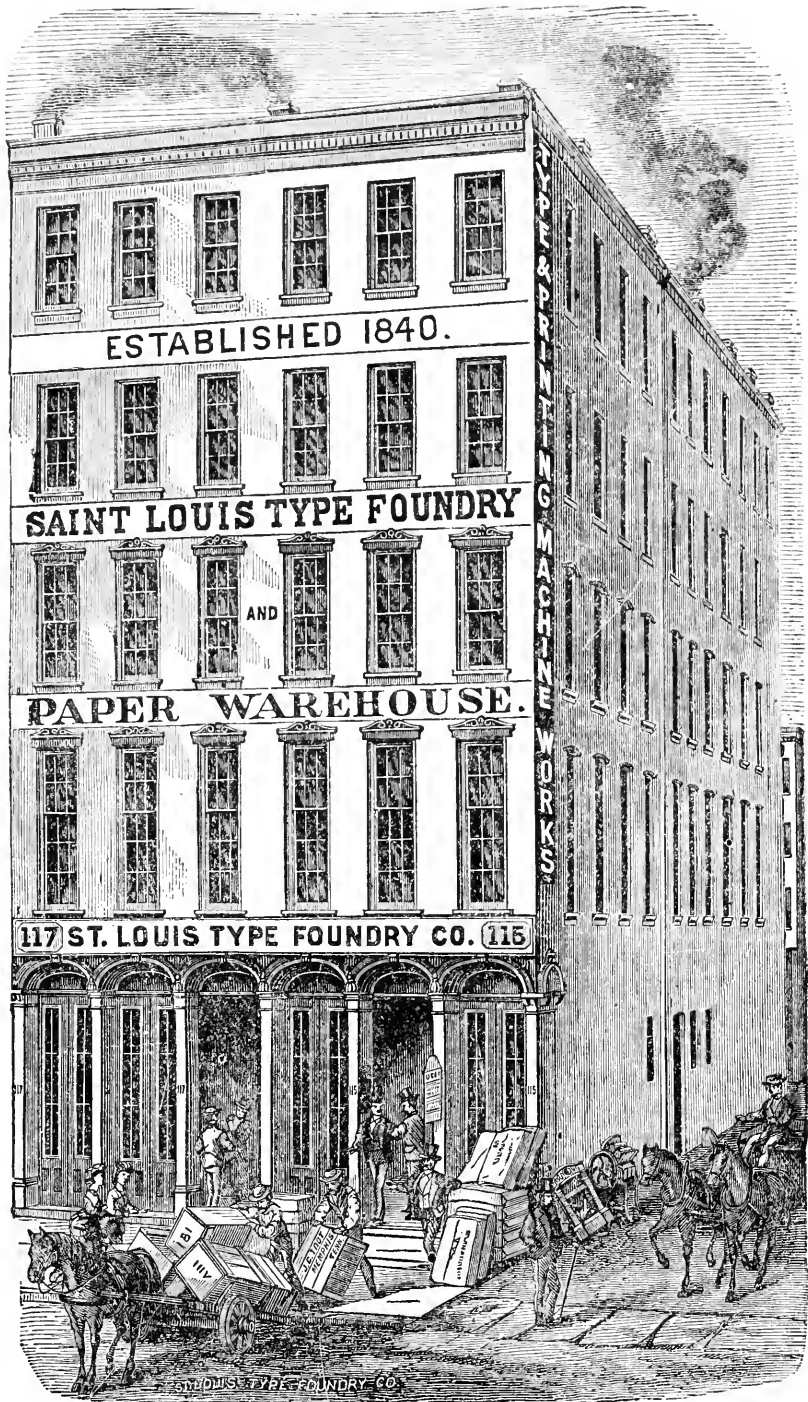
On the fourth floor we find the electrotype and stereotype department, its employees busily engaged on various classes of work.

Adjoining is the wood workshop, in which a number of workmen are employed in making type cases, cabinets, stands, galleys and furniture peculiar to the printer's craft.

The third floor is exclusively devoted to the machine shop. Here is manufactured the celebrated Washington hand press, of various sizes, while rebuilding and repairing all styles of machinery is a notable specialty. In the rear of this department is the machinery warehouse, containing twenty cylinder presses, representing several sizes and styles, also the most popular jobbers in use—Universal, Gordon, Liberty, Nonpareil, Peerless, etc.,—together with a miscellany of second-hand presses. In the upper floor of this warehouse is located what is called “the morgue” (an appropriate title), a storage place for second-hand type—the remains of defunct printing offices. Here, also, are stored two or three hundred cases of fine papers, being reserve stock for that branch of the business.

Finding our way to the second floor, it is found to be literally filled with papers, envelopes and card stock.

The first floor is the main, or type sales-room. On the left as you enter is seen a row of shelving one hundred feet in length, reaching from floor to ceiling, filled



THE ST. LOUIS TYPE FOUNDRY.

with type sufficiently varied to meet the wants of any printer, no matter how fastidious his taste or how extensive his requirements.

Adjoining the type department is the store-room for printing papers, containing piles on piles of the various sizes and qualities of book and news required by the trade:

To the rear of these two will be found the blacksmith shop and engine-room, with its 50-horse power steam engine, which drives the machinery of the establishment. Here is forged such iron work as is constantly needed in a manufactory of this character. Ascending a pair of stairs is found an apartment above the engine-room and blacksmith shop, fitted up for manufacturing printer's roller composition and rollers, with all the necessary appliances of steam, etc., which should enable St. Louis to supply all the rollers required in the West.

Leaving the roller composition room, we pass through the store-room for printing papers, and then descend to the basement, where a large room is lighted by gas and fitted up for second-hand machinery. Here again are seen presses of old and modern styles, in varied stages of perfection, suited to the wants of printers of limited means, and occasionally equally as acceptable to more opulent members of the craft. In this basement is also found the stock of printer's ink in kegs, ranging from the ordinary twenty-pound keg to the barrel of two hundred and fifty pounds, and embracing all qualities, from ordinary power press news to the finest job, as well as colored inks for posters and other work.

The general office will be found on the second floor, in charge of Mr. William Bright, secretary and general business manager. This gentleman has been identified with the establishment, as boy and man, for thirty years, and few indeed are the Western printers and publishers who do not know him personally, and favorably. His experience is unlimited. During the past twelve or fourteen years he has had exclusive control of the concern, and its products have been so perfected that they now stand equal to the best of this or any other country, and find rapid sale in Indiana, Illinois, Missouri, Iowa, Kansas, Minnesota, Texas, Arkansas, Wisconsin, Nebraska, Kentucky, Tennessee, Alabama, Mississippi, Georgia, Louisiana, and the Territories and States of the Far West.

Mr. Bright was born in Cheshire, England, May 2, 1830. He received the benefits of a common school education, and in 1844 accompanied an uncle to St. Louis, who died a few months after his arrival in this city, leaving young Bright alone and penniless upon the world. After working for some time in a candy factory and a rope walk, in October 1845 he entered the type foundry of A. P. Ladue, as errand boy. In 1851, when the firm became "Ladue & Peers," he was salesman and book-keeper, which position he held until 1861, when the establishment became a corporation under the name of "The St. Louis Type Foundry." During the first year of the corporation's existence, he was nominally in charge of the business, and in the second year assumed business control, which position he yet holds. Mr. Bright has been twice married: first in 1852, and last in 1868. His last wife died in November 1874. He has had five children. He is noted for his close application to business, which he conducts under

the strict rules of commercial law and fair dealing. Under his personal supervision, the "St. Louis Type Foundry" has grown to the most extensive establishment of the West, and is to-day the great depot for newspaper and printing material in the Mississippi Valley.

The counting-room and financial department is presided over by Mr. Charles S. Kauffman, who has been connected with the house since its incorporation in 1861. Mr. James G. Paver superintends the mechanical department.

The skilled workmen, clerks, salesmen, etc., employed by the company number over ninety. In the sales department are practical printers of large experience, who carefully attend to the execution of orders, and at times render valuable assistance to purchasers. Such an establishment fills a great want in the growing needs of the West, and its success is to be regarded as the measure of its deserts. As a commercial success, it is one of the most worthy and prominent of which St. Louis can boast.

THE LINDELL HOTEL.

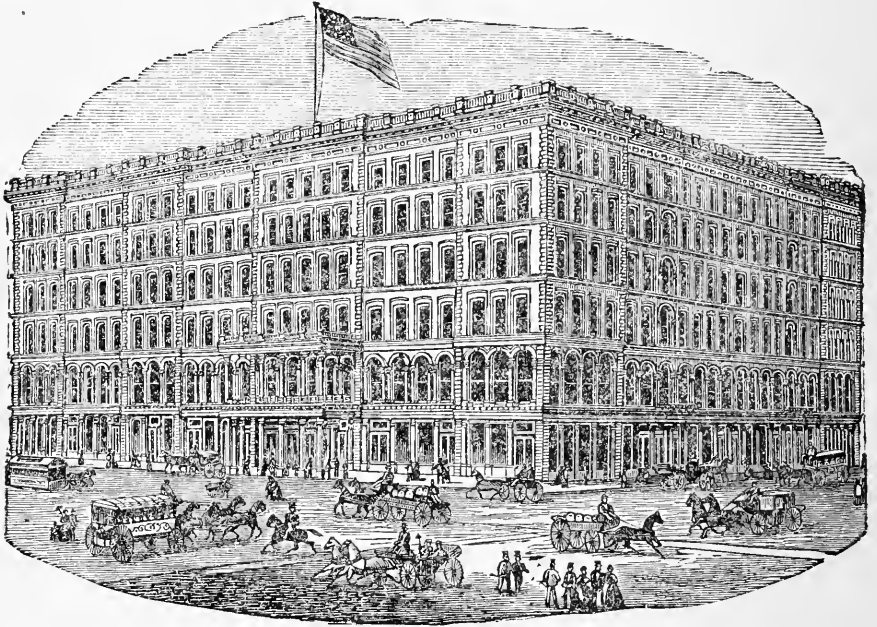
GRISWOLD, CLEMENT AND SCUDDER, PROPRIETORS.

If there is any one distinguishing feature in the architecture of to-day, composite and varied as it is, that feature is the happy union of utility with grace and beauty. We build no Egyptian pyramids to command attention from their magnitude alone, nor do we construct elaborate edifices for inadequate purposes. Yet we have reached a degree of perfection in combining the luxuriousness of modern civilization with man's two first great requirements, *light* and *air*, that may well defy further improvement. The first great hotels of this country were simply large boxes, in which guests were stored with regard only to economy of space. Our later structures have taxed the resources of the best architects of the world, and combine all the conveniences and luxuries ever enjoyed by any people—the light and air from which the barbarian draws half his vigor, the baths and decorations so dear to the Moors, the rich carpets and couches of the Persian, the lofty columns and corridors of Greece and Rome, and to all these are superadded the comforts and elegances that the genius of our own time has produced.

Representative of the highest art and skill, and of the spirit of a people ever seeking for richer surroundings and more exquisite enjoyment, is the Lindell Hotel of our city.

The original "Lindell," standing upon the site of the present house, had a world-wide reputation as the most extensive building of the kind then erected. Even when burned down in 1867, its memory was a source of constant pride to our citizens, and when a project was set on foot to rebuild it, it was enthusiastically received. Property in the neighborhood of the ruins had depreciated in value, and

owners gladly raised a handsome bonus of one hundred and fifty thousand dollars as a free gift toward building anew a house so intimately associated with the fame and prosperity of St. Louis itself. At this time, too, a few of the large wholesale houses sought that locality, and the rest rapidly followed. With much of the rapidity and all of the magnificence which we find detailed in the "Arabian Nights," Washington avenue became the "Broadway" of the city, the avenue of approach to the bridge and the center of a trade which under the name of the "jobbing trade," distributes its millions upon millions of home and foreign products throughout the Mississippi Valley.



The New Lindell is of bluish-grey Warrensburg sandstone, six stories in height, with iron columns and a free use of iron in its construction. The interior is more gorgeous and attractive than anything hitherto attempted west of the Mississippi river, and it followed, as a matter of course, that it became the center of local pride and the temporary home of our distinguished visitors.

When opened for business under its present proprietorship, on the 28th of September 1874, the rotunda, halls, parlors and corridors were thronged with hundreds of ladies and gentlemen, who found no language adequate to express their admiration of the beauty of the interior decoration, the extent of the views and the sumptuousness of the furnishings in parlors and halls. When first lighted up, the blaze of the gas jet, softened by frosted glass globes, fell upon an assemblage of fashion and elegance, such as is rarely collected on any occasion, yet it

was but the first indication of a popular favor, that has never known any diminution.

Entering from Washington avenue, the main hall of the ground floor, which for lack of a better descriptive name, is usually called in hotels the *rotunda*, the view is beautiful and inspiring. Two rows of fluted columns stretch along the whole length from street to street, though at the rear the floor is elevated as it passes into the billiard hall. A black and white marble tessellated floor is beneath the feet, and the choicest frescoes from the pencil of Pomarede adorn the ceilings.

The offices, ornate with French veneers and ground glass, are on the left of the center; the grand stairway, the elevator and telegraph office on the right; and the gentlemen's reading room, leading off to the left at an angle, is secluded by the partly intervening offices, though to the eye the scene overhead is unbroken. The gentlemen's reading-room is one of the most comfortable and elaborate portions of the house; desk-room and other conveniences are abundant, and at the back is an exquisite fresco of the city and bay of Naples, which is pronounced by those best competent to judge, accurate as well as artistic.

The barber-shops and bar, the hat and coat rooms, billiard room, ladies' waiting room, and other minor departments, each lie in different directions with the office as a common center.

The main or parlor floor, one flight above the office, is in its chief departments divided into the dining-halls, parlors, and rooms for guests. On the same floor too, in the rear, is the working department, and servant's rooms, connected by a bridge with the main building appropriated to guests.

Here are three public parlors, the ladies' grand parlor, with crimson lambrequins and rich furniture and mirrors, the ladies' reception parlor, and the gentlemen's parlor. In appointment they are all such as to call forth the warmest encomiums of guests, familiar with the most lavish entertainment our own country or Europe affords.

The main dining hall is one hundred and thirty feet in length by fifty feet in width, richly frescoed in three panels by the pencil of Miragoli, who did the decoration of this whole floor. The ladies' ordinary is a tasteful room, sixty by forty feet in size, light and cheerful. Indeed there is no feature belonging to the house more worthy of remark than its abundant light. From this floor upward each room is a duplicate of the one below, and all perfectly lighted and equally well ventilated. The house has no dark rooms, none into which the sunlight cannot freely penetrate.

Moving along the corridors or upper rotunda, the foot sinks in the soft pile of the heavy carpets; the walls and ceilings give back cool neutral tints or please with the varied tracery of the artist's pencil; from pendant chandeliers and broad mirrors the light shimmers or flashes back and all around is a fresh pure air, a scene that impresses itself upon one as the home of elegance, refinement and comfort.

To summarize for the benefit of those who delight in statistics: the capacity of

the house is six hundred people ; the grand dining hall will seat seven hundred, and the ladies' ordinary perhaps one-third that number ; there are in the house seventy-five private baths and closets ; in the billiard room, ten tables.

When opened on the 28th of September 1874, it was furnished at a cost of about two hundred and twenty-five thousand dollars. But the ambition of the proprietors to supply every wish of an exacting public and to cater to the gratification of every sense, has led them to continued expenditure in keeping everything fresh and beautiful, and in adding to the charms of the house that has become our city's social center.

The proprietors, Messrs. Griswold, Clement and Scudder, are each young men in the full tide of manly vigor, giving their entire attention to the varied details of management.

JOSEPH L. GRISWOLD, a son of W. D. Griswold, was formerly superintendent of the Ohio & Mississippi railway, and made an energetic and vigorous executive during a season of great importance to that great highway of travel and traffic. One of the greatest feats in modern railway engineering, the changing of gauge of the Ohio & Mississippi Railway, was performed under his supervision. This entire work was done in eight hours, without detention to trains. The gauge of the road was changed from six feet to four feet and nine inches by the moving of both rails on a line three hundred and forty miles in length, and trains ran with accustomed regularity: an engineering achievement which shows rare combination and perfection of detail in preliminary organization. As a hotel proprietor, he has lost none of the prestige he has gained as a railroad man, but has shown a ready adaptability in directing his abilities in a kindred pursuit.

HENRY S. CLEMENT is a son of W. H. Clement, long president of the Little Miami railroad, one of the important arteries of our sister city, Cincinnati. He early turned his attention to the hotel business, having opened Congress Hall at Saratoga, when re-built, and conducted it for five years, previous to his present venture in the same field, when he made St. Louis his home. His experience really covers the whole period, having a value in its bearing upon the present. With cordial manners that lose nothing of dignity, he has as thoroughly established himself in favor in St. Louis as in his former home.

CHARLES SCUDDER, for years identified with our transportation interests in his connection with the Memphis Packet Company, is the other member of a firm that combines as much of business ability and social worth as any of which our city can boast. He is a brother of Wm. H. Scudder, of the extensive pork-packing firm of Henry Ames & Co. The erection of the house was carried on under the supervision of Wm. H. Scudder. Another brother is John A. Scudder, president of the Memphis & St. Louis Packet Company. St. Louis is under deep and lasting obligations to this family for lasting contributions to her wealth and business importance.

As a whole, the management unites elements of success such as are rarely found combined, business tact and ability, clear and accurate knowledge of the magnitude of the business they are to serve, steadiness of purpose and abounding energy.

With such a house, replete with everything that art and money can command, and such a management, St. Louis may consider one important department of her interests as fully represented.

THE FURNITURE TRADE.—JOHN H. CRANE.



The history of the furniture business of St. Louis and the history of John H. Crane, its leading exponent, may be said to be inseparable. They have so grown together that any effort to disassociate them would lead to such continuous cross-references, that it will be clearer to blend the two in description, as they have long been blended in fact. We have here an instance in which the personality of an individual has been stamped upon one of the commercial facts of our city, giving to an abstraction

something of the individuality of the man who marked out new lines of supply and demand, and contributed to a success which destiny had already assured.

Without here following the movements which led to the present location, it will be found interesting to glance at the ramifications and the influence of this important industry, and to picture the facilities enjoyed by the chief commercial house engaged in selling its productions—placing them in the homes of such a large proportion of the people of the West.

The fine row of stores running southward from Washington avenue on Fourth street, has long been known as the Collier Block. In the corner one of these, just where is continually passing the tide of the two great thoroughfares of the city, the commercial house bearing the individual name of John H. Crane has been located since April 1871. The width of the building is unusual—thirty-five feet—and the depth is one hundred and sixty feet, with facilities for handling goods from the rear; this, and also the stretch of sidewalk extending half a block on Washington avenue, prevents any undue crowding of the front or any choking up of the channels through which goods are constantly being shipped or received. Besides this large building, covering six floors, and having more available room

than two ordinary stores, there are also large warerooms used for storage in the same block which again double the capacity. To one who has never passed through an establishment of this kind, it would be difficult, if not impossible, to properly convey an idea of the wealth of ingenuity and design, the elaboration of detail and the endless variety collected for the gratification and use of people of every class and from every section.

In the combining of two distinct styles of business, that is, the wholesale and the retail, Mr. Crane has hit upon a very happy combination and very satisfactory methods, which enables him to serve the city buyer of fashionable goods who buys for the adornment of his own home, and also the country merchant who perhaps takes in the whole range and buys everything from a few choice sets in fashionable eastern styles to the cheap, unfinished knock-down goods that he will stain and set up as his own trade requires when he has got them home, and after he has availed himself of the very cheap freight rates that only come in connection with the plan of close packing called "knocking down."

Mr. Crane has always done a very large and very desirable city business, as he has been credited with the possession of a rare taste in the manufacture and selection of upholstered goods, and in the graceful and ornate styles fashionable in eastern cities. To this same happy faculty as also the satisfaction which his business methods give, he is measurably indebted for the large and growing wholesale trade which he controls, and which extends through the whole series of States trading with St. Louis, from the Lakes to the Gulf and westward to Salt Lake.

Almost from the time of his commencement he has had a strong hold upon the most fashionable trade, and though competition has been sharp and sometimes bitter, he has managed to retain all he got and to encroach upon his rivals until it may be said that he occupies without question the leading position in that line. As an indication of the business methods that have marked his career and which have contributed to his success, it may well be stated that he has never withdrawn capital from his business until it became unnecessary, and that in pursuance of this course he has bought in the main for cash and has been enabled to avail himself of all the advantages that manufacturers had to offer.

Another characteristic that can but strike a close observer in passing through his spacious and numerous rooms, devoted to storage of either wholesale or retail stock, is that in place of masses of duplicates, there is to be seen the greatest diversity in styles, selected from among the choice productions of all the leading manufacturers of the whole country. To so great an extent is this very important and desirable peculiarity carried, that in rich designs and choice ornamentation may be seen side by side the productions of New York and of Michigan. So striking is this extended variety in every department, that buyers who are familiar with the offerings of other cities, are surprised to find so great diversity here, and make it a subject of favorable comment.

To the always exacting retail trade, where buyers are always looking for something fresh, choice in style and rich in ornamentation, the first and second floors

of the large building are devoted. To describe them would be to give an inventory of all the rare and beautiful creations that under the one general name, furniture, adorn the houses of our citizens. They are the resort of the gentlemen and the dames who would combine embellishment and fancy in the home articles around them, and it is fair to say, that they do not fail to find something which fills the measure of their own ideal creations, and which they are happy to make their own. Carving, veneering, upholstering, and the quaint conceptions of artistic designs, all combine to add to the varied beauty that is here displayed.

In the plainer goods, which form the staples of the wholesale trade, while they are gathered from all sections, it is noticeable that St. Louis is each year producing greater quantities and more elaborate work. Not only are our manufacturers producing more and finer goods, but they enjoy facilities that enable them to undersell their eastern competitors. In this particular, St. Louis has already won a reputation as the cheapest market of the country, and buyers who have passed eastward in their quest, are daily returning to buy here.

Besides the two floors already mentioned, Mr. Crane devotes the rest of the house in his main building, consisting of four floors with elevators, and his warehouse to the purposes of the wholesale trade, making of each floor something of a salesroom and storage room. Some of the details of finishing goods are also conducted in the main house.

It will be admitted to be impossible to bring before the reader a complete picture of the great establishment in one of our leading branches of industry, the attempt here being simply to present with all possible clearness and candor, the impression it leaves upon the unprofessional inquirer.

THE SAINT LOUIS AGRICULTURAL AND MECHANICAL ASSOCIATION.

This Association, incorporated by special Act of the State of Missouri, held its first Annual Fair in October 1856. Fifty acres of land, lying on the west side of Grand avenue, northwestwardly from the center of the city, a portion of the tract within, but the larger part without the then city limits, were deemed sufficient for the future wants of the Association. It has since been almost doubled in extent, and now barely accommodates its increased demands.

These grounds were originally embellished with fine trees of natural growth, and now, handsomely inclosed and ornamented with shrubbery, flowers, capacious drives, gravelled walks and a tiny lake, are highly attractive and beautiful. Added to these are buildings, costing nearly a quarter of a million of dollars, and admirably adapted to the wants of a grand exhibition of the agricultural and

mechanical products of the mountains, plains and valleys of the great and growing West.

The new amphitheater is magnificent in its proportions, and pleasing and ornamental in its architectural design. It will seat twenty-five thousand persons, and its ample promenades will accommodate nearly, if not quite, as many more. The arena, for equine, bovine, ovine and porcine exhibitions, occupies a circle within the vast amphitheater, with a circuit of a quarter of a mile. Thursday is the great exhibition day of the "Fair week," when the schools are closed and business in the city of all kinds suspended, and on that day especially the amphitheater is filled to its utmost capacity, and presents a spectacle unequaled in its kind, perhaps, in the world. During the four years of the war no meetings were held, so that during the sixteen years of its existence, the Association has had twelve exhibitions, each succeeding one surpassing in interest and attraction its predecessor, in proportion to the agricultural and mechanical development of the vast territory dependent on the imperial city of the Valley of the Mississippi, until at the last Fair more than two hundred and fifty thousand persons visited it during the week, and one hundred thousand on a single day. The spacious machinery and mechanical halls, the cotton, mineral and geological departments, the gallinarium, the stables for horses and mules, and houses for cattle, hogs and sheep, furnish abundant accommodation, and are all upon a scale as liberal as the amphitheater itself.

A grand exhibition hall, circular in form, with an open area in the center embellished with a fountain and myriads of flowers, affords abundant space for the display of works of art, foreign and domestic, textile fabrics, pomological specimens, and the other rarer productions of the farmer and horticulturist.

The buildings designed for the use of the officers of the Association, for the newspaper press, the cottage of the superintendent, and other structures, are all highly ornate and beautiful. When the buildings are filled with their appropriate subjects for display and use, and the splendid grounds with the eager, restless and surging throng of exhibitors and visitors, a scene is presented of life and enjoyment, and of marvelous attraction and beauty.

If the St. Louis Agricultural and Mechanical Association has had greater growth and prosperity, greater numbers of exhibitors and greater multitudes of visitors, grander and more imposing features, more vast and varied agricultural and mechanical products on exhibition, than any other association of a kindred nature in the Union, and if its progress has been uniformly upward and onward, it is a fair and legitimate deduction that St. Louis is the focal point of the greatest agricultural and mechanical region of the United States.

Apart from the natural beauty of the grounds: the spacious, elegant and admirable arrangement of the buildings, the attractive, nay, enchanting allurements of the exhibition, at which are seen works of art, natural or mechanical products, and well-bred animals from all quarters of the globe: apart from the joyous reunion of friends, or the opportunities to form new business or friendly associations: amid such rare scenes of beauty, the St. Louis Fair affords higher

and more important advantages to the city which gave it birth, and to the vast, growing and enormously-productive territory, which finds in St. Louis its true center of trade, commerce and civilization.

Each exhibitor unconsciously teaches multitudes the design, use and application of each new invention, and although the lessons inculcated may not be complete, they carry to their homes some ideas of the vast field of production and invention, and are elevated and enlightened in proportion to their acquirements and capacity.

Besides the vast sums of money which are collected and distributed at every fair in St. Louis, "the influence of the Fair in the introduction of better stock, in bringing to the knowledge of the public, better farm implements, better seeds, and better modes of cultivation, in making one man's labor equal to that of half a dozen under the old regime, greatly increases the quantity and quality of farm products, and adds to the value of real estate. In these various ways the St. Louis Fair adds every year millions to the actual wealth of the Western country, and its power of thus creating wealth will continue to increase from year to year, as its influence extends to new communities and new neighborhoods."

Twenty miles below the confluence of two of the largest and most majestic rivers of the continent, affording with their tributaries more than eighteen thousand miles of steam navigation: at the central and natural point of exchange for the productions of the North and South; connected by railroad with a region embracing twenty-five hundred thousand square miles, and rich beyond example in mineral, mechanical and agricultural resources: within the corporate limits of a great city, is located the home of the St. Louis Agricultural and Mechanical Association, the most cherished institution of the people of St. Louis, and contributing more than any other single enterprise, to the development of her commerce, manufactures and civilization.

Its popular name, the "St. Louis Fair," has become a household word, and being held at that auspicious season when Nature has assumed her bravest livery: after the bounteous Earth has yielded her richest harvest, visitors flock in great multitudes in pursuit of pleasure, business or recreation to its extensive and well-appointed grounds, to indulge in the charms of social enjoyment, to examine the works of human labor and skill, to inform them of the best means to supply their wants.

The old amphitheater, which from 1856 to 1870 has been used for the exhibition of live stock, was reconstructed in the fall of 1870, and used for exhibiting the mechanic arts. In 1876 the board of directors concluded to pull down the old circular building and erect a new Mechanical Hall. The work for this building is now progressing. The new Mechanical Hall will be one hundred and fifty feet wide and two hundred and fifty feet long, having two side spans of forty-five feet each, and a center span of sixty feet. The entire building will receive its light from large sky-lights running through the center of said building.

GIRARD O. KALB.

GIRARD O. KALB is one of the best known men to the section of which St. Louis is the center, from his intimate connection with one of the great enterprises which have given and added lustre to the fame of our city. As secretary of the St. Louis Agricultural and Mechanical Association, he has had the opportunity of making known to the people of the West his rare genius for organization, and his keen sympathy with their spirit, both in their industrial pursuits and in their recreations. The "Great Fair," as the annual exhibition of the Association has come to be familiarly called, owes in no slight measure its commanding influence to his talents, so freely taxed in its behalf. Were this one success — a success so conspicuous as to measurably dwarf all others with which it is compared — to stand alone, it would be sufficient to fix his reputation as an able executive. Still it is only one of a series of achievements, in each of which the same sagacity and soundness of judgment have been brought forward with all the clearness necessary for a candid estimate of the high character and bright qualities, that in each instance furnished the directing power. A German by birth, all the years of his active youth and manhood may be said to have been spent in America and in St. Louis. His qualities and his tastes found a congenial soil in the country of his adoption, and he may be said to have furnished to St. Louis in his simple self, much that is valuable and very much that the community could not well have spared.

He was born in Berlin, February 26, 1829. His father, who was superintendent of the Royal Porcelain Manufactory in Berlin, gave him a good education, and at the age of seventeen, the youth embarked for America, then as since the land of promise to so many of his countrymen. There were then mutterings of that outbreak which has become historical as the Revolution of 1848, the aspirations of the German mind of that day having much in common with the convictions which had accomplished a revolution in this country seventy-two years earlier. There was a choice before the young and ambitious Germans of that day, between sharing the results of the Government that American valor had won, or the making of a bold attempt to plant a new tree of liberty upon their own soil. Many chose the first plan at the outset, while many others, after unsuccessfully trying the latter were glad to take the only remaining expedient. The result to America was, that she gained many valuable citizens, whose sympathy with her institutions were innate and unconquerable.

Landing in Galveston, Texas, in 1846, he came to St. Louis the next year, and here entered the law office of Leslie & Barret. When the St. Louis Agricultural and Mechanical Association organized in 1856, he was chosen secretary, an office which he has since uninterruptedly held, winning such approbation as only comes from the exercise of courage and independence in the fitting discharge of a worthy duty. For the success which has attended him in this direction of his efforts no language can be too highly complimentary, as he deserves all, and more than all, of the unstinted praise he has received. During this same period, he

was elected secretary of the St. Louis Co-operative Building Association, and directed several private enterprises that did not conflict with the paramount duty which he conceived himself to owe to the Association. He was married in 1855 to Miss Julia Hild, of St. Louis, a lady who brought to the union the graces and virtues that cheer the fireside and adorn the social circle.

The present efforts of the managers of the Fair Grounds will culminate in the establishment of a Zoological Garden, and in connection therewith a school of drawing in which children can study and copy the plants and animals of other climates, making the grounds a centre of education as well as of recreation. In this movement Mr. Kalb has borne an appropriate part, as he has in every other enterprise that has had the benefit of his judgment and advice. When our sister State of Louisiana ventured upon a State Fair in 1866, it was to him they sent for assistance, and it was to his presence that may be attributed the complete organization that was secured.

As he is yet a young man with abounding vigor, there is a well-founded hope that his future biographer will have to record more numerous and more brilliant achievements.

OFFICERS OF THE ASSOCIATION.

JULIUS WALSH.....	President.	E. A. MANNY.....	Third Vice-President.
G. B. ALLEN.....	First Vice-President.	B. M. CHAMBERS	Treasurer.
CHAS. GREEN.....	Second Vice-President.	G. O. KALB.....	Secretary and Superintendent.

DIRECTORS.

JULIUS S. WALSH, E. A. MANNY, D. K. FERGUSON, CHAS. P. CHOUTEAU, C. L. HUNT,
 E. C. LACKLAND, D. CLARKSON, A. PHILLIPS, CHAS. TODD, G. B. ALLEN,
 C. O. DUTCHER, ED. HARRISON, E. D. MEIER, CHARLES GREEN,
 B. M. CHAMBERS, GEO. E. FINCH, N. MULLIKIN.

 DODD, BROWN & CO.

Nothing could better illustrate the enormous growth of the business of St. Louis and the new channels which commercial activity is opening to trade, than the later history and present position of the great dry goods house of Dodd, Brown & Co. While the aggregates of each department of trade are being yearly swelled to greater proportions, it is noticeable that in all our large cities the number of houses does not increase. On the contrary, the tendency is toward consolidation. The growing sales and greater scope of individual houses, therefore, furnishes us an almost infallible measure for estimating the aggregates in each department of trade. The scale on which business is now done is unfavorable to small houses. The expense of selling a half million dollars' worth of goods is almost as great as that of selling a million. The sweeping demands of interior points in making their purchases also require large stocks from which to fill orders.

It is necessary, therefore, that the men at the head of such an important line of business as that of dry goods, should have the judgment to anticipate the wants of their patrons, and the boldness and nerve to execute their conceptions with steadiness through the continuous fluctuations that surround them.



THE HOUSE is at the corner of Fifth and St. Charles streets. The Fifth street front is one hundred and two and the depth one hundred and thirty-five feet. The main front is that on the Fifth street side, that on St. Charles being used for the receiving and shipping of freight. The structure presents from the street a pleasing and imposing appearance, with its five lofty stories and broad plate-glass windows, constructed to give abundant light.

When, in 1870, Dodd, Brown & Co. determined on moving to Fifth street, there were clear-headed men who gravely questioned the soundness of such a move. Events, however, have vindicated the wisdom of the change, and have shown that the supremacy of Main street could be easily broken. Other houses

have followed in the lead of this eminent success, until the jobbing trade has been so largely transferred as to found a new center, around which every department of trade is rapidly gathering, and which is bound to surpass the old one in the facilities which it offers, and in the magnitude of its transactions. In 1871 the new building, so admirably fitted for its purpose, was occupied.

THE DEPARTMENTS.—The whole business is divided into departments, each in charge of a competent superintendent, who is charged with the responsibility of its details. This is doubtless the basis of that admirable system that enables the house to conduct transactions aggregating over six million dollars annually with all the smoothness and precision of a finished piece of machinery. An apt comparison would be the movements of an army, in which discipline makes it as easy to command ten thousand men as a hundred. The various departments are lettered, and run through the alphabet from A to H inclusive, each representing a distinctive class of goods.

THE BASEMENT.—This extends under the sidewalk on Fifth street, and on St. Charles street, and under the alley in the rear, making its size about one hundred and twenty by one hundred and fifty feet. At the St. Charles street side is an iron slide, on which goods are received, boxes and bales are run down. This has been found the most rapid and convenient means for lowering goods into the basement, and, its usefulness once determined, it would be impossible to replace it with any equally valuable device. Under the alley is situated a safety-boiler, which furnishes the power for the three elevators, and also heats the building. The boiler is of the pattern known as "Root's Patent," and is composed of a series of tubes. It is absolutely safe, as the worst accident that could possibly happen would be the bursting of a tube, which would do no damage, and could be readily replaced. Two freight elevators and one passenger elevator, each provided with its separate engine, are in constant employment. From the basement, where all packages are received, they are distributed by the elevators to their appropriate departments.

The two departments A and B are in the basement. A comprises flannels and blankets; B comprises linens, white goods and quilts. The exhibition and sales tables are on the Fifth street side, where there is a perfect and uniform light. A portion of the basement is fenced off, and there are stored duplicates in flannels. Besides this storage capacity, two large warehouses on Main street are used for storing stock until it is needed in the departments.

THE FIRST OR MAIN FLOOR.—This is a spacious and elegant room, with a high ceiling, supported by graceful columns, and contains the offices and two departments. Department C takes in about one-half of this floor, and comprises all classes of domestic and imported dress goods. Here, in closely piled cases, and on tables, we see every variety and grade of dress goods that are to fill the shelves and counters of the retail stores in every part of the vast valley drained by the Mississippi.

Department D has about half the first floor not taken up by the offices, and consists of calicoes, brown and bleached domestic, ticking, denims, stripes, checks and kindred fabrics.

The offices are on the St. Charles street side and at the left as we enter through the broad entrance on Fifth street. The half partitions are of massive black walnut, gracefully carved and ornamented, and surrounded by ground glass in walnut panels.

THE SECOND FLOOR.—This is quickly reached by stepping into the cab of the passenger elevator, when we find ourselves in a moment transferred to another scene of confusion, and among goods of another class. Here are departments E and F. The goods in department E are “piece goods,” such as jeans, cassimeres and cloths, and the line comprises every grade and price of foreign and domestic manufacture, suited to each class of trade. About two-thirds of the floor is occupied by this one department, which also includes linings, repellants and cottonades.

Department F takes up the remainder of the floor. This comprises shawls and skirts, through all the gradations that home and foreign looms produce. Again entering the elevator cab we reach :

THE THIRD FLOOR.—This is taken up by department G, which comprises that very wide range of goods that, in our nomenclature, comes under the head of “notions.” To enter into any description or enumeration of each of the knick-knacks, ornaments, or useful articles which are displayed on this floor would be futile, yet some of its features may be hastily sketched, and a fair idea given of the whole. There are several subdivisions in this department, all under the control of one superintendent. Pins and needles, thread and buttons, constitute one division. Jewelry and fancy imported goods another. This shows a wide diversity of knick-knacks, and is constantly changing to keep up with the demands of the time. The articles that are eagerly sought one season are without demand the next, and newer ingenious ornaments or trifles take their place. Beaded belts, and cologne bottles satirizing the “crusaders” or the “grangers,” are examples of the exciting and ever-shifting demands in this line.

Another class takes in that line of goods that forms the promiscuous stock of drug stores, such as combs, brushes and cosmetics. Everything that would be seen on the shelves or in the show-cases of a well-appointed drug store, except the medicines, is here marshalled forth in tempting array.

Ribbons and laces, ruches, and the range of goods necessary to stock a complete millinery establishment, form another class. In this line, this house stands out like an importing house anticipating the trade. The orders go in to the manufacturers twelve months in advance of the season, when fashion is to fix her seal upon fabrics that employ the looms of the manufacturers. When the proper season arrives the goods are opened, put upon the market, and the fashion and the demand follow.

The class which takes in Indian goods is a very interesting one, and in the main, reflects credit upon Mr. Lo for his good judgment and evident determination to have the genuine article if it is procurable. The beads are by no means the cheapest variety, and the ornaments are all substantial and calculated to stand hard wear. The sashes are of good quality, and the woolen yarns the very finest

and strongest that can be procured; though gorgeous in color. The different varieties of "wampum" are also shown as one of the curiosities in this class. The "wampum Moon" is indeed a beautiful bunch of shells, and is current coin with the Indians, at a valuation of two dollars and a half.

THE FOURTH FLOOR.—This is department H, one that takes in many classes of goods. Window and table furniture, gloves, hosiery, knit goods, ladies' and gentlemen's underwear, and woolen yarns, are among the classes in this department.

The glove stock is immense, ranging through buckskin and woolen, to kids of all qualities. In the article of kids, the house has a specialty in the famous "Bajou" glove, justly esteemed throughout the United States.

Hand-made worsted goods for ladies, children and infants' wear, from little caps up to full-sized cloaks, and ladies' furnishing goods and underclothing come in this department.

In gentlemen's shirts, the house has the agency for the celebrated Atkinson shirt, every one of which is warranted and equal to the best custom work. In overshirts the stock is immense, ranging through every quality and price. Woolen yarn is another article here that is largely handled, the entire production of several mills passing through the hands of this house.

THE FIFTH FLOOR.—This is the packing-room, which presents a scene of activity and clamor. The entry clerks, bill clerks, sellers and packers make a racket that would disturb a nervous man. Everything moves on, however, with the regularity of clock-work, and the noise is probably not disproportionate to the labor of handling, entering and verifying over a million dollars' worth of goods in a single month.

GENERAL REMARKS.—We have thus given a passing sketch of one of the great establishments of our city. The energy and vigor that have built up an immense trade throughout the section drained by the Mississippi river and tributaries, and the ability that now controls and directs it, are proper subjects for the pride of every friend of St. Louis. The intimate and extended commercial relations which a house of such magnitude builds up and fosters, bring their benefits to every industry and business within our limits. By carrying a stock adequate to all the demands of the interior, country merchants are saved the expense and time involved in a trip to New York. Much as that boasted metropolis affects to sneer at the pretensions of the West, her merchants are learning that they have to contend with rivals who cannot be safely ignored, because they are each day winning important victories. In this struggle that is surely establishing a Western center, the energy and sagacity that control the house we have briefly attempted to picture, are conspicuously exerting great influence.

In order to appreciate the amount of business transacted yearly in this magnificent dry goods emporium, it is but necessary to state that it requires the constant attention of one hundred employees, to run the different departments, at an annual cost of \$100,000.

A. F. SHAPLEIGH & CO.

It is the glory, as it deserves to be the boast, of St. Louis, that though she exhibits a distinctly conceded precedence in some lines of trade and of manufactures, yet in none that pertain to the life of our own people is she without able and zealous representatives. In the department of hardware, Messrs. A. F. Shapleigh & Co. have for years been regarded as occupying the foremost position. Their sales, of which the major portion might be denominated "shelf hardware," would be accurately stated in round numbers at a million dollars annually. When it is remembered that metals, and tinner's stock, and other goods frequently found in hardware stocks, though not belonging there in a proper classification, form no part of the sales of this house, this aggregate is a more imposing one than appears at first thought. The business has been one of steady growth since its first establishment by its senior proprietor in 1843. Then the distribution was made by our rivers, and in the winter, travelers representing the house started out on horseback upon trips occupying months, in which they renewed the acquaintance of their customers and made their collections. Our existing net-work of railroads has modified greatly old modes of business, and in many directions extended its area, but this house has held steadily on, and through each successive change has grown stronger and greater, with a constantly-widening influence.

Its main history, though extending over a period of thirty two years, and running through greater commercial and political changes than any other third of a century can show, may be briefly told. Augustus F. Shapleigh, the senior member, came to St. Louis in 1843, and opened a branch of a Philadelphia house in which he was a partner. The branch here was under his supervision and has remained so since that time, though its eastern connection was severed. The firm name became "Shapleigh, Day & Co.," and afterward "A. F. Shapleigh & Co." The junior members of the firm are now, his son Frank Shapleigh, John Cantwell and Alfred Lee.

The system of business that has grown up in the last few years is one that adds largely to the prestige of this house. This is the system of doing business by means of correspondence. By means of it the retail dealer can make his order at home with the price lists before him, and while saving the expense of coming to the city and making his purchases in person, can be assured of the most careful and conscientious filling of the order. The high reputation of this house, maintained through a third of a century, is a guarantee that they will serve the interests of the customer as well as their own.

THE HOUSE.—This is, in fact, two houses thrown together by connecting arches in the walls, taking the two numbers 414 and 416 North Main street and running through to Commercial street. On Main street the structure stands five stories high, and on Commercial street, six. A cellar below the whole is used for

storage of heavy goods, making seven floors from top to bottom. Treating each of the houses as a distinct building, there would be fourteen floors, each fully utilized in the storage of distinct classes of stock.

Entering from the street on Main street, the offices are in the rear. On each side on the walls are the shelf goods, cutlery for pocket and table use, scissors, locks, files, and fine steel goods. Many of these goods are of English and German manufacture, yet it is noticeable that American cutlery and files and fine shelf goods are coming into prominence and winning popularity. This is in part due to their making better qualities of goods, and in part to the prejudice in favor of foreign goods disappearing. Some, indeed, have preferences for American files and similar goods of American make.

The floor below, entered from the level of Commercial street, is used as storage for heavy goods, chains, anvils, mining tools, wedges, axes, and similar heavy articles. Axes form an important item in this stock, taking up the center of one whole floor. In this one article the house has a very important and extensive trade, and introduces an axe made expressly for them, and stamped with their own name. It is the highest-priced axe they sell, yet as it is one to which their own reputation is attached, it is as nearly as possible the perfection of manufacture in material and skill, and the consideration of cost is secondary to the production of a perfect article. Hickory handles for mining and agricultural tools are also stored here, and recently have become an article of extensive manufacture in St. Louis, and a branch in which she excels, both in the forms produced and the quality of wood used.

Ascending to the second floor from Main street, we are ushered into the sample room. This was formerly of less than one-third its present space, but it was found necessary to devote a whole floor to the exhibition of the numberless articles contained in the stock. Attached to cards on the wall, or conveniently placed through the center of the floor and in show-cases, are the single articles which the stock duplicates in such enormous quantities. New articles, the product of ingenuity and improved machinery and skill, are being constantly introduced. Noticeably one of these is green wire cloth, an article which has more than trebled its sale each year in the past three years, and which now reaches about one hundred thousand yards in this house alone. Yet it may seem unjust to specify when there is so much to attract attention. Mining tools for gold, silver and lead mining are shown in great variety, and the varying forms and styles of shovel for this one industry form a catalogue in themselves.

One side of an upper floor is devoted to locks, and another large space to screens, all arranged with a precision that would be imperfectly conveyed in any description in words.

At the top of the house are stored the light agricultural implements that belong strictly to the hardware trade, such as forks for all purposes, scythes and snaths, and similar goods in their appropriate seasons.

A rapidly-moving elevator is kept almost constantly in motion, and by the ease it gives to moving goods and looking through the various floors, makes them nearly as convenient as though all thrown together on the same level. Indeed, with the amount of handling performed in receiving and shipping, it is only by economy of time and movement that it is made possible. Sales now extend through Missouri, Illinois, Iowa, Arkansas, Mississippi, Tennessee, Kentucky, Louisiana, Kansas, Nebraska, Colorado, Montana, Utah, Nevada, New Mexico and Arizona, strengthening the social and trade relations of St. Louis with one of the widest sweeps of territory ever acknowledging a single metropolis.

THE WESTERN ENGRAVING COMPANY.

The Western Engraving Company is a new and important branch of mechanical industry added to the metropolitan character of St. Louis, and it is to them that we are indebted for the beautiful and artistic steel-plate portraits that embellish this work. This Company was organized under the laws of the State of Missouri, with ample capital, and has within the past year greatly increased its facilities by the purchase of the lithographic department of the "Democrat Company." Through this purchase and increase of facilities, the combination secured the utmost completeness in every department of the engraving art, and continues to occupy the old quarters on Pine street, nearly opposite the new Chamber of Commerce. From the combination of enterprise, capital and talent represented, it is safe to predict for the Company a success worthy of our section and of its growing needs. The superintendents and the artists in the various branches are all gentlemen of long experience in their separate specialties, and the standard adopted by them is fully up to that established in the most exacting centers of taste and art. The steel-plate branch of the business is one that especially commands attention, from its being the first attempt to fix it in our city, and also from the high order of excellence that characterizes the work.

Fine steel portraits, bankers' drafts, bonds, certificates, and those evidences of values in which fine engraving is a safeguard, can now be produced here with less delay and uncertainty than formerly, when such work was only done in the East. It is also far easier for our people to elaborate their instructions, or to modify their own opinions as to what they require, than if they were dealing with distant artists. The successful planting of the art of steel engraving in St. Louis is important in many respects, and casts off another of those restraints that have heretofore bound us to older centers of trade, and that have influenced too far the expression of our thoughts and of our taste.

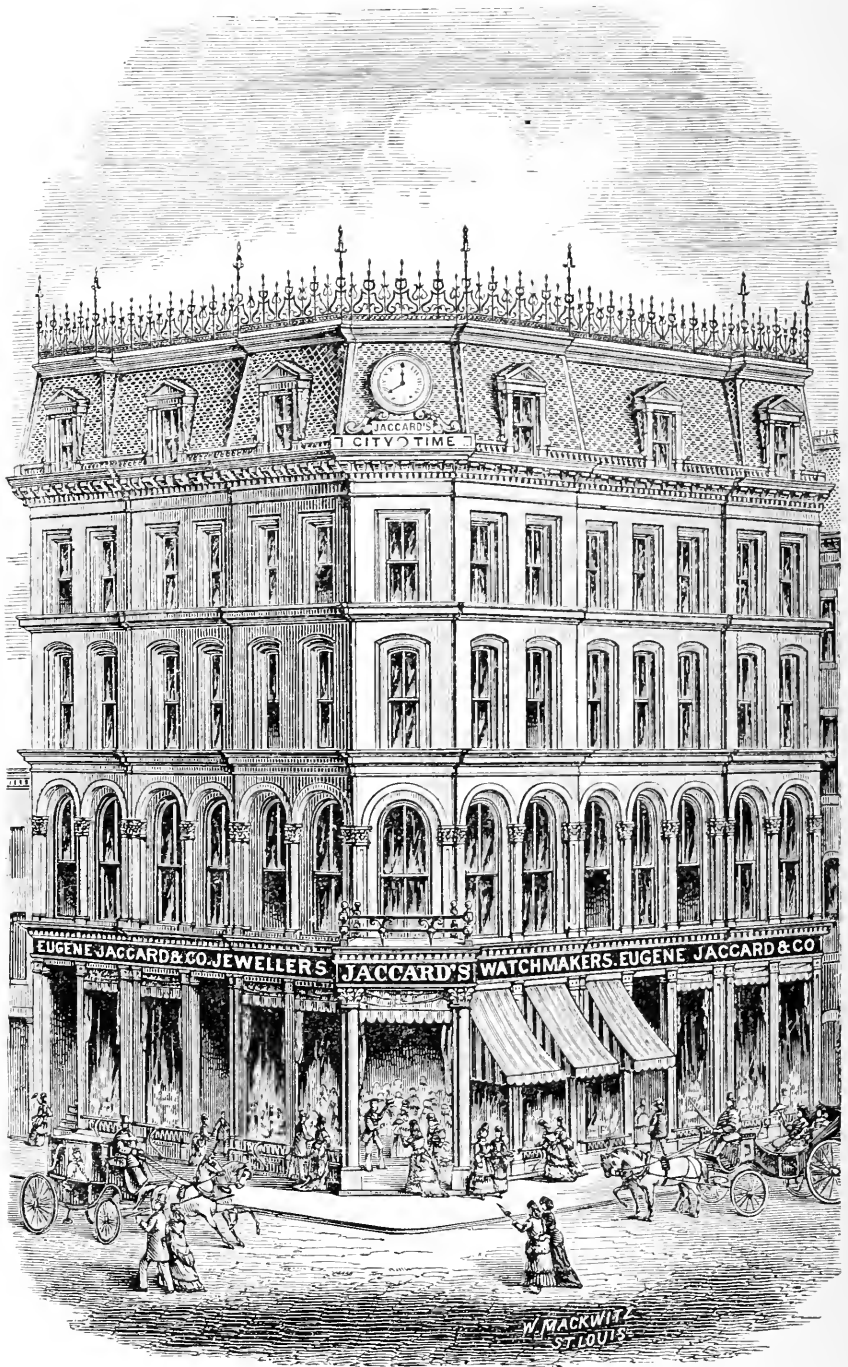
EUGENE JACCARD & CO.

Situate on the corner of the two most fashionable promenades of St. Louis, stands an edifice worthy of its location and purpose. It is the silverware and jewelry establishment of EUGENE JACCARD & Co. Fronting one hundred feet on Olive and fifty feet on Fifth street, built of Athens marble, five stories in height, and in a style of architecture commanding and graceful, it is the leading ornament of one of the most central and valuable blocks in the city. From the time of its completion it has been a source of pride to our citizens, and is pointed out to strangers as worthy, in both exterior and interior, of far more than the usual attention bestowed upon leading establishments. From the pavement to the pleasing line of the mansard roof, surmounted by an illuminated clock, the effect is imposing and beautiful. The entire cost of this building, with the ground that it covers, exceeded three hundred thousand dollars.

The jewelry trade in St. Louis is a more important and extended one than in more northern cities. In a northern climate, where the rigors of winter make furs almost indispensable, they become the most valued and cherished article of adornment, but under the influence of a more generous sun, furs are cumbersome, except for brief and uncertain seasons, and their cost is disproportioned to their utility. Yet, taste will assert itself under all circumstances, and artistic designs in the precious metals, rare cameos and costly gems become the objects of fashion and display. In St. Louis, the demand is principally for articles of the highest purity and elegance, and the scope of country to be supplied is very wide in extent.

Entering this costly temple of taste from either Fifth or Olive street, we find ourselves in a room in which the light is reflected back on every side from the choicest productions of the work-shop, in the noble metals and from the gems from mines and seas that blaze with fiery or with mellow light in the cases on the tables. The lofty frescoed ceiling, the marble tessellated floor, the graceful columns, the cases on the walls and on the tables, show that we are looking upon a collection that has taxed the resources of nature and of art in every portion of the world. The basement, with vaults, rests upon a solid stone foundation, and is perfectly adapted to its purposes. It is, however, on the first or main floor that the attraction is to be found. Here, on a level with the street, along which drifts a ceaseless human tide, are exposed the articles that are to adorn the homes and persons of the people of a wide section.

Nothing better illustrates the æsthetic taste than the ornaments of a people. In furniture, refinement does away with gaudy colors and introduces rich carving and quaint designs. In personal adornment, civilization learns to discard the barbaric bands and hoops of native ore that obtain among primitive tribes, and



introduces gems, cameos and artistic creations that reflect the genius of a nation and enshrine the poetry, art and passion of their noblest conceptions.

The fitting up and fixtures of the store alone cost thirty-five thousand dollars, surpassing any similar establishment in the West. Four doors admit visitors—two on Olive street, and one on Fifth street, and one in the corner, the facade. Entering this establishment seems like entering the gorgeous saloons of the enchanted palaces of Aladdin's fairy land. Corinthian pillars support a ceiling frescoed in lovely tints. Plate-glass show-cases, with walnut frames, carved in arabesque designs, encase pyramidal displays of French clocks, bronzes, statuettes of every conceivable variety; as also, silver sets, silver spoons, and every description of silverware. Counters of Italian marble support show-cases containing displays of jewelry. In the front part of the store on Fifth street, is the case containing the diamond display, where diamond crosses, ear-rings, wedding sets, engagement rings, etc., are found in gorgeous array. At either side of the diamond counter, pearl, coral, enamel, ruby, garnet, amethyst, emerald, topaz, and gold jewelry is exhibited in great variety. Here again we see creations of a higher art, but more limited value:—incrusted amethysts, and cameos that represent the classical conceptions and cunning workmanship that still flourish in the crumbling cities of the Mediterranean. Pearls, those "treasures of an oyster," are here combined with diamonds and with cameos, and each of these are found in unique settings to gratify the refined taste of modern adornment.

The cameos and gems are imported, and the setting done in the house by competent designers. Unset gems and rare and curious designs are shown for those who require something absolutely unique. Onyx in varying colors and rare design, cut in relief, incrusted and inlaid, and sphynx-like Egyptian heads that carry one back to the stone dreamer over a buried civilization, are also displayed in costly array.

In the department devoted to watches, products of American, Swiss and English manufacture are exhibited in such profusion as would make it difficult for one to enumerate. In the grand show-room on the first floor is to be found every article of adornment and utility that ranges between a lady's thimble and a \$50,000 set of diamonds. The largest diamond so far imported into this country is owned and exhibited by this firm. It weighs thirty-two and one-fourth carats, and is entirely free from defects. The upper stories of the house are used for manufacturing purposes and as offices.

The firm of Eugene Jaccard & Co. has been established about forty-six years, and is the oldest in the West. The magnitude of its trade may be inferred from the vast extent of territory embraced in the business. The watch and music-box manufactory is located at Sainte Croix, Switzerland, and is superintended by Mr. Cuendet, Senior. It was established in 1836. The firm employs agents in Paris, Birmingham and Vienna, who purchase diamonds, French clocks, French, English and German fancy goods, cutlery, bronzes and plated-ware, and are ever on the outlook for meritorious novelties for the St. Louis house.

Mr. Jaccard, the founder of the business, died a few months after the completion of the new edifice that was the result of a long and successful career, and the entire management devolved upon his nephew, Mr. Eugene J. Cuendet, who had been educated in the business by him, and is at present sole proprietor.

The establishment is one that exercises a beneficial influence upon our material and intellectual growth, and is at once an honor and an ornament to our city. To the very highest commercial honor, an honor that is a sufficient guarantee of the purity of anything that leaves this establishment, is combined a business enterprise that is equal to the most exacting requirements.

PETTES & LEATHE.

No establishment in a city more accurately measures the growth of refinement and taste than those which handle the productions of art and supply the requirements of artists. Private enterprise must here, as elsewhere, lay the foundation and patiently work out its expected fulfillment. In time, such establishments come to be regarded as public institutions; citizens point to them with pride as evidence of their city's intelligence and wealth, and strangers find in them a center of attraction. Of the several houses of this description which St. Louis can boast, the greater part of them confine their operations to the more necessary and useful articles of life. Of the few that have based their trade upon the æsthetic culture and liberal taste of the West, Pettes & Leathe stand prominent, and their increasing prosperity from year to year, indicates the advancement of our people in a higher civilization. That marked prosperity is, indeed, one of the most hopeful signs of the times; it indicates a present that is far from being selfish, and foreshadows a future glowing with a grace from which all that is sordid and ignoble has been eliminated. It is not alone those who are able to buy the most costly of such works, who are elevated by their influence. While on exhibition, they form an attraction for the thousands who daily throng our thoroughfares, spreading a kindly and educating influence among all classes of society, and touching with a more delicate light the home where art succeeds to profusion.

In the year 1860, Henry Pettes and S. H. Leathe commenced business on Fourth street, in what was known as "The Ten Buildings." They purposed dealing in artists' materials, looking-glasses, picture-frames and pictures of the higher class. At that time it was regarded as a doubtful experiment, as few of our citizens were patrons of works of art, and they were accustomed to send to New York and other Eastern cities for such works as formed the decorations of their homes. The course of the new firm was one of hardship and difficulty, and

it required a considerable expenditure of money and much patience and labor to convince the people of this section that their wants could be supplied at home. The desired result was, however, accomplished, and the enterprise of the new firm was rewarded with a satisfactory result on the first year's business. With increasing means and growing trade, they became the patrons of the most celebrated and the most deserving of the artists in this country and in Europe, and placed rare and meritorious works in their exhibition-rooms for the public to study or to purchase.

They early discovered that the exhibition of choice works familiarized the people with them, educated popular taste, and created a demand for them.

About the year 1864 they formed extensive European connections, and commenced importing upon an extensive scale, choice paintings, engravings and French plate and sheet glass. In the latter article, their transactions are more considerable perhaps than those of any other house west of the Atlantic seaboard. They have made the business of French plate glass profitable principally through their skillful handling of it in transit, and in putting it in place, as they have done in some of the most lofty and pretentious structures in our city. In fine mirrors, window cornices, carved walnut mantel-pieces and pier glasses they have secured an enviable distinction, and they can point to the decorations of our leading hotels and homes of our opulent and critical citizens, as furnishing evidences of the taste and resources of their establishment.

The old location on Fourth street became too restricted for the business, and this present year they erected for themselves a spacious and elegant building at 606 and 608 Washington avenue, opposite the new Lindell Hotel. Their house runs entirely through to St. Charles street, where their numbers are 607 and 609. The building has a front of fifty-four feet on each street, and is one hundred and fifty feet deep, and furnished with every appliance that the needs of the business have thus far suggested. A hydraulic elevator and fire apparatus on each floor are among the conveniences that have been introduced.

The first or main floor contains the offices, samples of artists' material, and works of art of all descriptions arranged in attractive display. On the second floor are the mirror and frame departments on the most extensive scale. The third floor is occupied for the storage of the stock of French plate glass, which is such an important and heavy trade. The fourth floor is a manufacturing room where frame-making and gilding is carried on, on a scale commensurate with the business it has to supply.

The clerks and workmen employed number about fifty. The house imports direct Winsor and Newton's celebrated goods. These are the subjects of a separate catalogue, and embrace every article required by the artist in oil, water colors, crayon or pencil.

The art gallery, measuring fifty by thirty feet, with ample sky-lights, is the most beautiful room of its kind in the country. A wainscoting, handsomely laid out in French walnut panels, extends around the walls, which are hung with maroon drapery. The floor is laid with red cherry, altogether forming, with the

fine pictures contained therein, a sight which must be seen to be appreciated. This was once a feature merely incident to the business, but has now grown into one of the richest and most attractive exhibitions, where all are free to look and admire one of the rarest and most valuable collections anywhere to be seen, each of the pictures carefully arranged with reference to light to bring out the best effects.

Thus we see that from an unpretentious beginning has grown an establishment of the widest and most beneficent influence. In its correspondence it reaches from the artist to the patron, and brings them practically together in an intercourse for mutual good. On the one hand refinement and taste, and on the other the busy brain and hand weaving out the subtle creations through which man grows purer and stronger. It is right that such an establishment should be a great business success. Were it otherwise, our public would have less to hope for, and be less worthy of a future of beauty as well as of strength.

NEWCOMB BROTHERS.

The house of Newcomb Brothers is the representative of a trade of the highest importance in the decoration and comfort of the homes of the people. The lines of goods passing through their hands embrace so many varieties that it would be difficult to enumerate them all, though it is comparatively easy to classify them. Their leading article is paper hangings, and then come in lists of kindred goods that include lace curtains and curtain goods, window shades, wire screens, weather strips and upholstery goods, besides many articles that are a necessity to the trade, in which they are ever striving to present something still more desirable. The years of experience and careful attention which these gentlemen have given to the specialty in which they are engaged, produce their legitimate fruit in giving them a prominence as careful and tasteful caterers in one of the most exacting branches of trade, as well as one in which fashion is constantly asserting itself.

The house is situated at 217 North Fifth street, and three of the spacious floors are devoted to the business, which in its yearly aggregate reaches nearly half a million dollars. Though the business includes both a large jobbing trade and an extensive city trade, the latter is the subject of more solicitude and care than the other, partly because that trade is more exacting as well as more appreciative of fine goods and novelties, and because it is in other respects more satisfactory. Some of the finest residences of which our city can boast owe the grace and finish of their interiors to the commercial and artistic spirit of the Newcomb Brothers. In this line they compete boldly with the fresco painter, and produce effects with paper that frequently surpass the expectations of their patrons.

The manufacturing department, which is a part of this establishment, is very

important in its bearing upon the business, as it enables them to meet the wants of their patrons with a precision and economy not otherwise attainable. It has also led to the introduction of several new and desirable articles specially adapted to this section. In the article of wire screens, now coming into such general use for keeping out flies and insects while securing ventilation, they have introduced improvements that have placed their own manufactures far in advance of the patented devices of the East, which they also sell. In curtain and upholstery goods, the effect of their manufacturing is shown in the elegance imparted to the work, and the readiness with which they meet the varying taste of discriminating patrons.

The basement, which is used for a storeroom for heavy stock, is a wilderness of rolls of paper, of all qualities and styles, piled in every direction. The main floor, or salesroom, is most conveniently arranged for showing goods as they will appear when put in the places they are to occupy. Panels swung on hinges like doors, show the effect of the various papers. There are to be seen various imitations of native and foreign woods, and the countless figures which are produced to gratify the taste of the people in the decoration of their homes. Curtains, mouldings, mosquito bars, wire screens and weather strips are a few of the leading articles that in their appropriate seasons are exhibited in profusion, and that are shown in all the variety that home and foreign art produce.

St. Louis is fortunate in being so ably represented in a trade having such an important bearing upon her social and commercial life, a trade that is rapidly extending, yet is being followed in all its ramifications with a vigor and judgment worthy of itself and of our city.

NORTON NEWCOMB, who may be looked upon as the senior member of the firm, was born in Boston, Massachusetts, November 29, 1825, where he received a sound public school education, eminently calculated to fit him for the business which claimed his attention in after-life. When he grew up to manhood, he entered upon the manufacture and sale of paper hangings, a business which he has made a great success ever since. In 1864, he came to St. Louis, and by strict attention to a business of which he is complete master, succeeded in making it one of the recognized branches of industry of the city.

GEORGE AMOS NEWCOMB, the younger member of the firm, and brother of Norton, was born February 14, 1841. His early education was received at the Boston public schools, and in 1863 he graduated at the Wesleyan University, at Middletown, Connecticut, where he received a regular university education. In 1874, he entered the navy, and was appointed to a position upon the staff of Admiral Lee, commander of the North Atlantic Squadron. For some years he was also engaged in teaching school, but was obliged to give up this pursuit on account of an affection of the lungs.

The father of these enterprising gentlemen was a prominent citizen of Boston, having conducted the boot and shoe business for fifty years in one place, on Hanover street, in that city. He was a member of the city council for many years, and died in 1874, leaving a handsome fortune to his family.

STATIONERY AND BLANK BOOKS.

JOHN J. DALY AND COMPANY.

One of the important and rapidly-growing trades of St. Louis is that which includes stationery and blank books. From a business which before the war counted its aggregate in hundreds of thousands, it has swelled into millions, with a constant and gratifying increase.

In this branch there is no house which, in reputation or facilities at command, surpasses that of JOHN J. DALY & Co., now, as for several years past, located at 213 North Third street.

The manufacture of blank books for individuals and corporations, as also for counties and States, is a branch that is very important, the firm doing the work complete in their own bindery outside of the main establishment. Besides the store, printing office and bindery, they also do lithographing in all branches. The specialty of the house is fine goods in its various departments, and fine work in its manufactures. Under the general name "stationery," there are included so many articles that it would be impossible to attempt any enumeration. Among the most important are letter presses, and writing desk adjuncts, letter slips, wallets, pens, paper weights, and the useful and ornamental knick-knacks seen on the desk of the man of taste. In this establishment it is noticeable that the wallets are largely of fine Russia leather, the ink-stands and glass articles of the finest cut glass, the paper of the finest and heaviest quality, and the list of articles that make up the trade, of a superior quality in material and finish. For the legal profession, there is seen extra heavy legal cap, and for printing orders, the finest imported stock is usually selected.

The stock is to be distinguished from a *jobbing stock*, which runs in cheaper grades, and rarely contains the goods which really come under the general head of "stationery."

The salesroom is handsomely arranged and well lighted, both from the front and a skylight in the rear, and, as the basement beneath is used for storage, it is not encumbered with goods, other than those that can be attractively displayed.

Mr. DALY, an Irishman by birth, has been long identified with the business of St. Louis, in the specialty in which he has won such a success. Though comparatively a young man, he has taken a leading position in a trade requiring liberal views and good judgment, and has brought a large addition to the general trade.

During the war he was the contractor for the United States Government in the article of stationery, and in that capacity supplied the entire Western Department with such goods.

With a large stock selected from home and foreign markets, he has now every

facility for meeting the wants of the people of the West in a line in which he has had a long and singularly successful experience. A liberal and conscientious merchant, he is able and enterprising, an honor to his department of trade, and to the city that is the scene of his success.

CHANCY R. BARNES, PRINTER.

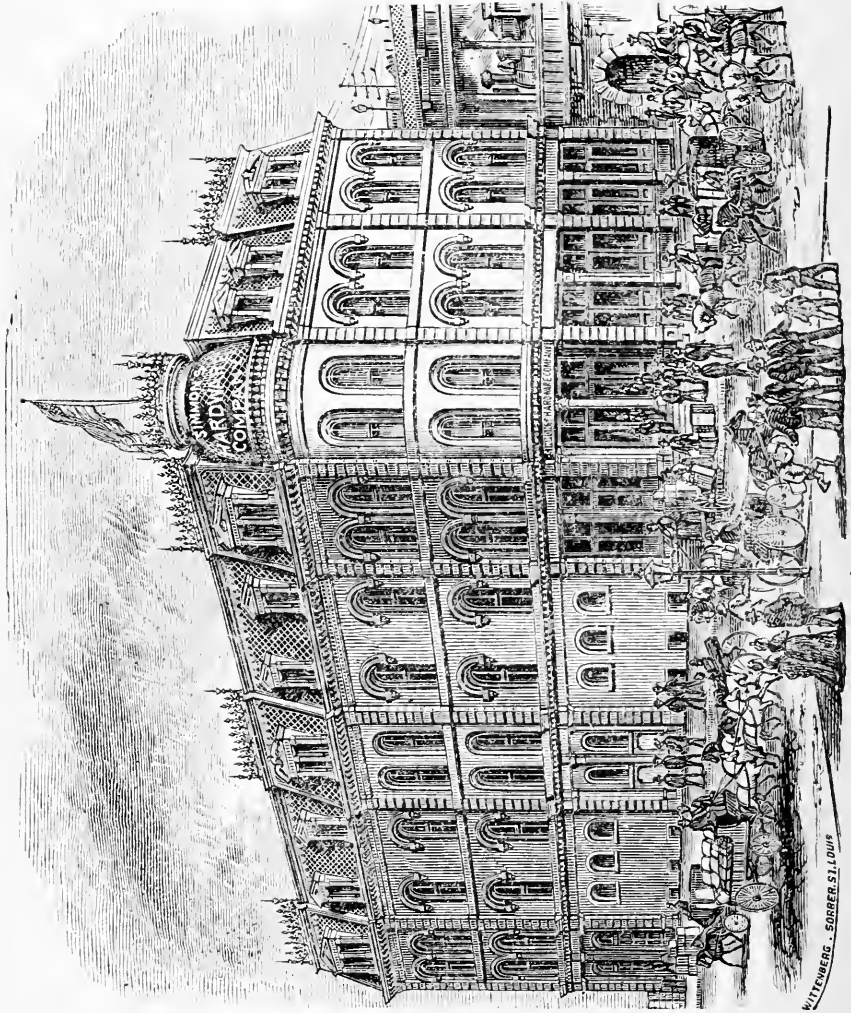
The printing establishment of C. R. BARNES, located at 215 Pine street, was the one selected to do the typographical work on this book, for the reason that the proprietor combines the essentials of thorough business experience, and is, moreover, a superior practical printer. The typography of the volume is a standing justification of the choice.

To the experience and ability that have been collected in the management of the various departments of this establishment, there is the added advantage of complete facilities in machinery for the execution of the very best work.

This book, executed in the centennial year of our country's life, under some difficulties that were not foreseen, must be accepted as an exemplification of the advancement we have reached in the mechanical department of the book-maker's art in the West.

BECKTOLD & CO., BOOK BINDERS.

This firm is one of the most reliable and capable in the city, Mr. William B. Bechtold, the founder of the establishment, and his partner, Mr. Andrew Wunsch, being undoubtedly the best practical binders in the West. Its outfit is complete in every particular, consisting of all the improved machinery for doing large edition work in cloth or leather, as well as the ordinary machinery for carrying on a first-class blank book manufactory. They now control the publications of this whole section. Their bid for binding this work was accepted without reference to other establishments in the city, because the publishers recognized the fact that they alone could issue the work bound in a creditable manner, and it affords us pleasure to refer to this volume as a sample of their skill.



THE BUILDING OF THE SIMMONS HARDWARE COMPANY.

EAST SAINT LOUIS.

ITS PAST HISTORY—GROWTH—PRESENT STATUS AND FUTURE PROSPECTS.

ON the eastern bank of the Mississippi river, directly opposite the city whose future greatness and prosperity we have heretofore predicted, and which prediction is fast becoming a reality, stands the young and thriving city of "East St. Louis."

Up through the floods and soft alluvial soil she has risen—little by little—each year overcoming barriers and difficulties that were considered almost insurmountable; and now having gained the mastery, stands as a powerful adjunct and ally of the great city on the western bank of the river. So intimately associated are the two cities, and so necessary to each other's existence and prosperity, that we cannot do full justice to the one without mentioning the other. Indeed, we cannot truly prognosticate the growth and future greatness of the older and larger of the two, without also calling attention to the younger and less pretentious city, through which, as an *entrepot*, much of its trade and commerce must flow.

We have known the place hitherto, as simply a terminus for the railroads.

The few restaurants, saloons and boarding-houses at the depots were deemed the natural appendages of the railroads, but for many years no one thought of warehouses, elevators, iron mills or manufacturing establishments or a Continental stockyard. If a thought was given to the place where the railroads terminated, beyond the interest mentioned, it was of an historical character; for, as "Bloody Island," it was known far and wide, and the tragic scenes enacted on its soil were the themes of frequent discourse, by old residents of St. Louis and strangers in transit. The character of this neighboring "province" is not yet clearly understood by the busy inhabitants of St. Louis, nor have they noted the many improvements going on constantly in the new city.

Be it known then to all, that the old lines are wiped out;—the familiar haunts for fishermen and sportsmen are no longer to be found; the localities known as "Bloody Island," "Illinoistown," "Papstown," and by whatever other names they may have been known, are the centers of trade and manufactures, now crossed and recrossed by wide and handsome streets bearing christian names. The old names have passed into history. And the history of East St. Louis must be valued more for the narration of early incidents and facts connected with its foundation and first years of existence, than to subsequent and later events in its growth. The reader of to-day will peruse with more than usual interest the written facts and narration, about the topographical character of the locality

where East St. Louis now stands, and the early history of those who pitched their tents on the site, long before the village or city was dreamed of.

Since the first white man traversed the shore where the city now stands, the topography of the locality has entirely changed. The marshy and impassable region that it once was, is now the foundation of a growing and prosperous city. Bloody Island is the offspring of a period more recent than the first white settlers, for it was born with the present century. It grew into place and importance, and in time has become the theatre of metropolitan activity and commercial power.

Would London ever have attained its present commanding position, as the mistress of the world's commerce, without having made subservient to its wants, both shores of the Thames? Would the proud city upon Manhattan Island now be the great metropolis of this continent, without a corresponding grandeur of its auxiliaries upon the opposite shores of the North and East River? So too, as the grand center of continental commerce, St. Louis cannot expect to reach its destiny without utilizing the entire channel and both shores of the great river, the western half of which alone is included within its political dominion.

The river's natural advantages inherent to the opposite Illinois shore are bound to play a conspicuous part in the development and maturing of St. Louis as the greatest inland city of the globe.

The want at all times, and under all circumstances, of unbroken, certain means of communication with the germ of greatness in St. Louis in the past, prevented the materializing of those inherent advantages into permanent good to either side of the river.

The Eads bridge, with arms of steel, supported by massive piers of granite, themselves resting upon the bed-rock of the Mississippi river, has physically filled the void and practically united the east and west shores of the Mississippi.

It has opened an avenue through which the overflowing prosperity of St. Louis may upon the rich and fertile lands of the American bottom, at the east end of the great bridge, become the nucleus of a new growth, regardless of State lines or political borders, reflecting its own progress upon the parent: St. Louis. These reflections justify us to add as a necessary chapter of our work, a brief history of the young and promising city of

EAST ST. LOUIS.

The municipality of East St. Louis includes a cluster of "towns," separately laid out at different periods. It comprises, territorially, the northwest corner of the extensive common fields of Cahokia, and parts of the commons of that village, also several ancient grants and small parcels of sectionized lands, parts of township 2 north, range 10 west of the 3rd Principal Meridian. The oldest improvement upon the site of the city is shrouded in mystery, or at least uncertain as to its exact location and precise period of existence.

In 1750, one Chevalier Richard McCarty was appointed by the King of France,

Governor of Upper Louisiana, of the Province of New France. This province then included the entire Mississippi Valley, from the Gulf to the source of the river, including its tributaries to an unlimited extent. It was divided into Lower and Upper Louisiana. Fort Chartres, near Kaskaskia, was the seat of authority for the latter, and New Orleans for the former. Chevalier McCarty took up his residence at Kaskaskia, then the seat of the flower of the chivalrous explorers of the Great Valley and of their followers. It appears that during his lifetime, how early history does not tell, he built a grist mill on the bank of Cahokia creek, near and north of the common fields of the village of Cahokia, at a place about opposite the shops of the Ohio and Mississippi railway company, now occupied by the Missouri Car and Foundry company. Every vestige which might identify its situation has long since disappeared. The mill was a thing of the past as early as 1805, when United States Commissioners passing upon claims to ancient titles to land in this vicinity, confirmed four hundred acres (United States survey 627), extending from present St. Clair avenue to the middle of Illinois avenue, and from the southeast side of Tenth street to within three hundred feet of Stock-Yard avenue, to the heirs of the Chevalier, by reason of the building of the mill by their ancestor prior to 1783.

The Cahokia common fields, with a breadth of almost four and a half miles, reaching from the village of Cahokia to the middle of Illinois avenue in East St. Louis, extend from Cahokia creek to the bluffs, a depth of about six miles. These fields are perhaps of even greater antiquity than the McCarty Mill. If their origin is coincident with that of the village of the inhabitants who cultivated them, then they existed even before the year 1700.

Cahokia and Kaskaskia were founded by missionaries between 1670 and 1680, soon after the discovery of the "Father of Waters" by LaSalle.

In 1721, Father Charlevoix, a European priest upon a tour of inspection, reports them as quite respectable settlements, chiefly of Canadian French and half-bloods.

Wild beasts and hostile savages at the time possessed and roamed as lords and masters through the broad and unreclaimed domains of the West. Residing upon isolated farms was in those days totally impractical. Self-protection forced settlers to congregate in villages, and economy and convenience, as well as better security, advised the inclosure under a common fence of the fields necessary for the production of their wants.

A strip of heavily timbered bottom land about half a mile wide all the way from near the present town of Brooklyn to the mouth of Cahokia creek then near the village of that name, extended at the time and to near 1820, along the west bank of Cahokia creek, and between it and the Mississippi river.

There was no "Bloody Island" then. Deep sloughs to the north and south of Dyke avenue and a part of Bloody Island, later and now mark the space of that strip of timber land. This was the condition of the things in April 1763, when, by the treaty of Paris, France ceded to England all its possessions in North America east of the Mississippi, New Orleans excepted. Cahokia was then a flourishing

village, whilst the present city of St. Louis was not even thought of. Not a mark of civilization indicated or permitted an indication of its future existence.

This treaty was kept secret for nearly two years from the country which it affected.

Late in the fall of 1763, Laclède, a French resident of New Orleans, clothed with special authority from the King of France, with considerable of an outfit and with quite a retinue of followers, ascended the river ostensibly for exploring purposes, but undoubtedly upon a secret mission to pave the way to the peaceable transfer of the country east of the Mississippi river to Great Britain. The almost natural antipathy of the French settlers to British rule might reasonably have been anticipated as resulting in little less than open revolt upon the promulgation of the treaty and the change of authority. History, as at our disposition, does not make the real mission very clear.

He landed in Kaskaskia in December 1763, late in the month. His commission placed the conveniences of the neighboring Fort Chartres as a base of operation, at his service.

He visited Cahokia early in 1764, with Pierre and Auguste Chouteau, where the latter established a trading store. In the spring of that year they proceeded up the river and spread their tents at the present site of St. Louis, and established a permanent post, whence Laclède and the Chouteaus soon after transferred the bulk of their stores, which they had left behind them at the Fort.

Within six months after their settlement upon the site of the present great city, the fact of the treaty leaked out. It created alarm as might have been expected. We can well imagine the despondency of the easy-going, jolly French, at the thought of passing under the dominion of their hereditary foe—the English. For twenty-three years they had fought them with their Indian allies, upon the lakes of the North, and as far east as the junction of the Allegheny and Ohio rivers.

Emigration was the parole of the day. They needed but to cross the river—the Mississippi—to escape the dreaded future. There was the new posts of St. Louis convenient to Cahokia, and Ste. Genevieve as handy to Kaskaskia.

Thus it seems that the treaty of Paris of 1763, by which France ceded the vast territory east of the Mississippi to Great Britain, caused the origin of St. Louis. And the loss of Kaskaskia and Cahokia proved the gain and advantage of Ste. Genevieve, and particularly of St. Louis.

The latter proved the more attractive because of the facility it afforded for trading with the many Indian tribes who annually, upon returning and resting from their hunting trips, assembled and camped upon that strip of timber land between Cahokia creek and the Mississippi river, almost opposite the old market place in original St. Louis, and hereinbefore referred to.

It was from this place, too, that in the spring of 1780, during the Revolutionary war, Indians, aided and abetted by British emissaries, assailed St. Louis, and massacred quite a number of its inhabitants, which event ever since was remembered as the year of the "*grand coup*." Nothing worthy of note in connection with the territory of East St. Louis occurred during the twenty years of British rule.

By another treaty of Paris in September 1783, England in turn ceded its authority over the territory which in 1763 it acquired from the French, as far north as the present Canadian frontier, to the successful United States.

In fact and practice, Virginia, under General Roger Clark, had possession of most of the country ever since 1778, and afterward claimed it by right of conquest as a part of its own dominion.

In 1784, Virginia, upon conditions, amongst which was a reservation to the friendly inhabitants of Cahokia and other villages, of their ancient rights and possessions, surrendered its authority to the United States, which, upon negotiations between that Commonwealth and Congress, and upon modification of the terms of the cession, was made final in 1787.

In 1788, Congress passed resolutions confirming to each of the inhabitants of Cahokia, etc., who professed himself on or before 1783 a citizen of the United States his possessions and titles, and a tract of four hundred acres of land besides. This measure evidently was calculated to befriend the pioneers of the Far West upon the outskirts of the new domain. Meanwhile, the part of New France west of the Mississippi, under a secret treaty with Spain, had passed under authority of Dons and Hidalgos.

It appears that Congress, not satisfied with assisting the emigration of original settlers at Cahokia and elsewhere upon the Mississippi in the Illinois country, but also feeling the necessity of strengthening its adherents upon its western borders, in 1791 passed another act by which it granted to each head of a family who had resided in the country in 1783, and removed therefrom afterward, *and who would return within five years from the passage of the act*, not only his old origin a possessions, but also four hundred acres alike with those who had remained and declared themselves citizens of the United States.

Quite a number of emigrants, it is claimed, returned from the Missouri shore, and even from Canada.

Most of General Clark's Virginia Militia returned to the Old Dominion after the treaty of 1783. Of those who remained was one Captain James Piggott. He appears to have been both a scholar as well as a warrior, and a man of considerable enterprise.

His first act recorded in history is the building of Fort Piggott, about 1790, near the present town of Columbia, in Monroe county. It was to protect the early settlers of that vicinage against the Indians.

In 1789, General St. Clair, Governor of the Northwestern Territory (comprising the present States of Ohio, Indiana, Illinois, Wisconsin and Michigan), established three courts of common pleas for the Illinois country—one at Kaskaskia, one at Prairie du Rocher, and one at Cahokia. John Dumoulin, a Swiss, was first judge of the Cahokia Court. He died in 1795, and was succeeded by Captain James Piggott. He held the office till his death, in 1799.

From its first establishment in 1764, Laclède's "Post St. Louis" rapidly developed. Immigration from the country upon the east bank of the river, induced by

the change of sovereignty, was a considerable factor in this development. It is not at all unreasonable to presume that Laclède and his associates, at least could foresee, and foresaw, the consequences of the transfer of sovereignty. It is more than likely, considering their standing and authority with which they appeared in the winter of 1763, that upon their departure from New Orleans in November 1763, they were fully informed of the terms of the treaty of Paris, concluded in April of that year, even if they were not specially entrusted with bringing the news to the authorities of Upper Louisiana, then quartered at Fort Chartres and Kaskaskia.

The gain of Post St. Louis correspondingly affected Cahokia as a commercial point. The post was just opposite the great rendezvous of the many Indian tribes of the Northwest, east of the Mississippi.

To 1797 its means of communication with Cahokia was by a road down the west bank of the river to a few huts where a rude ferry was plied, between them and the village of Cahokia on the opposite shore. This settlement was at first known as "Louisbourg," later as Carondelet, nicknamed *Vide-Poche* (empty pocket), and now known as South St. Louis.

There was also a road on the Illinois side of the river, leading from the village of Cahokia along the east bank of Cahokia creek, northwardly, along the west line of the common-fields, quite probably as far up as McCarty's old mill.

Captain—Judge Piggott, endowed with a keen eye to business, observed the growing importance of "Post St. Louis," and considered the establishment of a rival ferry immediately opposite it, and a road connecting the ferry with that common-field road from Cahokia village, an inviting speculation. To this end he located a hundred acre militia claim upon the *quasi* Indian reservation between the creek and the river, just opposite the market place of "Post St. Louis." He then built at his own cost a road across this land, from the banks of the Mississippi to Cahokia creek, about opposite Market street of the town of Illinois, and also a bridge across the creek at that point, to connect with the Cahokia common-fields road on the east bank thereof.

Thus a rival route between St. Louis and Cahokia was complete, all but the ferry between Piggott's road and the west shore of the Mississippi. In 1797, Piggott applied to and obtained from Señor Trudeau, Spanish Commandant at St. Louis, the necessary concession for a ferry at that point, and established it immediately. His first craft in that service was constructed of two long canoes at a suitable distance apart, lashed together, with a floor upon and between them capable of accommodating a one-horse team or cart, as then fashionable and in vogue. Piggott did not live to see the consequences of his venture, or to reap the fruit of his enterprise. He died in 1799, but his ferry survived him to become the wealthiest monopoly of the kind in the country.

At that period the presence of the Indians proved a serious detriment to the neighborhood.

The Piggott hundred-acre tract at the first ferry landing here, was the principal part of the quasi reservation upon which the tribes then remaining in the Illinois

country had their annual rendezvous. It extended between Cahokia creek and the Mississippi river, from near Mullikin street on the north to a line about three hundred feet south of the Vaughan Dyke.

These Indians were composed of the Kaskaskia, Mitchigamia, Cahokia, Tamarois and Peoria nations. They claimed all of the territory between the Wabash and the Mississippi, and between the Illinois and Ohio rivers, regardless of the surrender of the country by Great Britain under the treaty of 1783 and nevertheless its cession by Virginia in 1784 and 1787. They claimed it by right of possession by their ancestors of several generations. It seems they persisted in this claim so as to induce Congress, by Wm. Henry Harrison, then Governor of the Territory, as Commissioner Plenipotentiary on the part of the United States, on the 13th of August 1803, at Post Vincennes, to treat with them for the surrender of their claims, which they did by a compact of that date, in consideration of a guaranteed reservation of about two thousand acres near the village of Kaskaskia, and an annuity of \$1,000. The Peoria nation of these Indians was not present at these negotiations and succeeded as late as the 25th of September 1818, by another compact, authorized by Congress, to obtain for themselves a special annuity of three hundred dollars for ratifying the release of 1803. Meanwhile great changes had taken place by the immigration of the Caucasian race, especially by pioneers from the States and by the advent of steam navigation. Piggott's ferry, more or less improved upon its original style, continued in existence under lessees of the Piggott family. Its last tenant, Calvin Day, was at the same time the first justice of the peace in the town of Illinois, which at that time was called into existence, as the germ of the present East St. Louis. He was appointed upon a petition of residents of the American Bottom presented to the Territorial Legislature.

Between 1805 and 1809, one Etienne Pinçoneau, a Canadian Frenchman of considerable wealth and enterprise, by purchase acquired a considerable tract of land, part of the Cahokia commonfields, with Cahokia creek separating it from the Piggott ferry tract.

Upon this land, almost on the bank of that creek, facing the road leading to Piggott's ferry, at the corner of Main and Market streets, Pinçoneau built the first house in the city of East St. Louis. It was a two-story brick house, built for a tavern, to afford accommodation to the travel then seeking that point for transit to the "future great city of the world." The exact date of its construction is not known. It had existence in 1811. Quite likely it was erected simultaneously with the Jarrot mansion at Cahokia. Both were then the first, and for a long time after, the only brick houses in the Territory. The Jarrot building still remains, with the rent in its south wall caused in 1811 by the earthquake, which sunk the country around New Madrid in Missouri. The Pinçoneau house decayed and is in ruins since 1868.

The growth of St. Louis, then the distributing center of the pioneer population of the West, unquestionably promised the east shore quite a future. Pinçoneau must have foreseen this. The Piggott land between him and the river was subject

to abrasion, and withal not available for division and sale in parcels on account of the minority of several of the Piggott heirs.

The year 1815 opened up auspiciously. Five-sevenths of the Piggott heirs in February conveyed their interest in the ferry and the adjoining hundred-acre tract to the most enterprising firm of merchants and land operators at that day in St. Louis: John McKnight and Thomas Brady, doing business by the name of McKnight & Brady.

They at once reconstructed the bridge across Cahokia creek, first built by Judge Piggott in 1797, and substituted animal power for propelling their ferry boat.

Pinçoneau, in the spring of the same year, ventured to lay out a town on his adjoining land, with his brick tavern on the road to the ferry, then occupied by one Simon Vanorsdal, as a nucleus. He called it "Jacksonville." The plat of the town cannot be found; but there is a deed of record for a lot in it. It bears date 17th March 1815. Etienne Pinçoneau and Elizabeth, his wife, by it convey to Moses Scott, merchant of St. Louis, in the Missouri territory, for \$150.00, "all that certain tract, parcel, or lot of land being, lying, and situated in the said county of St. Clair, at a place, or new town called Jacksonville, containing in depth one hundred feet, and in breadth sixty feet, joining northwardly to Carroll street, facing the public square, and southwardly to Coffee street."

Later conveyances by McKnight & Brady, referring to this lot of Moses Scott, locate it as lot 5 in block 8 of the town of Illinois, at the southeast corner of Market and Main streets. Scott at once erected a store upon the lot and at that corner conducted the first mercantile establishment in this city.

This was the only sale made of lots in this "Jacksonville."

On the 20th of January 1816, Pinçoneau sold the entire tract of land he had on Cahokia creek (including Jacksonville), extending in breadth from near Railroad street to Piggott street, to McKnight & Brady.

The year 1817 marks a momentous period in the history both of St. Louis and East St. Louis. The first steamboat, the "General Pike," arrived at the St. Louis levee in the summer of that year, and, at the instance of McKnight & Brady, made several trips between both shores, demonstrating the advent of a new era in navigating the Father of Waters, even for ferry purposes.

The immediate result was the consummation, by McKnight & Brady, of Pinçoneau's project of a new town. They platted the "Town of Illinois" upon the site of Pinçoneau's Jacksonville. They re-located the public square, widened the streets and enlarged the lots, and put the plat of record. Under the excitement and enthusiasm produced and existing by reason of the feat performed by the "General Pike," they advertised and held a great sale of lots in the Town of Illinois. The sale took place at the auction room of Thomas T. Reddick, real estate agent at St. Louis, on November 3, 1817. Thus was made the first record evidence of a town-plat in East St. Louis. Another part of East St. Louis, lately added, bears however as old a date—Illinois City.

It appears that the success of the "General Pike," in stemming the current

of the Father of Waters, called forth a like enthusiasm all along the shores of the river, even in Cahokia, which was then about entering upon its Rip Van-Winkle sleep—whether from exhaustion or from chagrin at its successful rival—St. Louis—we know not.

The Cahokians hearing of the attempt of McKnight and Brady to establish a competing settlement upon the Illinois side of the river, determined to head-off the movement. Just above their common fields and adjoining the McCarty tract they had a magnificent piece of commons—United States survey 777. This they selected as the site for *their* new town.

On the 18th of September 1817, a public meeting was held at Cahokia, at which the villagers agreed unanimously to give life to the scheme. From amongst themselves they selected five prominent citizens their agents to plot and name the new town, and to distribute the lots amongst the inhabitants of Cahokia. Nicholas Jarrot, Jesse B. Thomas, John Hay, John Hays and Francis Turcotte were these agents. They performed their task with credit, and with a liberality of spirit foreign to those days. They appropriated nearly four hundred acres for the purpose. Bounding a public square of four acres they made four principal avenues, each ninety-nine feet wide, extending full length through the plot; all other streets were made seventy-four feet five inches wide. All blocks are of uniform size—squares of four hundred and seventeen feet to the side; each square is divided into eight lots of over one hundred feet front by nearly two hundred feet deep.

Every block is divided by a twenty-one feet wide alley. All streets cross at right angles; one set being parallel to the long lines of the Cahokia commonfield, which bear about S. 43° E. from Cahokia creek.

Half a block in opposite corners in the northeast tier of blocks were set aside, one for a “Catholic” graveyard, and the other for an “English” graveyard. “English” in those days was synonymous with “Protestant.” A quarter of a block in close proximity to each graveyard was in like manner dedicated for a “Catholic” church and an “English” church respectively.

The public schools were also not forgotten. A very high and eligible lot was in the same way given for the purpose, and so noted upon the plat of record.

In spite of these extraordinary inducements, held out for competition, it appears Illinois City did not prosper as a town, for many years thereafter.

McKnight and Brady’s town was better located, upon the highway of travel to the daily growing ferry, leading to the rising metropolis on the other side.

Yet the firm of McKnight & Brady were not to have it all their own way. Just north of their Piggott land there was another hundred-acre tract, like it extending from Cahokia creek to the Mississippi, which must have offered like inducements for another town. Thus in September 1817, Simon Vanorsdal, John Scott, Joseph Clegg and Daniel Sullivan, as owners of part of that land, agreed by an instrument of record, to contribute equally the necessary funds to perfect their title and to lay the land out into a town. They seem to have succeeded to acquire the last of the title they needed in 1819, and immediately laid it out

into the town of Washington, and established what was then known as "Upper Ferry." The west shore of the river, originally about on a line with Fourth street of the Third ward, had been rapidly receding by the caving in of the Illinois bank. The land disappeared so fast under the encroaching waves of the Mississippi, that near the close of the year most of Washington was buried beneath its waters, and its proprietors did not deem it necessary to put the plat of it of record in order to enable the Sheriff to sell them out, as he did in the spring of 1820.

Meanwhile, McKnight & Brady had not been slow in developing the town of Illinois. Market street was the center of business. They built the first mill in the town near Cahokia creek, a little south of Railroad street, upon what since then was called and known as the Mill tract, and in later years used as the Belleville coal yard. It was a grist mill, propelled by oxen walking upon an inclined circular platform revolving upon its axle.

In 1818 there appeared upon the scene an adventurous emigrant from Rhode Island—a mariner by calling—Samuel Wiggins. With an unerring eye he took in the situation, and forecast what was bound to come. The gigantic fabric of his building, and the manner and means he used toward accomplishing his end, all point to a well-conceived and thoroughly-matured plan of operations. There was McKnight & Brady's ferry, and half a mile further up, the new or upper ferry at the embryo town of Washington.

Calvin Day, once the lessee of the Piggott heirs, then holding under McKnight & Brady, first sold to him his leasehold interest in the ferry. McKnight & Brady only owned five-sevenths of the old Piggott title to both land and ferry. Wiggins, it seems, on discovering this, promptly contracted for the outstanding two-sevenths of the Piggott title, for himself.

Illinois had now become a State. Its first General Assembly, under a State government, met in 1819. Thither Samuel Wiggins wended his steps. Then and there he procured the most remarkable ferry charter on record.

He was granted the right to establish a ferry on the Mississippi, near the town of Illinois, and "to run the same from lands at that place that may belong to him, and that no other ferries except those then existing should be established within one mile of the ferry established by that act, and that any person who, contrary to the provisions of that act, should run any ferryboat, he, she or they should forfeit any such boat, with the furniture and apparel, to Samuel Wiggins, his heirs and assigns."

Armed with this franchise, he returned, perfected his purchase of the two-sevenths Piggott title, and laying siege to McKnight & Brady's five-sevenths, soon after, in 1821, consolidated the whole title in himself. For a trifle, he next acquired the town site of Washington, with its "Upper Ferry" landing. There was then no other ferries, and none were to be established within a mile, under an extraordinary penalty of forfeiture of all but the life of the daring trespasser.

Bloody Island, in 1810 was a mere speck of a bar north of what is now known as that body of land. It grew southwardly by accretions opposite the receding eastern main shore.

In 1817, the Island received its baptism of human blood—Colonel Thomas H. Benton, there in that year met and slew in mortal combat, under the then prevailing code of honor, Judge Charles Lucas. The year following, Thomas F. Rector, brother of the United States Surveyor General of the Northwestern Territory, fell upon the same spot, pierced by a ball sped by the hand of Joshua Barton, his antagonist. Thenceforth the Island became the favorite rendezvous of the duellist until a late day, and was and remained known as “Bloody Island” until 1865, when it was made the Third ward of the city of East St. Louis.

In 1827, the foot of Bloody Island extended to near the corner of Fourth street and Christy avenue, and was then purchased by Samuel Wiggins, who at that time by other purchases had become the sole proprietor of the Illinois shore from near the Illinois and St. Louis Railroad and Coal Company’s spur-dyke, about vis-a-vis Chouteau avenue of St. Louis, to beyond the St. Clair county line, near opposite North Market street of St. Louis, a distance of about three miles.

In 1826, a very high flood inundated the town of Illinois, and malarial fevers in its wake almost depopulated the place. Both McKnight and Brady had then gone to their long home. Their heirs were non-residents, and as it appears took no interest in advancing the settlement or the development of the town.

The ferry was the principal business. Steam had superseded animal power in moving the boats as early as 1826, after the subsiding of the flood of that year. Wiggins and his associates, Andrew and Samuel Christy, became wealthy in the enjoyment of their ferry franchise and monopoly of the business. They and their successors, the Wiggins Ferry Company, incorporated in 1853, until quite a late date pursued a policy which reaped them rich dividends from ferry toll, but at the same time laid like an invincible incubus over the development of their extensive landed estates. To force trade and traffic to the other side of the river for exchange and for storage, even if for re-shipment east again, increased their ferry revenues, but left their exceedingly available real estate a comparative waste. The spanning of the river by the Eads bridge, under the shadow of which, it is true, a part of their fleet of boats yet exists and competes for transit from shore to shore, is turning away from them the bright side of the picture they so long and so persistently worshiped. Howsoever, during their long reign from 1820, the owners of Wiggins’ Ferry, as a matter of course, took a lively interest in everything tending to make their ferry the prominent point of crossing the Father of Waters for the vast immigration at an early day setting out for the Far West.

In 1829 they procured the passage of a State Act appropriating a quarter of a million of dollars for the construction of the *Great Western Mail Route*, a State road extending from their ferry, at the town of Illinois, to Vincennes, on the Wabash river. In 1837 they succeeded to have a further appropriation of \$30,000 of State money applied for the improvement of that part of this route lying between their ferry and the bluffs at French Village, part of the present Belleville turnpike.

In 1836, Vital Jarrot of Illinoistown, ex-Governor John Reynolds and Samuel

B. Chandler of Belleville, Louis Boismenu of Cahokia, and George E. Walker of St. Louis, Missouri, in their individual capacity built the first railway in the State of Illinois. It extended from Pittsburg, about six miles distant, to the Great Western mail route in the town of Illinois, about where now the Illinois and St. Louis Railroad and Coal Company has a station near Railroad street, with the privilege of extending on that street to the creek. A branch of this railroad curved southwestwardly from near Tenth street to Cahokia, near where now the Illinois Patent Coke Company's works are located.

This road was built expressly, if not exclusively, to transport bituminous coal from where it cropped out at the bluffs to the St. Louis market, that is, as near to it as possible. This individual venture of operating the first railroad tapping the Mississippi river, proved an unfortunate one to the owners.

In 1841 they sold out (more or less voluntarily) to the St. Clair Railroad Company, chartered that year. With varying success, and under successively changed corporate names, such as the "St. Clair Railroad and Coal Company," in 1853; the "Pittsburgh Railroad and Coal Company" in 1859, and the "Illinois and St. Louis Railroad and Coal Company" since 1865, the road and its business continued to the present day, with fair prospect of eventually meeting the success which the enterprise of its founders, as pioneers in railroad business in the West, and particularly in the State, and the perseverance of their successors so richly merited and merit.

The establishment of this first railroad stimulated the neighborhood of the first railroad depot in the State—a little above McKnight & Brady's Town of Illinois, to fresh action. In 1837, one John L. St. John (Dr. St. John) of Orange county, New York, appeared upon the scene. He purchased of Vital Jarrot, for twenty-seven dollars per acre, twenty-seven acres of land, nearly all of the Cahokia commonfield surveys 127 and 128 between the railroad termini and Cahokia creek, and laid it out into a town plat called "Town of St. Clair," almost identical with the present "St. Clair Subdivision of East St. Louis."

Narrow fifty feet wide streets, small lots, blocks without alleys, evidently operated against the improvement of St. John's new town. It did not prosper. The crisis which followed soon after, by the demolition of the United States Bank, the State Bank and its numerous branches, assisted in making the speculation a failure—so much so that within a few years thereafter St. John attempted, by some kind of a document of record, to vacate the town plat into a more profitable field or pasture.

It appears that soon after the darkest of the clouds of the financial storm had passed over the country in 1839, 1840, etc., in 1842 and '43, a new set, a fresh relay of venturesome spirits arrived in the town of Illinois, to take advantage of the great facilities it afforded as a commercial point: Aaron and Alfred Crosby, Matthew Woodruff, Stephen Lumrix, John and Jacob Ensminger, Wellington and Alexander Weigley, Nathan Cole, James Reynold, Abner B. Cole, James McLaughlin, John Brundig (Brundy), Green Erskine, Philander Braley, W. W. Singleton and Milton N. McLean, all men of unusual force of character, came to

cast their lot here with the older residents, above whom for enterprise and pluck Vital Jarrot towered head and shoulder.

The town of Illinois as it were took a new start. Houses sprang up dotting and reviving old streets; mills, an extensive distillery and pork-packing establishments were erected, and a weekly newspaper, the first in East St. Louis, owned and edited by Jarrot and Lumrix, the *American Bottom Gazette*, was called into life.

A superior locality, evidently long and unpardonably neglected, was about rising to a normal condition, when the most fatal blow it ever received prostrated, if not annihilated its present, and, as it were, completely paralyzed the victim for the next future. With the "June rise" of 1844, the overflowing Mississippi all but swept every mark of the town out of existence. Its parallel had never before been witnessed; not since 1785 had there been such a flood, if then.

The depth of the water upon present Broadway, near its junction with Main street, was fully twelve feet.

Naught but the mounds, until recently in existence, on Collinsville avenue, between Illinois and Ohio avenues, and a few high knolls on Tenth street between Ohio and Pennsylvania avenues were dry, and these dry spots were very much circumscribed.

Ordinary steamboats plied between the bluff and Second and Third streets in St. Louis, over the roofs of some and along the roofs of other remaining houses in our ill-fated town.

East St. Louis—town of Illinois then—never recovered from this terrible affliction until the commencement of general railroad building, about ten years later. The first newspaper succumbed in the flood. Its proprietors left the town—Jarrott went on a farm, Lumrix returned East. Desolation and general prostration and discouragement marked the place. Many left before the encroaching waters and never returned, abandoning houses and lots to be sold for taxes. In this way a dreary existence was maintained by the survivors and remaining inhabitants. This last flood had yet another consequence, materially affecting more the distant than the near future of East St. Louis.

Before its advent, the channel of the Mississippi opposite St. Louis, though uncertain and troubled with shifting bars in its harbors, was never seriously threatened with utter destruction. Thereafter bars formed from the head of Bloody Island, then a little farther north than now, to the Missouri shore, almost closing entirely the channel washing the St. Louis shore. The whole current of the river, and the only available and safe channel between St. Louis and the town of Illinois, was between the Island and the town of Illinois. Through this cause, by the current sweeping to the east of it, the upper part of the Island was entirely washed away, not, however, without causing a corresponding deposit upon its southern end, which at that time was near opposite the present East St. Louis Elevator, and growing still further in that direction. Under the greatest of difficulties only and by circuitous routes could boats at all land at the St. Louis levee. Navigation then being the chief, if not the only means of communication

between commercial points and from a commercial center as St. Louis then was growing to be, was the main stay of the importance, present and prospective, of that city. This was realized fully, and to such an extent as to arouse public attention and to excite public alarm to a high degree in the Mound City. Public meetings were held, largely attended, at which the terrible fate of St. Louis was the subject of consideration.

In 1847, ordinances were passed by the City Council of St. Louis, appropriating money, and directing work to be undertaken on the Illinois shore, as the only means of salvation.

Nothing less than a permanent dike across the then principal channel of the Mississippi to the east of Bloody Island promised reliable and sure relief. This of course meant destruction to the harbor of the Town of Illinois and to its ferry landings on the main shore. At that time the city of Alton made strong pretensions of rivalry with St. Louis as the prospective metropolis in the Mississippi Valley. As such it wielded considerable political influence in the State of Illinois. Alton calculated that what was to the disadvantage of St. Louis was *ipso facto* a benefit to Alton.

The feeble complaints of the Town of Illinois were fanned into a state of fearful excitement. The laborers upon the dike about being built by St. Louis across the eastern channel of the river were driven away by force. Cannons were planted upon the banks, the State militia turned out, and thus State sovereignty and Alton policy were victorious, for a while at least.

Not content with this, an injunction was sworn out of the St. Clair Circuit Court against any attempt on the part of the city of St. Louis to re-open like projects. This happened late in the year 1848. Early in 1849, the Legislature of Illinois, for the purpose, waited upon by a large and most respectable delegation from St. Louis, in a spirit of magnanimity worthy and becoming wise legislators, raised themselves above the level of the petty jealousies and short-sightedness of the advocates of a less friendly course, and, by a joint resolution, granted the city of St. Louis the fullest possible relief, all the authority necessary for the construction of cross and wing-dikes upon the Illinois shore opposite, so as to thoroughly protect and secure its harbor.

The only conditions of note attached to this grant was that St. Louis should construct upon some of these dikes, roadways, especially upon the main dike across the to-be-closed eastern channel of the Mississippi from the Illinois main shore to and across Bloody Island. This road was to be made "a safe, commodious public highway, even forever free from toll or tax;" the necessary rights of way were to be obtained by St. Louis.

Under cover of this enactment, St. Louis projected and pushed rapidly to completion costly dikes and embankments, under the succeeding administrations of the Honorable John M. Krum, James B. Barry and Luther McKennett, mayors, and Messrs. Henry Kayser and General Curtis, chief engineers.

The main dike was nearly done in the spring of 1851, all but the road upon it. It was built of rock throughout, and for a large part of the way, in the

channel to be closed, in more than forty feet of water ; at its eastern end, where the main shore was almost identical with the west bank of Cahokia creek, at about the foot of Brady street of the Town of Illinois, a bridge had been thrown across the creek, to connect the prospective dike road with the Great Western Mail route, which at that time intersected Main street only about a block southeast of that bridge.

Then came the fearful flood of that year, but four feet less in height than that of 1844. It swept away the bridge across the creek and most of this dike, and cast a new pall over the vision of those yet in ill-fated Illinoistown, who attempted to call back the prosperity and promising future as before 1844, by renewed efforts. Many who had survived the last named flood and had remained now left for good. Amongst them were the Crosby brothers, who in the year following became the founders of Centralia, in Marion county, Illinois ; W. W. Singleton, who became the founder of the prosperous St. Louis mercantile firm, now Moody, Michel & Co. ; Thomas Lapsley, M. N. McLean and others. Not only desolate was the then present, but the prospect of a change for the better was all but promising.

All this gloom and darkness, however, was that of the impenetrable, black, yet *passing* clouds. Beyond them soon could be seen a silver lining, a ray of sunshine and a future brighter than ever, aye brilliant indeed, if the minds and hands of enterprising men would but dare to make it. And they dared. They are up and doing.

To properly connect notable events we have to retrace our steps to the year 1847. In that year the Legislature chartered the St. Clair County Turnpike Company, to build and maintain a turnpike road from the Mississippi river at the town of Illinois to High street in Belleville, the county seat, upon the site of the old western mail route, which, as already stated, through the bottom land, for a distance of seven miles, in 1837 and 1838, at an expense to the State of \$30,000, had once been made an excellent road by John Waistanley, of St. Clair county, and Philip McDonald of St. Louis, Missouri, as State contractors.

Though in manner this dike and the road upon it was not finished, and as such turned over by the city authorities of St. Louis to those of Illinois until 1858, the road was made use of more or less as early as 1855. In 1857, the St. Clair county Turnpike Company had their charter amended so as to authorize them to re-locate their western terminus to the east end of this dike.

Accordingly, they constructed a turnpike road upon Broadway of St. John's Town of St. Clair, laid out in 1837. This street offered very nearly a straight connecting line between their road and the east end of the St. Louis dike ; at least as far as Cahokia creek.

From the commencement of the construction of the first cross-dike by St. Louis in 1848, and the practical closing of the eastern channel of the Mississippi, the harbor of Illinoistown and its ferry landings were changed as often as once a month, to follow the ever shifting current along the shore. From opposite where now the roundhouse of the Cairo Short Line is situated to quite a

distance below where the so-called Pittsburgh Railroad dike projects into the river, the boats of the Wiggins' Ferry Company made landings at times and for a while. After the partial completion of the last built main cross-dike, late in 1854, the county of St. Clair reconstructed the bridge across Cahokia creek, near the foot of Brady street and over it, and over the land now occupied by the large car sheds and roundhouse of the Indianapolis and St. Louis Railroad Company; travel wended its way to the new dike-road, and over it to the first *permanent* ferry landing on the west shore of Bloody Island.

In the spring of 1852, under imposing ceremonies, Luther M. Kennett, Mayor of St. Louis, attended by the City Council of that city, and by a vast assembly, broke ground in the town of Illinois for the construction of the Ohio and Mississippi Railroad. This occurred upon lot 4 of block 28 of the Town of Illinois (Illinoistown), between Main street and the St. Clair County turnpike, near Brady street, the site selected at the time for the temporary western terminus of that road. The embankment then thrown up still exists. A Conradin Hoesli, as purchaser of the lot in 1855, erected a dwelling upon it, which still marks the spot. The road was projected to follow the west side of the Belleville turnpike, to near present Tenth street, following the latter to opposite the Plabbert farm. Near Pennsylvania avenue it was to cross Tenth street, to follow a course almost identical with that of the St. Louis and Southeastern Railway, to and through the bluffs, making Belleville a way-point. This route, however, was soon abandoned, through the influence of Colonel John O'Fallon, of St. Louis, a director and large stockholder of the company. He owned extensive coal fields in and adjacent to Caseyville; and as a result, the original route was abandoned and the present one, which runs by way of Caseyville about Central through over two thousand acres of coal lands of the O'Fallon estate adopted. This left Belleville high and dry, and distant from this great artery of trade and travel.

Colonel Don Morrison, now of St. Louis, then of Belleville, and in the prime of his power, to recompense the latter city for this disappointment, procured the passage of the charter of the Belleville & Illinoistown railroad Company, with the extraordinary privilege of building a railroad from Belleville to Illinoistown, "and to build extensions so as to connect it with any other railroad in the State, now existing or hereafter constructed."

It was immediately built and extended northwardly beyond Illinoistown to Wood river, near Alton. There it was met by an extension of the Terre Haute & Alton railroad, over which it connected not only with the latter, but also with the Chicago, Alton & St. Louis railroad, both of which used it as a means to reach St. Louis, or rather East St. Louis—Illinoistown then. The shrill whistles of the locomotives and the ringing of their bells announced, as it were, the dawning of a new day upon unfortunate and down-cast Illinoistown.

At first all these railroads: the Ohio & Mississippi, the Belleville & Illinoistown, the Terre Haute & Alton and the Chicago, Alton & St. Louis all landed and had their stations in or adjacent to Illinoistown, in, above or below it, *upon the*

east side of the Cahokia creek. Connections thence with St. Louis were, of course, attended with many inconveniences.

The Ohio & Mississippi railroad at that time entered present East St. Louis upon what is now Fourth street of the Second ward, and extended southwardly in a straight line for nearly a mile south of and beyond the present limits of the city of East St. Louis, upon lands of Wiggins' Ferry Company and the commons of Cahokia. In fact all four of the railroads named, from the nature of things could not have permanent stations at Illinoistown. They had to follow the ferry landings as they moved until a permanent one was established on the west shore of Bloody Island, at the foot of the dike road then being built by St. Louis. As soon as this latter road was permitted to be used by the public, even before entire completion, the business of these companies began to cluster opposite the east end of this road — that is on the east side of Cahokia creek opposite. There the Ohio & Mississippi Railway Company built a temporary depot or station on its line where it crossed Broadway near the site of the Wies building, occupied by the Workingmen's Bank, and the opposite St. John building. Thence it and the other railroads transferred passengers and freight by omnibuses and wagons over the dike and Wiggins ferry to St. Louis.

Henry Brundy, son of one of the older settlers, not anticipating the change of things then soon to come, erected an extensive and costly three-story brick hotel, convenient to these stations, at the corner of Railroad and Main streets. It thrived for quite a while, first as the "Western Hotel," and then as "International Hotel;" but with the transfer of these stations to the west side of Bloody Island, nearer the ferry landing and nearer St. Louis as the objective point of all railroads, business began to languish and to decrease. The location proved a failure. Brundy quit and left, and on the first of January 1862, the hotel burned to the ground and has been in ruins ever since.

The Ohio & Mississippi Railroad Company were first to pull up stakes and to shift their station westward to the new shore of the Mississippi, the place now used as their coal depot. Trains were run to the new terminus in July 1855. The other roads had to follow as a consequence.

The Terre Haute & Alton, and Belleville & Illinoistown railroads became consolidated as the Terre Haute, Alton & St. Louis Railroad Company, and acquired land for a permanent depot, about forty acres, opposite the roundhouse of the Cairo Short Line, extending out to the river's edge, *vis-a-vis* Spruce street ferry landing in St. Louis. For temporary purposes they leased from Wiggins' Ferry Company a piece of land extending along present Front street, from Crook street to and beyond Pratte street. This they occupied until at a later day they exchanged their first purchase for the lands now used by the Indianapolis and St. Louis Railroad Company and the Cairo Short Line, between Bogy and Pratte streets, for East St. Louis stations.

In 1857 the St. Clair County Turnpike Company macadamized Broadway, of St. John's "Town of St. Clair," from the old turnpike to Cahokia creek,

where and across which a bridge was built by the county, soon after the same year, to connect the turnpike with the dike road to the new river front.

St. John had died in 1846. His town now promised to become the principal theatre of activity, as a part of the resurrected Illinoistown. In the absence of the heirs, who as proprietors claimed this particular locality, they being in litigation with each other, and non-residents, squatters took possession, and shanties sprung up on sites convenient to the new source of business.

Thus, once more in the years 1855, 1856, 1857 and 1858, Illinoistown took a new start and under auspices more flattering than ever.

Page & Bacon, the bankers of St. Louis, Mo., undoubtedly having much faith in this recuperative power of a situation so favorable, invested heavily in the extensive unimproved lands adjoining Illinoistown. By rapidly successive purchases they became the owners of the McCarty tract, the adjoining tracts of John Jacob Astor, William Hempstead and Vital Jarrot, in all about fourteen hundred acres of land, in and contiguous to the present city of East St. Louis. Forty-two acres of the McCarty tract they sold to the Ohio and Mississippi Railroad Company, upon which the latter at once erected extensive machine shops, both for the construction and repair of cars and locomotives. These shops are now occupied by the Missouri Car and Foundry Company. Upon their erection in 1855 and 1856 there were employed therein at a time and constantly, and for nearly eighteen years afterwards, many hundreds of laborers, mechanics and artisans. The failure of Page & Bacon, in their extensive business as bankers, for a while delayed their plan of dividing their lands into town and city lots. Eventually, in 1857, their landed properties passed into the hands of William N. Aspinwall, Samuel W. Comstock, Henry Chauncey and S. L. M. Barlow, of New York.

In 1858, the latter were about to carry out the original project of making a large and valuable addition to rejuvenated Illinoistown, when the old scourge of every former attempt at progress made its appearance again. A flood exceeding in height and destructive consequences that of 1851, and but about three feet below the level of that of 1844, in 1858 swept over the town, and swept away many of the newer buildings, but not the resolve of the owners to stick and to win. But little of the present city south of Summit avenue was above water.

The loss of property and the interruption in business and the entailment of malarial diseases, as a consequence to the many stagnant pools remaining, was greater than after any previous flood; but a different set of people, at least a different spirit, now inhabited the place. As if by magic, buildings were replaced and multiplied upon the waste left by the receding waters. The opportunities for improvement were too great; the determination of those who were attracted too firm, to yield to obstacles which they clearly saw were within human power to overcome, and to overcome permanently and triumphantly.

In January 1859, Joseph Griffith, J. T. Taylor, Wm. F. Lee, and W. J. Enfield applied to the State Legislature and obtained the first charter of a municipal corporation upon the site of East St. Louis. The corporate name given it

was "Town of Illinoistown." The town government consisted of a Police Magistrate and four Trustees, elected annually. Other officers were appointive. The Police Magistrate was ex-officio President of the Board of Trustees. The corporate limits were: on the west, Cahokia creek, and on the north, south and East, about the same, rather indefinitely however, as later and now, Illinois city excluded.

Wiggins Ferry Company for a time successfully resisted the effort to include Bloody Island and the land on the old main shore west of Cahokia creek within the corporate limits. They were the sole owners then of all that land. The first town government was composed of: Wm. Hamilton, Police Magistrate; W. J. Enfield, Samuel W. Toomer, Andrew Wettig, and Henry Jackiesch, Trustees.

J. W. Kemps was appointed Clerk, Daniel Sexton Treasurer, and Gorge W. Johnston Marshal. There was no other police but the Marshal and the precinct county Constables.

The first corporate improvement made was the erection of the brick calaboose at the corner of Second and Railroad streets, which survived until a year ago as the feared "black hole of Calcutta."

The erection of a market building was agitated and contemplated, but not carried out until near ten years later, on account of disagreement as to *where* it should be built.

The same year, 1859, General Lewis B. Parsons of St. Louis, as the authorized agent of the non resident owners of the old Page and Bacon property, caused about nine hundred acres of it to be divided into town lots by the plat name of "Town of East St. Louis." All the land between St. John's Town of St. Clair platted in 1837, and "Illinois City" platted in 1817, he appropriated for the purpose. He made the division line between the McCarty and the Astor tracts identical with the center line of Illinois avenue, and that between the Astor and Hempstead tracts the middle line of Missouri avenue.

The plot is made on a liberal scale. Avenues are broad, streets and aileys are wide, and the lots are roomy.

On 10th November 1859, the first sale of lots of the "Town of East St. Louis" was made at public auction on the land, Leffingwell & Miller of St. Louis acting as auctioneers. The average price at which property was disposed of at that sale did not exceed one dollar and twenty-five cents per foot front. What has proved since to be the most valuable property then brought the least price.

A second sale was held in May 1860, but with no better success.

Lots on Missouri avenue between Collinsville avenue and Cahokia creek, found but few purchasers at one dollar per foot front. A few were sold at that price, and because no more than seventy-five cents per foot was offered for adjoining ones, the sale was abruptly stopped.

It must be remembered that in 1859 and 1860, what is now the Second and Fourth wards of East St. Louis contained but a few straggling houses and no street improvements whatever. Indeed every street north of Broadway, excepting only the Collinsville plank road, had existence solely on the paper plat of the town of record.

Fourth street all the way up from Broadway to Illinois avenue was marked by the original embankment of the Ohio & Mississippi railroad, or rather what was left of it after the flood of 1858, with deep ditches on both sides; and all of the Fourth ward between the Collinsville plank road, Tenth street, Illinois avenue and St. Clair avenue was a broom-corn field, and the adjoining land from Illinois avenue to Division avenue and from the Collinsville plank road to the Belleville turnpike was a pasture, and both were so occupied till the spring of 1862.

Tim Callaghan, James Mullen, both dead, and Christ. Buesse, yet living, were the last tenants of these fields.

On December 5, 1859, E. D. Walker was appointed first Street Inspector. He recommended the marking out of the street lines and the construction of sidewalks upon the more frequented streets; but in this behalf plead to deaf ears. His extravagant ideas were ridiculed.

At the annual election in April 1860, Daniel Sexton was elected Police Magistrate, and Richard Hennesey, Timothy Canty, R. E. Bland and B. B. George, the second Board of Trustees. Samuel W. Toomer succeeded to the office of Town Treasurer. J. W. Kemps remained Town Clerk, and became ex-officio Street Inspector, whilst E. D. Walker accepted the Marshal's office.

In the spring of 1861 a new town charter with enlarged powers and better defining, but not materially enlarging the corporate limits, was procured. Under special clauses in it, its adoption and the question whether or not the corporate name should be changed to "East St. Louis," was to be submitted to a popular vote. The election upon those propositions was held on the 11th of March and the first charter election thereunder on the 1st of April 1861. Excitement ran high. Exaggerated stories as to the provisions of the new charter were set afloat to secure its defeat. The new charter provided that the town might regulate and license or suppress dramshops not only within its limits, but also within half a mile outside of its boundaries.

The childish prejudice in favor of the time-honored (?) name of "Illinoistown," also was a serious obstacle to the proposition to change the name of the corporation to "East St. Louis." "St. Clair City," or "St. Clair" simply, would undoubtedly have been a more appropriate name than East St. Louis. This was well understood at the time, but another fact forced itself as prominent for recognition. The railroads all were terminating upon Bloody Island. Their stations there were known as "East St. Louis."

That Bloody Island could not much longer remain without a municipal government was also evident. From the nature of things a second "East St. Louis" would not likely be chartered or incorporated, and when the opportune time should come for absorbing "Bloody Island," the absorption of it in "East St. Louis" would be less serious an undertaking than the alternative of two adjoining but distinct municipalities. In other words if one had to be the whale and the other Jonah, it was preferable to be the whale. However, both propositions, to adopt the charter and to change the name, carried the day, but by very small majorities.

Thus East St. Louis as a corporate municipality became a fact. It comprised three distinct town plats. That of the Town of Illinois, of McKnight & Brady, that of the Town of St. Clair of St. John, and that of Town of East St. Louis proper, by Wm. H. Aspinwall and others. The new government consisted of a president and board of four Aldermen. Two Aldermen were to be elected each year, and the president biennially. Samuel W. Toomer was the first president, and John Moneghan, Frank Karle, Florence Sullivan and Samuel B. Walker, were the first Aldermen. Appointed were John O'Reilly as Town Clerk, Andrew Wettig as Treasurer, and Ed. D. Walker as Marshal. John B. Bowman was elected Police Magistrate. The same legislature which passed the new charter, also enacted the law under which the St. Clair county Turnpike Company erected, and yet maintain a tollgate on the dike-road, built by the city of St. Louis, across the eastern or Illinois channel, of the Mississippi. Its road surface averaged forty feet in width, and its length is just about half a mile. For keeping this road in repair, the Company were permitted by the Legislature to charge the public for using it: five cents for a one or two horse wagon, and correspondingly more for large vehicles.

Ten cents per mile toll upon a road built from other funds, than those of the corporation collecting the tolls! This road was to be to the inhabitants of Illinoistown, now East St. Louis, a kind of compensation for surrendering their harbor as a sacrifice to St. Louis, in the days of its needs!

In the spring of 1861, when the Turnpike Company commenced the construction of the toll gate, a cry of indignation over the stupidity or malevolence of the Legislature who had furnished the excuse for it, was raised throughout the county. Large public meetings were held in East St. Louis for the purpose of organizing opposition, to invoke the aid of courts as a relief against the usurpation, which it was considered to be.

The commencement of the civil war, the march of volunteers to the front, the noise and clatter of drums and arms contemporaneous with the toll gate outrage, stifled or rather overwhelmed whatever feeling had arisen in opposition to it. Under the greater burden of the civil conflict, the lesser of the toll-gate exaction was forgotten in a manner—until the opportunity of the 14th September 1873, when the gate accidentally burned down, was offered. An attempt was then made by the city authorities of the day, John B. Bowman, as Mayor at the time leading, to prevent its re-construction. A peremptory writ from the United States Circuit Court at Springfield, soon after issued at the instance of Hudson E. Bridge, a non-resident stockholder, of St. Louis, to permit the re-building of the hated structure under the penalty attached to contempt of that court.

This, however, is not the finality of the question involved. A writ of quarranto was meanwhile sworn out of the Circuit Court at Belleville, attacking the validity of the law under which the gate was located, and the binding force of it. At the April term 1876 of the St. Clair Circuit Court, on the trial of the cause, a judgment against the Turnpike Company and a writ of ouster against them was ordered by the Honorable William H. Snyder. From this the com-

pany appealed to the State Supreme Court, where it was taken under advisement at the last June term. If the judgment in the Circuit Court is sustained, that will be an end to the gate.

Bloody Island, because of its many railroad termini, was made a central rendezvous of troops for transportation over different routes. The marauding elements, unavoidable excrescences to military bodies in times of war, were not wanting. They created considerable insecurity, not only on Bloody Island but also in adjoining East St. Louis. The town could not at that date afford a police which would efficiently have met the emergency existing. Hence a "Vigilance Committee" was organized to give wanted protection to property, and to secure the maintenance of peace and order.

On the first May 1861, the committee organized.

S. W. Toomer, the president of the Town Council was appointed captain. Police Magistrate J. B. Bowman was its secretary, and J. J. Simons, J. W. Kemps, Frank Karle, J. V. Tefft, S. B. Walker, L. A. Delorme and B. B. George were made sergeants, one for each day in the week. Each sergeant commanded a squad of from four to six privates—all volunteers, patriots, serving without fee or reward.

At the same time there was organized under the general laws of the State "the East St. Louis Independent Hook and Ladder Company;" the first institution of the kind in the town. John V. Tefft was captain, John B. Bowman, secretary, and S. W. Toomer treasurer. J. B. Sikking and Fred Mehring were foremen. There were about forty members in all.

From voluntary contributions an entire outfit was purchased, with which the company, whilst it existed, for about two years rendered valuable services.

On the 17th of March 1862, the corner stone of St. Patrick's Church was laid under imposing ceremonies, conducted by the Right Reverend H. D. Junker (now deceased), Bishop of Alton, assisted by Reverend J. J. Brennan, the parish priest, and founder of the church, and many other clerical dignitaries from abroad.

Louis A. DeLorme, John O'Connell, Florence Sullivan and Henry Jackiesch with S. W. Toomer as president, constituted the town council for the second fiscal year, from April 1862 to April 1863.

On the 20th day of April 1862, the annual spring flood in the Mississippi again overflowed its banks and inundated the larger part of East St. Louis. The area of water surface was very large, but the shallow depth and the want of a destructive current, such as there was in 1858, prevented more serious damages. All from Market street to Illinois avenue, south of Third street, of the second ward, with the exception of the western part of Broadway, were then under water.

As an incident worthy of preservation in connection with that flood, may be noted that but for military interference from St. Louis, the waters could and would have been kept out. The railroad embankments, which then as now surrounded that part of our city, then the "Town" of East St. Louis, were complete barriers on the three exposed sides. The road beds of the Ohio & Mississippi, then on the old curve over the present site of the Saint Louis

and Southeastern round house, on the north, the Saint Louis, Alton & Terre Haute railroad (now Indianapolis & St. Louis), on the west, and the Cairo Short Line road on the south, were an effectual protection.

There was, however, a large culvert in the curve of the Ohio & Mississippi embankment about midway between Third and Fourth streets of the Second ward. Through this lurked danger. This opening was promptly closed just as the overflowing Mississippi was about entering through it. H. D. Bacon, then acting president of the Ohio & Mississippi railroad, had it opened again. The people of East St. Louis closed it another time. Volunteer guards protected the closed gap. On the night from 19th to 20th April, a squad of United States soldiers appeared on the scene, sent at the request of President H. D. Bacon, by General John C. Kelton then in command at St. Louis. The citizens were driven away at the point of the bayonet. One John Shea was carried away, as it was feared mortally wounded, though after a long period of suffering he finally recovered. Under the protection of these troops the gap was reopened. Within less than two hours after that, the unfettered element had spread in a torrent over the entire town or so much of it as was submerged that year.

On the 27th October 1862, the first sidewalks in East St. Louis were ordered built by the Town Council. They were located on the north side of Broadway, west of Collinsville Plankroad, on the southeast side of Main street, from Broadway to Market street, and on the southeast side of Collinsville Plankroad street, from Broadway to Illinois avenue. The last named was built first. J. J. Simons was awarded the contract at ten cents per lineal foot. Three grub planks, twelve inches wide each, were laid side by side, lengthwise with the street. Quite an animated discussion preceded the passage of the order. F. Sullivan advocated and Henry Jackiesch opposed the proposed improvements. "Not yet time for it," "Can't afford it," "Too extravagant," "Premature," etc., were the arguments against the innovation. On the passage of the order, Mr. Jackiesch was the only one who voted no and who was in favor of continuing the "good old times."

From the outbreak of the civil war Bloody Island became the gathering place of a multitude and variety of lawless characters. The police courts of St. Louis with perfect impunity made it the Botany Bay of that city. Crime in all its phases not unfrequently held high carnival there; of course not without reflecting its painful effects upon the town separated from it only by Cahokia creek. Thus, early in the spring of 1863, a fresh attempt was made to bring that territory under the municipal regulation of the town of East St. Louis. The Hon. Wm. H. Underwood, of Belleville, representing the city in the State Senate, succeeded to have a bill pass the Upper House to so enlarge the jurisdiction of the existing municipality. A special committee appointed by the opponents of consolidation composed of Messrs. Henry Jackiesch and Henry Schweickhardt, backed by the then almost omnipotent influence of Wiggins' Ferry Company, defeated the measure in the Lower House.

At the April charter election, 1863, Henry Jackiesch, as a conservative, succeeded S. W. Toomer as president, and with Hugo Feigenbutz, John O'Connell, Michael Murphy and Henry Oebike as members, constituted the Town Council until the inauguration of the *city* government in April 1865.

Material changes for the better, and a much promising spirit of enterprise and improvement began to develop, during the period from 1863 to 1865.

Ever since the spring of 1863, Wiggins' Ferry Company attempted to have their dominions set apart as a distinct precinct; undoubtedly as a forerunner to a separate municipality. They nearly succeeded at the June Term of the County Court, 1863.

It was averted by the agreement between the two Justices then elected for Illinoistown precinct, which included Bloody Island, that one should keep his office near the river front on the Island. J. B. Bowman and J. W. Kemps, the two Justices concerned, drew lots. Kemps accordingly removed his office to Bloody Island, and Bowman remained on the east side of the creek.

In the meantime, efforts were made to bring order out of chaos concerning the streets and highways of the town.

The town territory was a conglomeration of three separate and distinct town plats, laid out at different periods, regardless of each other, and, as it seemed, with the end in view to put the greatest possible difficulties in the way of a reasonable and proper adjustment. The original Town of Illinois is to date the best laid out part of the city. All streets cross at right angles; all blocks are of uniform size, three hundred feet square; all streets run in one direction parallel to each other, or at right angles thereto; they are of uniform width, whilst the rear of every lot opens upon a twenty feet wide alley. One set of streets is sixty, the other sixty-six feet wide. The town of St. Clair had but one principal street, Broadway, eighty feet wide, running, however, parallel to one set of streets in the town of Illinois; all the rest were either only thirty or fifty feet wide, and none of the cross-streets corresponded with the streets of the older town of Illinois. Not an alley was there in any block or to any lot.

The town of East St. Louis, adjoining the latter on the north, with Division avenue marking the boundary, in turn paid no regard to the plan of the town of St. Clair, recognizing and adopting only the Collinsville Plank Road and the St. Clair Turnpike, of all existing highways. To shape these vastly different plans into one harmonious whole, was a task accompanied with more than ordinary difficulties. The controlling interest of the intervening town of St. Clair was in the hands of one Louisiana St. John, a maiden sister of its founder, John L. St. John. She was a woman of more than ordinary understanding and information, and withal possessed of a will which seemed to require every thing before it to bend or to break.

All this while, no local public press enlightened the existence of the town, or announced its advantages to the outside world. Early in 1865, another effort was determined upon to unite the territory between the town and the river under one regime, under a city charter. The charter was prepared by Messrs. S. M.

Lount and J. B. Bowman, under the direction of a committee of the Town Council.

It was sent to Springfield, and after encountering and overcoming many difficulties, toward the close of the session, was reported ready for passage in the Lower House. On the Saturday preceding the Wednesday fixed for final adjournment, the charter was called for third reading and passage, when lo! "*it turned up missing!*" "It had been stolen from the room of the committee," was the report. What was now to be done? There was no duplicate of it in existence. Messrs. Lount and Bowman at once went to work and completed another draft of a charter as near alike the first as was possible, and with it hastened on Monday night to Springfield.

The committee which was to introduce and to recommend its passage, as a substitute for the lost one, awaited its arrival. That night yet it passed their scrutiny, and the objections of every one of the corporations, who were property-holders on Bloody Island, and otherwise adversely interested.

Passing this ordeal successfully entailed many changes in the original draft. The railroad companies had to have unrestricted liberty as to the location of their depots upon the newly acquired territory. Wiggins' Ferry Company insisted upon limiting the license on ferry boats to one hundred dollars per annum. The Belleville Turnpike Company, with a bad conscience concerning the dike-toll gate, was not satisfied without inserting the clause that nothing in the charter should affect any of its vested rights, etc. Each one demanded some concession in consideration of yielding its opposition, which might have been fatal to the bill at so late a day. On Tuesday morning the substitute for the lost charter was introduced in the House, especially recommended, the rules were suspended, the bill was read three times and passed. It was at once sent to the Senate. That body promptly referred it to a committee, to report on it next morning, when the bill was passed by a vote of 13 to 11.

The limits of the new "City," included all the incorporated "Town" of East St. Louis, and all the territory between it and the middle of the Mississippi river. Besides, by the new charter those limits could be further enlarged by the City Council by including "any tract of land adjoining, laid off into city or town lots, a plat of which being duly recorded in the recorder's office of the county."

Under this provision the town plat of "Illinois City" was added and made a part of the city of East St. Louis in May 1875.

The city was divided into three wards, the first one included the old "Town of Illinois" with the south half of the "Town of St. Clair," the middle of Broadway being the conditional line; the second ward comprehended the other half of that town plat, and all of the platted Town of East St. Louis not south of Tenth street; the third ward included the newly acquired territory from the west bank of Cahokia creek to the limits of the city of St. Louis, in the middle of the Mississippi.

The city government was to be a mayor, and two aldermen from each ward. All were to hold office two years except one alderman for each ward *of the first ones elected*. Their places were to be filled the next year and biennially thereafter. All other officers were appointive.

The first city government consisted of John B. Bowman, Mayor, and of the following aldermen: Michael Murphy and John O'Connell of the First ward; Henry Schall and James S. Hazen of the Second ward, and John Trendley and J. B. Lovington of the Third ward.

A fruitless effort to induce the *Miner*, a weekly publication at Belleville, soon after discontinued, to locate in East St. Louis, caused the establishment on the 20th of May 1865, of the *Sunday Herald*, of James L. Faucett, proprietor and editor. It was issued weekly on Saturday, though bearing the name of a Sunday paper. As already stated, the flood of 1844 had swept away its first predecessor, the *American Bottom Gazette*, published in the town of Illinois by Sumrix & Jarrot. Thus the *Herald* was the second public journal published upon the site of East St. Louis. It in turn was succeeded by the *East St. Louis Gazette* on the 28th of June 1866. It was founded by John B. Bowman as proprietor and by Macauley, Crabb & Straube, practical printers, as its first publishers.

Up to the spring of 1865, Missouri avenue was only known by its name on the paper plat of the city, and by a few corner stones and stakes indicating its location. Not a house facing it marked its lines. The improved carriage-way and spacious side-walks now composing the avenue, and a necessity for public convenience, were then not known, if at all thought of as in prospect.

John B. Bowman, the new Mayor, following the business of a real estate agent was the first one to locate on the avenue. He removed his two-story frame office building from the south side of Broadway, where it stood, opposite Collinsville avenue, to the south side of Missouri avenue, near Fourth street, whence a few years after it was removed to the rear of the lot, opposite the present Center Market, and converted into the Pittsburg Hotel by John Ziska. William Conway and Matthew Brady, both of St. Louis, Missouri, soon after in May 1865, erected the two next buildings—two story frames—upon the avenue, upon diagonally opposite corners at its intersection with Third street.

The Brady building burnt down a few years ago, and was succeeded by the two-story brick Refrigerator Saloon of F. Heim & Bro. The Conway Building still survives as the Emmet House, kept by John B. Carroll, whose name has since become famous in the suit of Carroll *vs.* East St. Louis, (reported in 67 Illinois Report, page 568,) in which the Supreme Court of the State for the first time passed upon and determined the want of right and authority of foreign corporations (incidentally the Connecticut Land Company), chartered for speculating or land trading purposes, to acquire or hold lands in the State of Illinois.

The Legislature which incorporated the city, also granted charters for the establishment of the "East St. Louis Real Estate and Savings Bank," which name was changed to "East St. Louis Bank," by amendment to its charter in 1869, and also the East St. Louis Gas Light & Coke Company.

On the 20th November, the stockholders of the bank elected their first board of directors, and they appointed Francis Wittram the first president, and Emile Karst of St. Louis the first cashier. The bank was located in the frame building of Louis Wies', at the corner of Broadway and Fourth street, which last year gave way to the high grade stone and brick block of the same proprietor, now occupied by the Workingmen's Banking Company.

In September 1865, the Ohio and Mississippi Railway Company, by condemnation acquired, and removed its passenger business to new depot grounds—those until recently occupied by it, and the St. Louis and Southeastern Railway Company—a strip of land about four hundred and fifty feet wide, reaching from Christy avenue to Wiggins street, extending from Front street to Cahokia creek; the north line of Christy avenue (Bowman's dike) being its south boundary.

The price paid was upward of one hundred and sixty thousand dollars.

On 11th November following, the completion of "Douglas school" house, (recently destroyed by fire) at the corner of Mullikin and Fourth streets in the third Ward, was celebrated by a feast and ball given there under the auspices of the school directors of the district. The building cost six thousand dollars.

On the eighteenth day of the same month a new fire company was organized, whose purpose was to revive and to improve upon the original "East St. Louis Independent Hook and Ladder Company," of 1861, which in a manner had disbanded, by many of its members enlisting during the war. William Conway, Garrett Stack and Fred. Van Haren were made its board of trustees, Matthew Brady was elected Captain, and Daniel Sexton director of hose, etc.

During the following winter the Pittsburg Railroad Company, now the Illinois and St. Louis Railroad Company, commenced the construction of their dike, known as the Pittsburg dike, by which the course of Cahokia creek was diverted to its present mouth, north of that dike. Before then and till then, it wound its sluggish current along the old main shore for nearly three miles further south.

Considerable uneasiness was manifested as to the effects of this dike upon East St. Louis. It caused the creek-bed through the city to be raised by deposit to the extent of several feet. Thus the general level of the ground water under the city was raised accordingly. The dangers resulting, not being directly discernible and slow in demonstrating themselves, the subject was soon dismissed by the public at large.

The dike narrows the bed of the Mississippi river, opposite Chouteau avenue, in St. Louis, to less than fifteen hundred feet in width. Its cost was borne by the Coal Company and the city of St. Louis, in equal shares. It was completed some time in June 1866.

The annual charter election of April 1866, made no change in the representation of the First and Third wards in the City Council; but in the second, Thomas Hickey took the place of James S. Hazen. The Mayor held over.

On the 28th of June 1866, the first number of the *East St. Louis Gazette* made its appearance, and has continued without intermission as a weekly, and as the official paper of the city to this day. Since April 1876, it has appeared also as a daily evening paper.

In the early summer of 1866 the "East St. Louis Turnverein" was organized as a private association. It purchased one hundred and fifty by one hundred and forty feet of ground on the north-east corner of St. Louis avenue and Ninth street, and erected thereon a spacious building, with a commodious and well arranged hall, with galleries on three sides. This building was duly dedicated by a general participation of "Turnvereine"—like associations, throughout the State, on Sunday, August fifth, of that year. Dr. Neubert, of Belleville, delivered the oration of the day.

The subject of a permanent grade for the streets of the city now began to agitate the public mind. A grade reasonably permanent and answering the future prospective importance of the place, became at that early day a pressing want on the part of those, especially, who contemplated the erection of solid and enduring buildings. About the same time the extension of Main street from Broadway to Missouri avenue, was publicly advocated.

The necessity of another avenue besides the tolled dike, a really free road from the east side of Cahokia creek to the river front, became apparent in like manner. The cost of the latter, estimated at about thirty thousand dollars, was the obstacle in the way of its immediate undertaking by the city. Such a sum at that time for a single improvement was out of question.

Reverend F. H. Zabel, pastor of St. Patrick's church, commenced the erection, as a residence, of the splendid edifice upon the church block on Illinois avenue, at the corner of Seventh street. Soon after its completion he converted it into St. Aloysius College. Since then it has been converted into a female academy, conducted by the first colony of the Ursuline sisters in the city.

Hugo Feigenbutz and William Albrecht, in the fall of 1866, established the first foundry and machine shop in the city—on the northwest side of Collinsville avenue, about opposite Pennsylvania avenue, and called it the "East St. Louis Novelty Works." They started out with a large order for railroad dump cars, and prosperity seemed to await the enterprise, when, unfortunately to both owners and the community, the establishment burnt to the ground and thereby bankrupted the owners.

As an initiative step to the cause way, at a later time constructed on line of Christy avenue from Cahokia creek to Front street, Mayor Bowman, in July 1866, as a private enterprise, undertook the construction of a bridge across Cahokia creek at the foot of Missouri avenue, and for the purpose collected individual subscriptions sufficient to contract for its building.

Work upon it commenced on 26th September 1866. It was completed in February 1867.

The first sewer drainage was attempted in September 1866, by means of an eighteen inch iron pipe, laid in the Third Ward, on the line of Mullikin street, from Second street to low water mark in the river. It has been and yet is of immense service, as a drain for quite a large neighborhood, ever since. In October 1866, the City Council ordered a sidewalk to be built on both sides of Dike avenue, from the creek to Front street, but the objections of Wiggins'

Ferry Company, as owners of the adjacent land, succeeded in procuring a delay of action thereon, until the summer of 1867, when, upon a compromise, the order was modified to a sidewalk on the south side of the dike only—the present walk. In the same month of October, the City Council directed the opening of Second street of the First Ward, to Broadway, and the extension of Main street to Missouri avenue, but were immediately restrained by temporary injunction, on complaint of Louisiana St. John. The injunction was afterward dissolved and the streets were opened as they are open now.

Quite a large number of plank sidewalks were ordered and built along the more prominent thoroughfares, as on Collinsville avenue, from Broadway to the city limits, etc. Their usefulness was quickly and thoroughly appreciated, and as a consequence, petitions for more walks on other streets were regularly received and favorably acted upon at every succeeding meeting of the City Council.

East St. Louis was then entering upon the most prosperous of its times. The grading and macadamizing of the carriage-way on Missouri avenue, from the Belleville turnpike to the bridge over Cahokia creek, then in course of construction, was undertaken by the owners of property on the avenue, under the lead of Mayor Bowman, acting, however, not in an official capacity in the matter. A rivalry between Missouri avenue and Broadway for pre-eminence, stimulated more lively action than ever. The improvements upon Missouri avenue, the prospects of its early connection with Front street, by a free road, gave its settlement quite an advantage.

Colonel Vital Jarrot, originally of Cahokia, but at an early day prominently identified with incipient East St. Louis as already noted, once more made the city his home and the theatre of his activity.

The frost of sixty winters had bleached his hair, but not subdued or weakened the vitality of the spirit of enterprise, which in years past had made him the leader in every progressive movement in the ancient "Town of Illinois." As if a matter of course he at once resumed the position in the front ranks of the new leaders in the new city.

On the 17th November 1866, a largely-attended and earnest public meeting was held at Turner's Hall, presided over by Dr. Solon Stark, now of St. Louis, Missouri, to consider and recommend steps necessary to secure as permanently as possible, the American Bottom lands of St. Clair county, *and especially East St. Louis*, against danger from floods, and a system of drainage necessary to secure health to its inhabitants.

A committee composed of Vital Jarrot, John B. Bowman, Thomas Winstanley, Joseph Boismenu and Wm. G. Kase were appointed to report resolutions to that effect to an adjourned meeting.

At that meeting on the first of December 1866, they reported in favor of the American Bottom Board of Improvement, as an existing corporation, to undertake the proposed improvements, and recommended as a suitable plan the diversion of Cahokia creek into the Mississippi above East St. Louis near the

town of Brooklyn, the building of a levee on both sides of its new channel to the river and a levee thence to the head of Bloody Island, which was an embankment itself, thence using Front street raised to a proper height to opposite the Cairo Short Line Railroad's embankment, connecting with it near the round-house, and thence another levee, following the old main shore of the river through Cahokia to the bluffs.

It suffices here to say that the question of diverting Cahokia creek away from the city remains yet to be done. The levees from Brooklyn to the head of Bloody Island, and from the foot of Front street to the Cairo Short Line round-house, have yet to be attempted. The only part of the above programme carried into execution is the elevation of Front street to above high water mark, and the construction of a levee from East St. Louis, along the old river bank, to and through Cahokia. The former was done under the direction of the city of East St. Louis, and the latter under the auspices of the American Bottom Board of Improvement, by the East St. Louis & Carondelet Railway.

The Legislature in session that year amended the city's charter in part, principally in relation to the exercise of the right of eminent domain. This was to block action upon the proposed extension and relocation of streets tending to develop that part of the city of which Missouri avenue was the battle-field, as it were. It also amended it so as to shorten the Mayor's term of office to one year, and prohibited that officer from becoming his own¹ immediate successor.

A charter was granted for the organizing of the Broadway and Dike Horse Railway Company. An attempt at organization under it, a few years later, proved abortive, since the "East St. Louis Railway Company," with like powers, chartered in 1869, then occupied the field.

The Legislature also enacted a Metropolitan Police law, applicable to East St. Louis only. The police force in the city was to be under the sole and independent control of three Commissioners, appointed by the Governor of the State. These Commissioners were to have unlimited power in appointing policemen, officers and other agents and servants. They were to be answerable and accountable for their acts and expenditures *only* to the State Legislature, biennially in session. It directed also that the city should, upon annual requisitions, provide the funds by the Commissioners deemed necessary for their purposes. The Commissioners were to have power to issue evidences of indebtedness, *as of and binding the city*, bearing ten per cent. interest, wherewith to raise such funds as the city should refuse them. These certificates were to be salable at their discretion at public or private sale, and at any price.

The promulgation of the law *raised* an unprecedented storm of indignation, bitter, and—after a long and tedious struggle—successful opposition, was at once organized.

The city council in power unanimously voted to resist the enforcement of this law, to the bitter end. A resolution was passed and widely published, warning everybody against the purchase of any such certificates, and against accepting employment under the Commissioners, with the idea of receiving compensation from the city.

Within a month after this, the annual charter election took place. The issue was distinctly upon the question of unrelenting hostility to the imposition of this hated system of police.

The "Metropolitans," as the friends of that system were called, met with an inglorious defeat. The opposition candidates were elected with overwhelming majorities.

J. B. Lovington was elected Mayor. Murphy and O'Connell continued to represent the First ward, Dennis Ryan and Thomas Hickey represented the Second, and John Eddy and Benedict Franz the Third ward.

In every succeeding year, till the final overthrow of the Metropolitan State Police in the summer of 1870, every charter election was conducted upon the same issue, and without a single failure.

In June 1870, the Supreme Court decided that though the Legislature had power to impose such a system of police upon any municipality in the State, it could not burden its cost upon a community which did not desire it, and had so unmistakably repudiated it as had the people of East St. Louis. The Court suggested that the Commissioners' power to exercise their functions was not invalid, but so far as the city of East St. Louis was concerned, they and their employees would have to work without compensation.

The bitterest feud, which for nearly four years had in a measure divided the people of the city, was thus determined, and for good.

Since then, as before 1867, the city government appoints, controls and pays its own police.

The East St. Louis Elevator and Warehouse Company was chartered in 1867, and at once organized and erected the first one of the two elevators now opposite Pratte street, extending out to and beyond low water mark of the Mississippi.

The question of bridging this river had grown in prominence since the development of the extensive system of railways centered in East St. Louis. In the winter, often for a month and even longer, the commerce of St. Louis was prostrated for want of means of communication, when ferry boats could no longer make headway against the moving masses of ice.

The St. Louis & Illinois Wire Suspension Bridge Company had been chartered in 1849. Its bridge was to cross near Carr street, and terminate on the Illinois side near Pappstown, over-spanning almost the entire territory of present East St. Louis.

Nothing became of the scheme.

John How, James H. Lucas, John O'Fallon, Andrew Christy and others of St. Louis, and Colonel Morrison, Vital Jarrot, Joseph Gillespie, and John M. Palmer and others of Illinois, by the Illinois Legislature, had been incorporated in 1855 as the St. Louis & Illinois Bridge Company, to build a bridge at or near the city of St. Louis across the Mississippi for common travel and railroad cars. The lowest part of the bridge was to be eighty-six feet above the greatest height reached by that river in 1844, equal to one hundred and twenty-seven feet above low water mark.

In 1857 the charter was amended so as to permit the lowest part of the bridge to be one hundred feet above low water mark ; yet the project was premature or otherwise impracticable, for this bridge too was not built.

In 1864, another St. Louis and Illinois Bridge Company was organized in St. Louis, under the laws of Missouri. By a special act of the Illinois Legislature of 1865, the Missouri Company was also recognized and organized as an Illinois corporation, but was restricted in locating the east end of the bridge to either one hundred feet north or that distance south of Dike avenue. No more than a survey and the filing of the plat of the center line of the proposed bridge in the recorder's office at Belleville, in St. Clair county, Illinois, was the visible result of this charter until 1867.

In the latter year, Joseph Gillespie, John M. Palmer, Wm. R. Morrison, T. B. Blackstone, L. B. Parsons, R. P. Tansey, Levi Davis, L. B. Boomer and a few others were incorporated by an Illinois charter as "The Illinois & St. Louis Bridge Company," *with the exclusive right for twenty-five years* to construct and maintain a toll bridge from any point on the Mississippi opposite St. Louis to the western line of the State. The Company was to commence construction within two years ; was to expend not less than \$50,000 the first year, and was to finish the bridge in five years or forfeit its charter. By a later general law the time for its completion was extended.

Chicago enterprise stimulated the new company. L. B. Boomer, the famous American bridge builder, president of the American Bridge Company of Chicago, the founder of Bridgeport, a flourishing suburb of that city, principally inhabited by artisans, mechanics and laborers of that company — was put at the head of the scheme. A corporation of like name was organized under the laws of Missouri, and both were consolidated and work commenced at once. The Boomer Bridge was located at the foot of Missouri avenue on the East St. Louis side, to a point midway between Carr and Wash streets in St. Louis. The substructure was to be of pneumatic piles, and the "post-truss" its superstructure. The St. Louis & Illinois Bridge Company now too began operations at the levee upon the Missouri side, where the west pier of the Eads bridge now is. The Boomer Bridge Company, on the strength of its exclusive privilege, enjoined the St. Louis & Illinois Bridge Company from building in Illinois. This war between both at last ended in their consolidation ; in the abandonment of the Boomer project and the adoption of Eads' plan of the magnificent structure which now connects St. Louis with its much promising Illinois suburb, the subject of this sketch, East St. Louis.

The consolidation of the two companies took place on the 5th March 1868. The name of the Illinois corporation was retained.

A failure to procure a special charter for the purpose in 1867, induced the organization in January 1868, under the general laws, of the "East St. Louis Mutual House Building Company." Wm. B. Vermillion was its president, Francis Wittram its treasurer, and Wm. O'Neill its secretary.

However, before active operations were undertaken, the Legislature in 1869 incorporated the "Franklin House Building Company." The "Franklin" succeeded and absorbed the "Mutual," and still exists, doing much good.

In the summer of 1868, the long-projected and expected roadway connecting Christy avenue with Missouri avenue across the slough, in effect extending Missouri avenue in a straight line to Front street, and to the upper ferry landing, was successfully carried out under the direction of J. B. Bowman, who in the spring of that year had succeeded J. B. Lovington as Mayor.

The cost of this roadway, known as Bowman's dike, like that of the bridge at the foot of Missouri avenue, was totally defrayed by individual contributors.

In the fall of 1868, the East St. Louis Bank removed from its original location on Broadway to its own quarters, at the corner of Collinsville and Missouri avenue, the lot whereon its bank building was erected having been donated for the purpose by Mrs. Rebecca W. Sire, of St. Louis.

Since November 1867, the "East St. Louis Library Association," a private institution, originally endowed by individual contributions, filled a void, which began to be felt, but which never, until the establishment of the City Public Library and Reading Room, in July 1872, was fully satisfied. The latter enjoys an enviable reputation for its selections and the manner in which it is made available to the public. The most prominent of the journals of every State and Territory in the Union, as part of its extensive collection of current literature, are kept on file in the public reading room attached to the Library. It enjoys the fostering care of the municipal authorities, and justly is a pride to every East St. Louisian.

In the fall of 1868, the Center Market building was contracted for, and completed during the following spring and summer. Its splendid hall is now divided between the Library and the Court of Record.

In 1869, the Mississippi rose nearly as high as it had been in 1862. The embankments which would have been a protection in 1862 but for the gap in that of the Ohio & Mississippi railway, on this occasion proved ample protection. The damages were not serious, except such as resulted from siepage, and the washing away of the Bowman dike. The basement of the East St. Louis Bank, and other like localities, were submerged, but no street was under water; it was simply a gentle reminder, as it were, to be about providing against the recurrence of a still higher flood and incalculable damages. It was the premonitor to the "high grade" movement, which on the 14th of February was inaugurated, at the first public meeting held in the Market House Hall. Ex-Mayor Bowman submitted the proposition that the time had arrived, when not only necessity existed, but that the city was now large and rich enough in resources, without further delay, to commence public works tending to secure its inhabitants from further floods, and their calamitous consequences upon health, security and comfort, and no less so the continuity of the community's then prospering condition.

The hall was crowded to its utmost capacity; well it might have been, the

subject for discussion was generally felt paramount to every interest any one at all interested in East St. Louis could have.

Mr. Bowman explained his ideas to the effect that the raising of the streets and the building of sewers under them emptying into the Mississippi near the southern end of the city would be all that was necessary, and that this could be accomplished according to estimates of undoubted experts at an expense of about two millions; that the city having comparatively no debt then outstanding, might appropriate the first proceeds of the regular debt to a commencement of the work, and prosecute the same from year to year as the means of the city would allow; that the adoption of such a plan, the commencement of work and the prosecution of it, would be a guarantee as nothing else could be, to the outside world. The vast aggregate of natural and artificial advantages, congregated at East St. Louis should no longer be held captive in the clutches of the demon of floods. He submitted further that to start a movement properly, resolutions addressed to the city council recommending action to the purpose be adopted by this meeting.

Strange to say, the owners of a vast amount of unimproved lands in and near the city, the Connecticut Land Company, just then incorporated under the Connecticut charter, became by purchase the owners of the lands originally belonging to Page & Bacon, bitterly opposed the project by their attorneys, who denounced it as a scheme on the part of contractors and speculators; that to pay for the work would entail taxes, unbearable to the poorer people; that the speculators anticipated the sale of the poor man's little house and home for these taxes as a consequence. Demagoguery defeated for the time being the project for which the meeting had been called, not, however, without convincing quite a number that the road of East St. Louis to its destiny, which sooner or later it will reach, is only on streets elevated above endangering floods.

During the year 1870, large public improvements were set on foot, as the rebuilding of the Bowman and the construction of the Vaughan dikes. Work upon them was not finished until 1876.

In March 1871, an ordinance was passed establishing the Fourth ward. The Second ward being too large, the Fourth was formed of all that territory northeast of Illinois avenue.

On December 7, 1871, the East St. Louis Railway Company first commenced the running of its cars upon our streets. Its line of rail then was from the East St. Louis Bank, facing on Missouri avenue, to the terminus of Christy avenue, over and along that street. Since then, the first road that the company laid has been partly abandoned, its route now being from a point near the St. Louis National Stock Yards, on St. Clair avenue, to Collinsville avenue and down that thoroughfare to Missouri avenue, down Missouri avenue to Third street, along Third street to Dike avenue, and down Dike avenue to opposite the eastern approach of the Eads bridge.

On the 8th of June 1872, the incumbent Mayor, Dennis Ryan, died, and was buried with imposing ceremonies.

In the same year, McCormick, Adams & Armington erected a second grain elevator, adjacent to Front street and the Chicago & Alton Railroad Company's depot—"The Advance Elevator."

In December 1872, East St. Louis Fire Company No. 1, organized, and is in existence ever since, doing valuable service with limited means at its command. The city furnished the company with one of the largest sized "Babcock's," on wheels. Its first officers were: William O'Neill, president; Charles Hauss, vice-president; Benedict Franz, captain; J. W. Kirk, secretary; J. V. Tefft, treasurer.

In 1872, East St. Louis for the first time had the opportunity of sending one of its citizens to the Legislature, as one of its members—the Honorable L. H. Hite. Principally through his indefatigable exertions, a bill was passed by that body, at its special session in the winter of 1874, authorizing the establishment of "Courts of Record" in cities of the size of East St. Louis. Such a court was needed ever since the more rapid improvement of the city; without such, parties litigant in the city were forced to await their turn at the Circuit Court in Belleville, at a great loss of time and money. The court was promptly established in the summer of 1874, and the Honorable Daniel McGowan elected first Judge. His term of office is four years. It holds three terms per annum—one in March, June, and November respectively. Its jurisdiction is co-extensive with that of Circuit Courts, excepting cases of murder and treason.

In the same year, under a special ordinance, Front street, opposite the Chicago & Alton Railroad Company's depot, to Dike avenue, was filled to high grade, (higher than the flood of 1844), and macadamized full width.

In 1871, the subject of constructing great national stock yards on this side of the river was projected by some public-spirited and foreseeing men, and the agitation in favor of the project was pursued to a successful termination, which was brought about by a company made of Eastern and Western capitalists, who proceeded at once to purchase the required ground, six hundred and fifty acres, and thereupon make the most ample and substantial improvements, the whole of which were completed and opened to the public in 1873. This marked a new era in the growth of the city, as subsequent improvements fully demonstrate. These yards are well known to be the most extensive establishment of the kind in the country; they are well situated, north of the city, and have an inexhaustive supply of good water.

Extensive slaughtering and packing buildings form a part of the improvements, and are constantly kept in operation, doing an immense business. A banking house and a fine hotel are also connected with the stock yards, which affords ample accommodation for all who go there to transact business. These yards are also well connected with all the railroads belonging to the great system that converges at the great Illinois and St. Louis bridge; and thus connected, no other yards can draw trade so easily from all parts of the country.

On the 21st of November 1873, the last prize-fight which the St. Louis sporting circles attempted to have come off on Illinois soil, that of Hogan

against Allen, came to an inglorious end in East St. Louis. The steamer *Continental*, with a motley and desperate cargo, loaded down to its guards, was chartered to carry the champions of the ring and their admirers to the Illinois shore above East St. Louis, but, owing to a very high wind and the unmanageable condition caused by its overburdened load, was driven to the East St. Louis levee, above the bridge. The greatest efforts of the crew to prevent its touching the shore were unavailing. In the meanwhile, the boat had been watched from the Illinois side by Mayor Bowman, who was ready with a tug, aided by authority from the Governor of Illinois, and the personal presence of Sheriff Cooper of Madison county, Sheriff Hughes of St. Clair county, Michael Walsh, City Marshal, and the entire police force under the lead of J. W. Renshaw, its chief, to follow the boat and to prevent its landing on the Illinois side, or to arrest the principals at least. When it became evident that the steamer could not avoid touching the shore at East St. Louis, quite a number hastened to where it struck. Mayor Bowman and Michael Walsh were the first to board the boat, and there effected the breaking up of the proposed fight by driving the two gladiators singly in skiffs to the Missouri shore. Jack Looney, the stake-holder, had just time to bundle up the piles of money on the cabin table, and to pass it off in the crowd, but not to escape arrest. Quite a number of pugilists, including the captain and mate of the boat, were apprehended, and brought before a Justice in East St. Louis, and bound over to await an indictment before the grand jury.

On the fourth of July 1874, the highway part of the great Eads' bridge was given over to the public for uninterrupted use. It is the opinion of many citizens, that had the vast crowds which from and after that date daily poured over it on the west side, had found the city government of East St. Louis busily at work (if no more than their means allowed) in raising the city streets to above flood height, the advantages of the opening of this highway and of its permanent character, would not have altogether redounded to the benefit of municipal St. Louis alone. The bad effects of it upon the most busy portion of East St. Louis did not become visible as a fact until the Union Railway & Transit Company, as agents of the Illinois & St. Louis Bridge Company, attached its locomotives at East St. Louis to almost every train that came in, to take it to the Union Depot in the other side of the river.

On the third of December 1874, the City Council passed an ordinance fixing the grades of all highways in the city, not now higher than that, upon a grade of eight feet above the city directrix (the plane of the directrix of East St. Louis and that of St. Louis is the same) at street crossings rising to the middle of blocks not exceeding one foot per hundred. By this ordinance, directions were given for the construction of principal and side sewers on the streets, to be built co-temporaneous or in advance of the filling of the street overhead.

All the unexhausted credit of the city (the difference between its existing debt and five per cent. of the aggregate of the assessed value of the city) was to furnish the means for a commencement, and only the growth of the credit of the city was from year to year to authorize the prosecution of the work. The work

was to be prosecuted under plans and specifications furnished on request by the most eminent engineers Henry Flad and Thomas Whitman, of St. Louis. So the ordinance provides. Under it a main sewer of brick is to be built from the then northeastern boundary of the city, St. Clair avenue, on Collinsville avenue to Broadway, and on Broadway to Main street, and on Main street and in line of its straight extension to the Mississippi river. Over this sewer the street was to be raised with sidewalks on each side, with convenient crossings at street intersections, at an estimated cost of one hundred and twenty thousand dollars.

The passage of this ordinance was accompanied with much excitement and hot debate on the part of the public attending the Council meeting, and the interest manifested by the Council. Mayor Bowman was in the chair. Upon a final call of the ayes and noes on the ordinance, eight members constituting the Council, and a majority being requisite to pass it, the following voted in favor of its passage: Anson Gustin, John Benner, John Niemes, John Doyle, and John V. Tefft.

As Mayor Bowman very pertinently remarked, in delivering an address at the Centennial celebration at East St. Louis, this year, that in times to come, when East St. Louis shall, as it will be, be raised above the dangers of all floods, and teemed with business, and be the healthy and comfortable home of hundreds of thousands, instead of ten or fifteen thousand as now, the records of the city will point out the names of these Councilmen, as those who were to be honored as the drawers of the declaration of independence of East St. Louis from the water foe and his accompanying evils, as much as we to-day (fourth of July 1876,) revere the memory of the signers of that other declaration signed to-day one hundred years ago in Philadelphia, which secured to this country the freest government on the globe. Though the road seemed now to be clear to the commencement of this all-important improvement—for bids had been invited through the principal St. Louis daily papers, and had been received in response, for the entire work, at a price *within* the estimate—yet the short-sighted friends (?) of East St. Louis, low-graders, so called, once more proved triumphant. They obtained an injunction out of the Circuit Court at Belleville, inhibiting the Council from letting the work. During the fight for the dissolution of this injunction, the once available, unused city's credit, became less from time to time, until now it is but \$30,000 to reach the constitutional limit of five per cent. on the aggregate of taxable property, by drafts against it to pay for other and minor, but seemingly necessary, public improvements.

But the day will be, when injunctions will no longer avail to arrest the growth of the city, upon that basis upon which alone it can stand and grow.

On the 12th of November 1874, the city was first lighted with illuminating coal gas of "The East St. Louis Gas Light and Coke Company," that Company's first product. The city now has 303 public lamps, well distributed upon its streets.

In April 1875, an attempt was made to incorporate, under the general laws, the territory, about two miles deep, bordering the city upon the north-east and south. Under the law it was to be submitted to a vote of the inhabitants of that territory. Uncertain of its result, the City Council of East St. Louis, before the day of the

election, under its charter powers once before mentioned, annexed the most populated portion of the embryo city—Illinois City—to and thereof, and made it a part of East St. Louis, which action has since been ratified by a decision of the Supreme Court of this State.

In September 1875, the Missouri Car and Foundry Company leased the abandoned extensive machine shops of the Ohio and Mississippi Railway Company in the Fourth ward, and removed their entire establishment from St. Louis, on account of the cheapness of coal, which they contract for at East St. Louis at their furnace doors, from six to seven cents per bushel: an item of advantage which will adhere to East St. Louis as long as the Mississippi divides both shores.

Other establishments, as the St. Louis Bolt and Iron Company, for the same reason located in East St. Louis.

In September 1875, the corner stone of the magnificent brick block belonging to Louis Wies, at the southeast corner of Broadway and Fourth street, now occupied by the Workingmen's Banking Company, was laid, amid a large concourse of people, attracted by a fact, that the owner had determined to make it conform to the high grade established in December 1874. And it was the first structure so to be built, and built.

Thus the city, in the absence of means to commence the high-grade movement with sufficient momentum to insure its completion, is quietly awaiting the adjudication of pending injunctions. The basis of the new future (they well understand), lies within the hands of the people and their municipal representatives.

In the ratio in which the city will be raised out of the water-danger, and health secured by sewerage, so East St. Louis will bound up to that normal condition which is its evident destiny if its affairs are led by intelligent and progressive ideas.

Who will say that when St. Louis shall count its inhabitants a million or more, one-fourth of that number, then will not populate the city on the east shore as an integral part of it?

Can the future great city itself attain its apex, without making tributary to its manufacturing and commercial interests, both shores of the Mississippi river? Such a use of the shore and development of this side of the river guarantees a brighter future to East St. Louis than its most sanguine friends dare imagine.

THE RAILROADS

Terminating, by their charters, in East St. Louis, are as follows:

I.—THE CHICAGO AND ALTON RAILROAD COMPANY.—The main line extends by way of Alton, Carlinville, Springfield and Bloomington to Joliet, with branches from Dwight to Macon, and from Roodhouse to opposite Louisiana, Mo. Total, three hundred and sixty miles.

The parent road was the "Alton & Sangamon Railroad Company," chartered in 1847, from Alton to Springfield.

In 1852 the name was changed to the "Chicago & Mississippi Railroad Company," with authority to extend to Bloomington and through Joliet to Chicago, provided that it make no connection with any eastern road through Indiana, except *in or through* Chicago, and to arrange for connection between Alton and St. Louis.

In 1855, as the "Chicago, Alton & St. Louis Railroad Company," it was authorized, jointly with the "Terre Haute & Alton Railroad Company," from Alton to run upon the latter's extension to Wood river, and thence jointly with it over the Alton extension of the "Belleville & Illinois River Railroad Company," run to East St. Louis.

Under foreclosure of mortgages in 1857, and a special Act of that year, the company's property passed to the "Alton, Chicago & St. Louis Railroad Company," a new corporation.

In 1861, "The Chicago & Alton Railroad Company" was chartered to acquire and use the property and franchises of the "Alton & Sangamon Railroad Company," "Chicago & Mississippi Railroad Company," "Chicago, Alton & St. Louis Railroad Company," and to renew arrangements for the use of the "Chicago & Joliet Railroad Company," etc.

In 1859 the "Alton & St. Louis Railroad Company" was organized, with power to purchase of the "Sangamon & Northwestern Railroad Company," its branch then constructing between Alton and East St. Louis. A remnant of an abandoned embankment of the latter road is still visible on the north side of the slough, north of Bloody Island. This last organized company constructed a new track from Alton to Front street, in East St. Louis, and in 1861 became consolidated with the "Chicago & Alton Railroad." The latter company also operates under leases and over the same track, from Alton south to East St. Louis, the trains of: 1st, the St. Louis, Jacksonville & Chicago Railroad," 150 miles in length.

This road was first chartered as the "Jacksonville & Carrollton Railroad Company," in 1851; to run from Jacksonville by way of Manchester, Whitehall, Carrollton, and Jerseyville to Alton.

In 1857 its name was changed to "Jacksonville, Alton & St. Louis Railroad Company," and authorized to consolidate with any railroad running from Alton to East St. Louis.

In 1863, it was consolidated with the "Ionica and Petersburg Railroad Company," and given power to extend through Ottawa to Chicago, under the name of the "St. Louis, Jacksonville & Chicago Railroad Company." It was however only extended to Bloomington.

Second. The "Quincy, Alton & St. Louis Railroad Company," chartered in 1867, to extend from Quincy via Alton to East St. Louis.

It was built from Quincy down the east bank of the Mississippi to opposite Louisiana, Missouri, a distance of forty-two miles, and there connects with the branch of the main line of the Chicago & Alton Railroad Company to Rood-house.

The Chicago & Alton Railroad Company also holds under a perpetual lease the thirty-eight miles of road from Joliet to Chicago, of the Chicago and Joliet Railroad Company.

This makes a total of main track tributary to East St. Louis over this one line equal to five hundred and ninety miles.

II.—THE INDIANAPOLIS & ST. LOUIS RAILROAD COMPANY.—This is an Indiana corporation owning only seventy-two miles of road in Indiana, from Indianapolis to Terre Haute. It holds under a perpetual lease the old main line of the St. Louis, Alton & Terre Haute Railroad Company, from Terre Haute to East St. Louis, one hundred and eighty-nine miles in length. Total length of its line, two hundred and sixty-one miles.

III.—THE TOLEDO, WABASH & WESTERN RAILWAY COMPANY.—This company was chartered in Ohio and Indiana, and by consolidation and purchase acquired the property and franchises of the "Great Western Railway Company," the "Quincy & Toledo Railway Company," the "Illinois & Southern Iowa Railroad Company," and the "Decatur & East St. Louis Railroad Company."

Under the charter of the latter granted in 1867, it enters East St. Louis; all together they constitute the principal company's main lines:

Thereof are in Ohio.....	75 miles.
In Indiana.....	166 "
In Illinois.....	365 "
Total.....	606 "

Under leases it also operates lines to the following points:

To Pekin, Illinois.....	67 miles.
To Pittsfield, Illinois, and Hannibal, Missouri.....	52 "
From Hannibal to Moberly, Missouri.....	70 "
To Lafayette, Indiana, two branches.....	117 "
From Camp Point to Quincy, Illinois.....	22 "
Total of leased lines.....	328 "

The aggregate of main tracks of this road owned and leased tributary to East St. Louis, is nine hundred and thirty-four miles.

IV.—THE ROCKFORD, ROCK ISLAND & ST. LOUIS RAILROAD COMPANY.—Chartered in 1865, to build and operate a railroad from Rockford in Winnebago county, by way of Sterling in Whiteside county, to Rock Island, and thence to East St. Louis. Accordingly it is two hundred and ninety-nine miles in length from Rock Island to Alton Junction. There it connects with the "Indianapolis & St. Louis Railroad," and over its track for a distance of twenty and a half miles enters East St. Louis. Thus this road brings two hundred and ninety-nine miles of additional track to East St. Louis.

V.—THE ST. LOUIS, VANDALIA & TERRE HAUTE RAILROAD COMPANY.—The “Vandalia Line,” though of recent construction, is one of the first lines *projected* across the State of Illinois.

Terre Haute was the focus, on the Indiana line, of Eastern railroads for a long time. Alton was to have a corresponding position upon the western borders of Illinois.

Repeated efforts from 1849 to 1854, to obtain a charter for a railroad direct from Terre Haute to St. Louis, avoiding the long circuit by Alton, fell under the ban of the “Alton Policy,” which then had a strong hold upon the Legislature.

In 1852, John Brough, later—during the civil war—Governor of Ohio, took hold of the scheme, and, despite failure in attempts for a special charter, organized the “Mississippi & Atlantic Railroad Company,” for a line of road as near an air line as possible between Terre Haute and the Town of Illinois.

In 1854, Brough’s indomitable determination wrenched from the Legislature a special act of recognition and approval of his enterprise.

A charter was granted him that year. The route was at once surveyed, passing almost foot for foot over the route now occupied by the Vandalia line. The right of way for a large part of the route, was purchased and the work of grading and bridging let—and progressing. Solid rock abutments for a proposed bridge over Cantine creek at Caseyville, still attest the enterprise of that day and the progress made.

The forecasting shadows of the money crisis of 1857 stopped the undertaking, and the combined intrigues of several rival roads for the time defeated the project altogether. Its means failed and work was stopped. In 1859, an Act was passed authorizing the Company to wind up business and to sell its property.

After the close of the war, J. F. Alexander, of Greenville, Illinois, on the line of the road, subsequently president of the new Company, and recently deceased whilst acting receiver for the St. Louis & Southeastern Railway Company, applied for a new charter, for the most feasible and most promising railroad in the State. He succeeded.

Thus in 1865, the St. Louis, Vandalia & Terre Haute Railroad Company was called into existence. In 1867 this charter was amended and construction commenced. It was completed in July 1870; and was at once leased to the Terre Haute & Indianapolis Railroad Company, of Indiana. This company operates its own road from Indianapolis to Terre Haute, with a few branches into the block coal region of Indiana, over a distance of ninety-seven miles altogether. The leased track of the St. Louis, Vandalia & Terre Haute Company is one hundred and fifty-eight miles in length. This gives to the Vandalia Line a continuous stretch of main track from East St. Louis of two hundred and fifty-five miles.

The “Vandalia Line” combination has furthermore, a standing arrangement by which the “Illinois Central Company” runs daily two passenger trains between Chicago and East St. Louis, over the track of the “Vandalia Line” from Effingham; hence the distance over the “Illinois Central,” between the last named

city and Chicago, 199 miles, might well be added to the aggregate of miles of track branching out or centering at East St. Louis.

VI.—THE OHIO & MISSISSIPPI RAILWAY COMPANY.—In 1851 a charter was granted for the organization of the Ohio & Mississippi Railroad Company, with power to build a railroad from Illinoistown to the State line, near Vincennes. Similar charters, for like companies, were granted the same year by the Legislatures of Indiana and Ohio, to connect Cincinnati with St. Louis by way of Vincennes.

Without much delay, the road was constructed during the years 1852, 1853 and 1854. In contradistinction to all other roads, it adopted the broad gauge of six feet—same as the Atlantic & Great Western and New York & Erie railways, with which together it was intended to make up, and did so constitute, a uniform and continuous line from New York to East St. Louis.

In 1854, the company was authorized to change its terminus from Illinoistown to Deep Water, on the west shore of Bloody Island, and accordingly removed thither the following year, where its coal depot still is.

In 1861, the present corporation, the OHIO & MISSISSIPPI RAILWAY COMPANY, were chartered with power to purchase and use the properties and franchises of the Ohio & Mississippi Railroad Company, upon a sale thereof under a decree of court—then imminent.

The company also organized a branch road from North Vernon to Jeffersonville, in Indiana, giving it direct connection with Louisville, Kentucky. In 1875, it purchased the road of the Springfield & Illinois Southeastern Railway Company, which extends from Shawneetown, on the Ohio, via Flora, on the main line, through Springfield, the capital of Illinois, to Beardstown on the Illinois river. The total length of main track operated by the company therefore is :

From St. Louis to Cincinnati.....	340 miles.
Louisville Branch.....	53 “
From Shawneetown to Beardstown.....	226 “
	—
Total.....	619 miles.

VI.—THE ST. LOUIS AND SOUTH EASTERN RAILWAY COMPANY (Consolidated).

It was chartered in 1869, to run from East St. Louis, by way of Ashley on the “Illinois Central Railroad,” by Mount Vernon, the seat of the Southern Grand Division of the State Supreme Court, through McLeansboro, to Shawneetown, with a branch from McLeansboro to Evansville, Indiana. It is the latest of all *pecially* chartered railroads in the State.

The main line is 142 miles long ; the Evansville branch adds 62 miles, making a total of 204 miles of main track out of East St. Louis.

At Mt. Vernon it is to connect with the “New Albany & St. Louis Air Line Railroad Company.” The latter’s road is partially constructed. The panic in 1873 delayed and stopped it. When the latter shall be finished, both together

offer the shortest route by many miles between Louisville, Kentucky, and East St. Louis.

By a consolidation with Kentucky and Tennessee lines, the St. Louis & Southeastern, by way of Evansville and Madisonville, Kentucky, is also a through route to Nashville, the capital of Tennessee. Its East St. Louis terminus is adjacent to the east end of the great bridge, hence more advantageously located than any other.

VII.—THE ST. LOUIS, ALTON & TERRE HAUTE RAILROAD COMPANY dates back to 1851. Then it was chartered as the "Terre Haute & Alton Railroad Company," for a road from Terre Haute, by way of Paris, in Edgar county, Charleston, in Coles county, Shelbyville, in Shelby county, Hillsboro, in Montgomery county, Bunker Hill, in Macoupin county, to Alton, with power to extend from Terre Haute eastward, through Indiana. Whatever its eastern connections, Alton was *to be* its western terminus.

When it was discovered that the routes of trade and commerce were about as ungovernable by human hands as the elements, and when trade and commerce *would not* concentrate at Alton, but gravitated further down the river, to the more natural and more adapted center at St. Louis, Alton gracefully yielded, and in 1853, the "Terre Haute & Alton Railroad Company" procured an amendment to its charter, authorizing it to extend its tracks from Alton south to Wood river, there to meet the "Alton Extension" of the "Belleville & Illinoistown Railroad Company," projecting north from Illinoistown. The Company was also authorized to contract for the use of that "Alton Extension," over which to reach East St. Louis. It availed itself of this without delay—aye, found this southern extension so valuable that soon after it purchased the entire road and franchises of the "Belleville & Illinoistown Railroad Company," and thereafter was known as the "Terre Haute, Alton & St. Louis Railroad Company." Alton thereby became simply a way station.

In 1861, the old company being bankrupt and about to be sold out under a decree of foreclosure, the present "St. Louis, Alton & Terre Haute Railroad Company" was chartered and organized, and in 1862 became the purchaser, owner and operator of its roads and appendages. The road from East St. Louis to Terre Haute was recognized as main line, and that from East St. Louis to Belleville as "Belleville Branch."

Under a perpetual lease from the "Belleville & Southern Illinois Railroad Company," made in 1866, it also operates the road of the latter company from Belleville to Du Quoin, on the Illinois Central, and thus using the latter's road, thence to Cairo between that city and East St. Louis, is known as the "Cairo Short Line."

Its main line was and is leased to the Indianapolis & St. Louis Railroad Company, as already stated.

Its "Belleville Branch" is fourteen miles long; from Belleville to Du Quoin, there are fifty-seven miles of track, and from Du Quoin to Cairo the distance is

seventy-six miles, hence the aggregate of track entering East St. Louis over the Cairo Short Line, is one hundred and forty-seven miles.

The "Belleville & Illinoistown Railroad Company," absorbed by the St. Louis & Terre Haute Railroad Company, was chartered in 1852, under circumstances referred to in the sketches of the Ohio & Mississippi Railway Company, and the Chicago & Alton Railroad Company.

Colonel Don Morrison was the special champion of the road, and to his energy mostly is due its speedy completion.

It was he that perceived the folly of the Alton people, and tendered relief by extending the Belleville Railroad along up the Mississippi to Wood river, where it was met by both the Terre Haute & Alton, and the Chicago & Alton Railroad Companies, in 1856.

The Belleville & Southern Illinois Railroad Company was chartered in 1857, to build from Belleville by way of Pinckneyville to the Illinois Central Railroad. Nothing was done.

In 1865 it was authorized to extend its road from Belleville to the Mississippi. Now it threatened rivalry and competition to the old Belleville Railroad, hence its lease to the St. Louis, Alton & Terre Haute Railroad Company the following year. The road, however, was not completed till about 1870.

A very *special provision* in this company's charter is worthy of reproduction. It undoubtedly has quite an interesting, but to the writer, unknown history. It reads as follows :

Every conductor, baggagemaster, engineer, brakesman or other servant of said corporation, employed in a passenger train, or at a station for passengers, shall wear upon his hat or cap a badge, which shall indicate his office, the initial or style of the corporation. No conductor or collector, without such badge, shall demand, or be entitled to receive from any passenger any fare, toll or ticket, or exercise any of the powers of his office; and no other of said officers or servants, without such badge, shall have any authority to meddle or interfere with any passenger, his baggage or property, in forming passenger trains. Baggage or freight, or merchandise, or lumber cars, shall not be placed in the rear of passenger cars; and if they, or any of them, shall be so placed, and any accident shall happen to life or limb, the officer or agent who so directed, or knowingly suffered such arrangement, and the conductor or engineer of the train, shall each and all be held guilty of a misdemeanor, and shall be punished accordingly. The certificate of the secretary of said company, under the corporate seal thereof, shall be received in all courts of justice, and elsewhere, as evidence of the regular organization of said company under its charter, and of any act or order of the board of directors of said company.

VIII.—THE CAIRO AND ST. LOUIS RAILROAD COMPANY was chartered in 1865. Inadvertently it stimulated the earlier completion of the "Cairo Short Line," by DuQuoin and Belleville, and it, in turn, having opened direct communication between Cairo and East St. Louis, retardingly reflected upon the promoters of this company. The Hon. William R. Morrison, of Monroe county and S. Staats Taylor, of Cairo, were the leading and pushing members of the organization.

At last, in 1872, the road was built as a "narrow gauge road"—three feet wide

track—by way of Columbia and Waterloo, in Monroe county, and by Murphysboro in Jackson county, to Cairo. From near East Carondelet it runs upon the right of way of the “East St. Louis & Carondelet Railway” to East St. Louis.

The valuable qualities of the Big Muddy coal fields, only found in the State upon the line of this road, secures to it an incontestable, certain patronage. Considering the many embarrassments and difficulties it has until recently encountered, its management has been an exceeding able one.

It will not be fully developed until it either connects with more lines of the same gauge, or widens its own to the regular standard of other roads—four feet, eight and a half inches. The entire length of its main track is one hundred and fifty miles.

IX.—THE EAST ST. LOUIS & CARONDELET RAILWAY was chartered in 1857, by the name of “American Bottom Lime, Marble & Coal Company,” as a local railroad company, not to extend out of the county of St. Clair. It was intended chiefly to be instrumental in bringing to market the vast deposit of lime and other building stone as well as coal, with which the bluffs of the county abound.

In 1870 the Company, having been organized some years before, at last began active operations. It had the extensive levee constructed, now extending along the old main shore from the Cairo Short Line round-house in East St. Louis to East Carondelet, and thereupon located its railroad to a distance of about two miles below Cahokia, then deflecting to the famous *Falling Spring*, where valuable quarries were at once opened, and have been worked ever since. In the spring of 1873, the name was changed to the present title. The establishment of the railroad ferry by the “Atlantic & Pacific Railroad” upon the Mississippi, at the east terminus of their cut-off road from Kirkwood to Carondelet, near the “Vulcan Iron Works,” induced the Company to extend a branch road upon the extended levee to opposite that ferry on the Illinois shore, at a point which since then became the flourishing village of East Carondelet.

By means of this cut-off road, this ferry and the East St. Louis & Carondelet Railway, an independent and competing connection is established between the Pacific Railroad, on the Missouri side of the river, and all railroads at East St. Louis. The Eads’ bridge monopoly is thereby practically not dangerous. The East St. Louis & Carondelet Railway connects at East St. Louis, with every railroad there, and with the National Stock Yards, hence offers unusual facilities for intercommunication of other roads, at that point not directly connecting, or having no access to those yards. It is so made use of to a considerable extent. This road has also been the means of lowering the price of building stone in East St. Louis. Before its advent, such had to be brought either from Alton by cars, a distance of twenty-four miles, or by the more tedious method of boating from Carondelet.

Now, building rock is brought from the quarries at the Falling Spring, at a great reduction—which as East St. Louis improves and is being built up with

permanent houses, will be more and more appreciated as a material advantage. In fact, large quantities of stone from these quarries are beginning to be distributed from East St. Louis, over roads running south and east, whose lines are bare of this commodity.

The entire length of main line and branch of the East St. Louis & Carondelet Railway, is nearly eleven and a half miles.

X.—THE ILLINOIS & ST. LOUIS RAILROAD AND COAL COMPANY:—We feel free to lay the origin of this corporation, as the oldest in the State as far back as 1831. In that year, Samuel C. Christy, John Messenger and Joseph Green, of St. Clair county, were by the Legislature appointed a commission to examine and to report upon the feasibility of a railroad from the bluffs, across the American bottom, to the Mississippi. Whether they ever reported is unknown, but the fact that in 1836, Vital Jarrot, of Illinoistown, the brother-in-law of this S. C. Christy, associated with ex-Governor John Reynolds and others, as already stated, actually built such a railroad—the railroad now operated by the company whose name heads this sketch, and that John Messenger acted as their surveyors, in locating the route, seems to justify a connection of the building of the road with that appointment in 1831.

As said, the individual enterprise failed in 1839 and 1840. In 1841, the Legislature chartered the St. Clair Railroad Company, which absorbed by purchase the road of Jarrot and others, and operated it for a while under that name. After several fruitless other attempts to make the road pay, and after having been abandoned again for about five years, in 1863, John How and associates resurrected it. In 1865 it was given its present name, and the right to run a ferry to St. Louis. In 1870 it extended its road from the bluffs to near Belleville. Its entire length of main track is near sixteen miles.

XI.—UNION RAILWAY & TRANSIT COMPANY, was organized in East St. Louis in April 1874. A corporation of like name was organized in St. Louis, under the laws of Missouri. Both united act as the agents of the Illinois & St. Louis Bridge Company, in transferring, under its charter rights, railroad cars from the Illinois shore to the Union depot in St. Louis, and *vice versa*. The tracks on the bridge and approaches belong to the Bridge Company. Where these intersect in East St. Louis the tracks of other railroads, the Union Railway & Transportation Company has running arrangements, under which they are enabled to perform the duties required of them.

We are indebted for most of the preceding pages on East St. Louis, to the Hon. John B. Bowman, the first Mayor of that city. It is somewhat shorter than his original draft, which contains merely incidental details, not of particular interest to the general reader. His information and knowledge of facts by him related, may be relied upon as correct. He has long resided in that city, has been identified personally with almost every item of enterprise which is worthy of record in a history of East St. Louis, since his sojourn there. His remarks for the time prior to his advent there, we are quite confident are equally reliable. They are the result of personal researches made by him over a period of more than fifteen years.

His theory of the origin of St. Louis as an outgrowth of Cahokia, and the result of the treaty of 1763, by which Illinois was ceded by France to England, is quite interestingly put. He would have us believe that Liguist Laclède and the two Chouteau brothers who accompanied him in the winter of 1763 from New Orleans to Kaskaskia and Fort Chartres, had been secret emissaries of the king of France or his government, to break the news of that treaty to his recent French subjects in the ceded territory, and to afford them a convenient place of refuge when they should be made aware of it, as they found out only a year afterwards—knowing the personal hatred and almost natural antipathy existing between the French and English of that day—that he directed these emissaries, in addition, to establish a trading post on the other side of the river, and that Laclède and the Chouteaus preferred the site of old St. Louis, at least in part, because it was so convenient to the then great Indian camping-place, on the shore just opposite.

In addition to services rendered by Mr. Bowman, we are indebted to Dr. J. J. Piggott for valuable services rendered and the great interest he has taken to secure a permanent historical record of East St. Louis.

With this sketch of a city which, at no distant day, promises to rank second only to Chicago, in its own State, and to become by virtue of its proximity to St. Louis—an integral part of our city,—we cannot forbear to say that our opinion of, and faith in the realization of that future which we believe to be in store for it, is, in no small degree, based upon the fact, that the municipal authorities of East St. Louis, have quite recently fixed the general grade of its streets and highways above the height of floods, such as inundated its then unprotected territory in 1844, 1851 and 1858. Permanent, solid and safe embankments surround the city on all sides, or are in course of construction. Its principal streets are gradually raised to that higher grade upon which alone its business facilities can be developed and maintained. The security afforded by this change has ushered into existence a new era for the city, and will bring with it an influx of business, capital and enterprise, which would forever have remained foreign to its confines but for this security against inundation, such as in times happily gone by, precluded every idea and excluded every project for making useful and available the many and rich opportunities otherwise inherent to the locality of East St. Louis.

MUNICIPAL COUNCIL OF EAST ST. LOUIS SINCE ITS ORGANIZATION.

YEAR.	MAYOR.	COUNCILMEN.			
		First Ward.	Second Ward.	Third Ward.	Fourth Ward.
1865	John B. Bowman.....	Michael Murphy. } John O'Connell. }	Henry Schall. } James Hazen. }	John Trendley. } John B. Lovingsston. }	
1866	John B. Bowman.....	Michael Murphy. } John O'Connell. }	Thomas Hickey. } Henry Schall. }	John Trendley. } John Eddy. }	
1867	John B. Lovingsston.....	Michael Murphy. } John O'Connell. }	Dennis Ryan. } Thomas Hickey. }	John Eddy. } John B. Lovingsston. †	
1868	John B. Bowman.....	Patrick Vaughan. } John O'Connell. }	Garrett Stack. } Dennis Ryan. }	Patrick McCormack. } John Eddy. }	
1869	Vital Jarrot.....	Patrick Vaughan. } Michael Murphy. }	Garrett Stack. } Dennis Ryan. }	Patrick McCormack. } John Doyle. }	
1870	Vital Jarrot.....	Patrick Vaughan. } Michael Murphy. }	George W. Davis. } Garrett Stack. }	John Doyle. } Patrick McCormack. }	
1871	Dennis Ryan.....	Michael Murphy } John B. Bowman. }	John McMullen. } George W. Davis. }	Richard Gilchrist. } John Doyle. }	John Scullon. } John V. Tefft. }
1872	Dennis Ryan *.....	Patrick Vaughan. } Cornelius Buckley. }	John Benner. } George W. Davis. }	Richard Gilchrist. } John Doyle. }	John V. Tefft. } John Scullon. }
1873	John B. Bowman.....	John B. Bowman } Anson Gusin. }	John McMullen. } John Niemes. }	Richard Gilchrist. } Joseph Ryan. }	John Scullon. } John V. Tefft. }
1874	John B. Bowman.....	Cornelius Buckley. } Patrick Vaughan. }	John Benner. } John Niemes. }	Joseph Ryan. } John Doyle. }	John Scullon. } John V. Tefft. }
1875	Samuel S. Hake.....	Anson Gusin. } Patrick Vaughan. }	John Benner. } John Niemes. }	John Doyle. } Joseph Ryan. }	John V. Tefft. } John Scullon. }
1876	Samuel S. Hake.....	Patrick Vaughan. } Maurice Joyce. }	John Benner. } John Niemes. }	John Doyle. } Nicholas Colgan. }	John V. Tefft. } Christian Rohn. }
		Ernest W. Wider. } Ernest W. Wider. }	John Benner. } John Niemes. }	Nicholas Colgan. } Nicholas Colgan. }	Christian Rohn. } John V. Tefft. }

* He died in June, and was succeeded by John B. Bowman.

† He was elected Mayor in 1867; his place was filled at a special election, by Benedict Franz.

HISTORICAL LECTURE

DELIVERED BEFORE THE LITERARY AND HISTORICAL SOCIETY OF EAST ST. LOUIS, ILLINOIS,

BY DR. ISAAC N. PIGGOTT, AUGUST 4, 1871.

LADIES AND GENTLEMEN: By request of the Literary and Historical Society of the city of East St. Louis, I will give you a synoptical description of the natural scenery of the landscape whereon this flourishing city now stands, as it appeared in A. D. 1799, and note some of the wonderful changes that have transpired therein since that date, etc., especially in the channels of the rivers Mississippi and Abbe, the latter most commonly called Cahokia creek, which runs through your city, and which formerly did not run into the Mississippi, where it now does, but formed its junction south of Piggott's addition to Illinoistown with the slough which then ran at the head of an island, described in the "Western Annals" as being opposite South St. Louis, and with said slough run past the village of Cahokia, below which the only ferry from Illinois to St. Louis could then be kept.

By reference to the seventy-second page of Mr. Butler's History of Kentucky, it will be seen that Cahokia creek was knee-deep in front of Colonel Clark's camp at Cahokia when he treated with the Indians in September 1778.

But so great has been the change there that neither slough, creek, nor island can now be properly recognized at that place. As some persons may have been misinformed, and may be incredulous of the facts I am stating, and to enable those who have not known this place over sixty years to comprehend the subject in all its bearings, I will refer you to some ancient documents; and although historians have not mentioned some of the facts of which I am speaking, because unknown to them, or having transpired since their writing, yet I will read to you from the 122d page of the "Western Annals" the description derived from the late Auguste Chouteau. When speaking of the first settlement of St. Louis, he said:

"At that time a skirt of tall timber lined the bank of the river, free from undergrowth, which extended back to a line about the range of Eighth street; in the rear was an extensive prairie the first cabins were erected near the river and market; no 'Bloody Island' or 'Duncans Island' then existed. Directly opposite the old market square the river was narrow and deep, and until about the commencement of the present century persons would be distinctly heard from the opposite shore. Opposite Duncan's Island and South St. Louis was an island covered with heavy timber and separated from the Illinois shore by a slough. Many persons are now living (1850) who recollect the only ferry from Illinois to St. Louis was from Cahokia, below the island, and landed on the Missouri shore near the site of the United States Arsenal."

Although that description is correct as far as it goes, it does not attempt to describe the landscape at this place; nor when and how Duncan's Island and Bloody Island were formed, and why so named; nor why the only ferry from Illinois to St. Louis had to be from Cahokia, below the island, opposite south St. Louis, and landed on the Missouri shore, near the site of the United States arsenal; nor when, and by whom, the Wiggins ferry at this point was first established. But when you are correctly informed, you will perceive that a ferry at this point, at that date, would have been worse than useless, because it could not have been reached by the inhabitants of Illinois until a road was made, and the river l'Abbe was bridged above its junction with the

slough, which then run at the head of said island, and which is now known as Cahokia commons, south of East St. Louis. And all the space above the slough, between the rivers Mississippi and l'Abbe, including the ferry division of East St. Louis, and what is now known as Bloody island and the dyke and ponds of water in that vicinity was then bottom land, covered with majestic forest timber, interspersed with pea-vine, rushes, and winter grass, on which stock kept fat all the seasons of the year. The distance between the two rivers then was about half a mile in width. This was also used as the common camping ground for all the friendly Illinois Indians that traded at St. Louis, and sometimes by hostile Indians. Therefore, to make the first bridge, and build the first road, was not only costly and laborious, but an extremely dangerous undertaking; for, although Colonel Clark, in 1778, had taken all the territory northwest of the river Ohio from the British lion, yet that country's allies, the Indians, like tigers, thirsting for blood, still claimed and occupied, and, like lords of the forest, roamed through this vast region of wild country.

Just look at the surroundings of the few white people at that time in this country, for, excepting a few French villages in this bottom, the whole country, northwest of the Ohio river, was the abode of ferocious beasts and savage men. Those first heroes of the West were without roads, bridges, newspapers or mail carriers. Many of them had assisted in the erection and defense of Fort Jefferson in 1780-1781; and had come with their captain and formed the first purely American settlement at the Great Run. But I will now have to read to you their own statement, as printed on the fifteenth page of the first volume of American State Papers on Public Lands; and also from the fifty-ninth and sixtieth pages of Governor Reynolds' History of his own times:

"GREAT RUN, May 23, 1790.

"To his Excellency Arthur St. Clair, Esq., Governor and Commander-in-Chief of the territory of the United States northwest of the river Ohio:

"We, your petitioners, beg leave to represent to your excellency the state and circumstances of a number of distressed but faithful subjects of the United States of America, wherein we wish to continue, and that under your immediate government; but unless our principal grievance can be removed by your excellency's encouragement, we shall despair of holding a residence in the State we love.

"The Indians, who have not failed one year in four past to kill our people and steal our horses, and at times have killed and drove off numbers of our horned cattle, renders it impossible for us to live in the country any way but in forts or villages, which we find very sickly in the Mississippi bottom; neither can we cultivate our land but with a guard of our own inhabitants, equipped with arms; nor have we more tillable land, for the support of seventeen families, than what might easily be tilled by four of us; and as those lands whereon we live are the property of two individuals, it is uncertain how long we may enjoy the scanty privileges we have here; nor do we find by your excellency's proclamation that those of us which are the major part, who came to the country since the year 1783, are entitled to the land improved, at the risk of our lives, with the design to live on these, with many other difficulties which your excellency may be better informed of by our reverend friend, James Smith, hath very much gloomed the aspect of a number of the free and loyal subjects of the United States. In consideration of which, your petitioners humbly request that, by your excellency's command, there may be a village, with in-lots and out-lots, sufficient for families to subsist on, laid out and established in or near the Prairie-de-Morivay. We know the other American settlers, near the Mississippi, to be in equally deplorable circumstances with ourselves, and, consequently, would be equally benefited by the privileges we ask. And that those of us who came to the country and improved land, since 1783, may be confirmed in a right of pre-emption to their improvements, is the humble request of your petitioners. And we, as in duty bound, shall ever pray.

"JAMES PIGGOT, and forty-five others."

"When the citizen soldiers abandoned Fort Jefferson, Capt. Piggott, with many of his brave companions arrived at Kaskaskia, and remained there some time. These energetic immigrants, so early as the year 1781, were the first considerable acquisition of American population Illinois received. Many of the most worthy and respectable families of Illinois can trace back their lineage to this illustrious noble ancestry. About the year 1783, Capt. Piggott established a fort not far from the bluffs, in the American bottom, west of the present town of Columbia, in Monroe country, which was called Piggott's fort, or the fort of the Grand Ruisseau, *alias* Great Run. This was the largest fortification erected by the Americans in Illinois at that day, and was well defended with cannon and small arms. Capt. Piggott and forty-five inhabitants at this fort (called in English Big Run) petitioned for grant of lands, etc." (See the petition above.)

"I presume it was on this petition that the act of Congress was passed, granting to every one on the public land in Illinois, four hundred acres to each man enrolled in the militia service of that year.

"Governor St. Clair, well knowing the character of Captain Piggott, in the army of the Revolution, appointed him the presiding judge of the court of St. Clair county." (The then county seat was at Cahokia.)

"I will now speak of the establishment of the first road-bridge and ferry, viz: When Governor St. Clair in 1790, first organized civil government in Illinois, he held council with the people; and in view of the prospective importance of this place, he advised his newly-made judge (Piggott) to establish himself at this place. To look at the surroundings of the country, it had very much the appearance of a forlorn hope, but the Governor knew his man. The inhabitants of both sides of the Mississippi felt the great need of such a ferry, and co-operated heartily in it. At that time there was no other man willing to take the risk. In the summer time, men could not work here. In the winters of 1792-93, while the river l'Abbe was frozen, Judge Piggott erected two log cabins at this point; and continued every winter to carry on his improvements until 1795. After General Wayne had conquered and treated with the hostile Indians, he then removed the family from his fort at the Great Run, to this point, among the friendly Indians.

"As soon as the Judge had completed his road and bridge, and established his ferry from the Illinois to the Missouri shore, he petitioned (15th day of August, 1797) for, and obtained the exclusive right to collect ferriage in St. Louis (at that time a Spanish province). As a relic I give the petition in full:

"ST. CLAIR COUNTY, TERRITORY OF THE UNITED STATES,
Northwest of the River Ohio.

To Mr. Zenon Trudeau Commander at St. Louis:

"SIR:—Though unacquainted, † through a certain confidence of your love of justice and equity, I venture to lay before you the following petition, which, from reasons following, I am confident you will find just to allow:

"The petition is, that your honor will grant me the whole benefit of this ferry, to and from the town of St. Louis. I do not desire to infringe upon the ferry privilege below the town, which has been long established. But that no person in the town may be allowed to set people across the river for pay (at this place), so long as you shall allow that the benefits of this ferry hath made compensation for my private expenses, in opening a new road and making it good from this ferry to Cahokia town, and making and maintaining a bridge over the river Abbe, of 150 feet in length.—Your consideration and answer to this is the request of your humble petitioner; and as an acknowledgment of the favor petitioned for, if granted, I will be under the same regulations with my ferry respecting crossing passengers or property from your shore as your ferry-men are below the town: and should your people choose to cross the river in their own crafts, my landing and road shall be free to them.

"And should you wish me to procure you anything that comes to market from the country on this side, I shall always be ready to serve you.

“And should you have need of timber or anything that is the product of my land, it may be had at the lowest rates.

“I am, sir, with due respect, your humble servant,

“August 15, 1797.

JAMES PIGGOTT.”

Although the Spanish commandant at St. Louis was anxious to have the ferry regularly carried on by Piggott, because of its great use to St. Louis, yet he devised a plan by which it was done without having it said that he granted the ferry right to a foreigner, viz.: he granted Piggott the ferry landing below Market street, on which Piggott then erected a small ferry-house, which was occupied mostly, however, by one of his ferry hands, who, at any time could cross foot passengers in a canoe; but when horses, etc., were crossed, the platform had to be used, which required three of his men to manage.

Neither skiffs, scows, nor yawls, were then used; but the well-made Indian canoe and pirogue were the water-craft used at the ferry at that early day.

The ferry tract of land which then lay between the creek and river, and belonged to Piggott, has been regularly conveyed by several deeds to the Wiggins ferry company; and allow me to say that the ferry company has ever been composed of honorable, energetic and liberal men, who, a great expense, have successfully contended against many cross-currents, and greatly improved the place for the public convenience as well as their own profit.

From the commencement of this ferry it was carried on under the immediate supervision of Piggott until the 20th of February, 1799, when he died, leaving his wife the executrix of his will. She first rented the ferry to Dr. Wallis for the year 1801-2; then to — Adams for the year 1803-4. This Adams was then the husband of the distinguished Sarah Adams of Duncan's Island notoriety.

About this time the widow of Piggott married Jacob Collard, and removed from Illinois to St. Louis, Missouri. Before leaving she leased the ferry to John Campbell for ten years, from the 5th day of May, 1805. This Campbell proved treacherous, and procured a license for a ferry in his own name during the time of the lease; and hence for a short time, it was called “Campbell's Ferry.” But after a law-suit, Campbell and confederates were beaten, and the ferry re-established to Piggott's heirs—one of whom, assisted by men named Solomon, Blundy and Porter, operated the ferry until part of the heirs sold out to McKnight & Brady.

The other heirs of Piggott conveyed to Samuel Wiggins their share of the ferry. He very soon succeeded in buying out his competitors, and thus obtained the whole ferry. He superintended it in person.

You must bear in mind that I am only giving a synoptical description of the subject matter under consideration, and therefore it would not only be beyond my strength of body but also beyond the proposed plan, if I should make a detailed statement of everything that transpired, and the names of the several tenants who occupied said ferry under Campbell and McKnight and Brady—such as Lockhart, Day, Vandostal, and others.

But you wish to be informed when and how the half-mile width of land, in 1799, lay between the rivers l'Abbe and Mississippi—which was covered with majestic timber, and used as the camping ground of all the Illinois Indians trading at St. Louis, Missouri—because transformed into what has been called Bloody Island, with its slough, dike, etc., from which it is now so rapidly being reclaimed. You will recollect the description given by Auguste Chouteau; and I will add thereto, that the main channel of the Mississippi, in 1800, ran nearly straight from the chain of rocks—supposed to be about nine miles above St. Louis—toward and close to the old western boundary of the Cabanne Island; and from thence striking the rocky shore of Missouri above St. Louis, near where the Sturgeon market now is; thence running deepest against said rocky shore to Market street, below which a sand-bar formed, which grew into what is now called Duncan's Island, causing the current to deflect to Cahokia Island, (before mentioned in the “Western Annals,” and carried off a great part thereof. Meanwhile, accretions accumulated

on the west side of the Cabanne island. This caused the current to carry off a great deal of the Missouri shore, and formed what was called the Sawyer bend above what is called Bissell's Point. In the fall of 1798, a sand-bar was formed in the Mississippi similar to the one now opposite this place, and near the same locality. It increased rapidly, and soon became an island covered with willow and cottonwood. In time this island received the prefix "Bloody"—from the many bloody duels it was the theatre of. Among the prominent duelists who made the island the place whereon to settle (according to the code *duello*) their differences, were the following parties: Charles Lucas fell by Colonel Benton, Joshua Barton fell by — Rector, Major Biddle and — Pettes fell together, — Waddell fell by — Mitchell, and others.

In process of time the main channel for steamboat navigation run east of Bloody Island; and the current thus deflected against the Illinois shore, it was worn away rapidly. I believe the whole Mississippi river, would, ere now, have been running east of this place had it not been prevented by diking. But before dikes proved a success, the Mississippi had washed away all the land heretofore described as the Indian camping-ground lying between the rivers, and filled up the old mirey bed of the creek at the southwest corner of Illinoistown — about the northwest end of Main and Market streets, and a mile below it.

Various and expensive efforts were made to force the Mississippi back to its old channel west of this island. After several dikes or rock piers had been made along the Illinois shore, so far as to deflect the current toward the Missouri shore, and also Dike avenue having stopped the current from running on the east of this place, the slough which had run there has been rapidly filling up.

That you may judge how great the change of the natural scenery has been since 1795, examine the old plat of Illinoistown, and you will see at the northwest end of Main and Market streets, marked the place where the bridge and road, made in 1795, crossed the river l'Abbe, which is now the bed of the slough. To disabuse the public mind, I will inform you that, however many have been the several tenants that occupied the ferry tract of land, yet none of them had a fee title therein, excepting James Piggott, his heirs and their assigns.

On the 4th of January 1815, five-sevenths of Piggott's heirs conveyed their interest in the ferry to McKnight & Brady, who had, under special contract, been running it on trial one year previous. And on the 4th of March 1820, the other two-sevenths of Piggott's heirs conveyed their interest in the land and ferry to Samuel Wiggins, who under special contract with them, had been running a ferry in competition with McKnight & Brady during 1819; and the 19th of May 1821, McKnight & Brady conveyed their right of ferry to Samuel Wiggins. Since that time, Wiggins, and those claiming under him, have held the whole concern.

You will understand from what I have endeavored to explain to you what mighty obstacles have been overcome; the slough at the head of this island is already filled up; it is again attached to the mainland, and the other part of it is diked in several places, and rapidly filling up. Properly speaking, this place is no longer Bloody Island, but the law-abiding ferry division of the city of East St. Louis.

Surrounded with the best prospects of increasing wealth and prosperity, I ask you to consider the following facts: viz., the two greatest rivers in the United States form their junction just above us, giving us here a fine navigable channel of about sixty feet in depth by — in width, and connecting us, by means of ferryboats, with the metropolis of the West — St. Louis. Consider how vast and fertile are the regions of country, east, west and north drained by those rivers; how rich and various are the productions thereof, and one of the best outlets for their transportation is this place; and see how the rapidly far-seeing capitalists are constructing their various railroad routes both at West and East St. Louis, from which they diverge to and converge from all parts of the country. And wisely have the streets in this part of the country been laid out, with the future view of allowing railroad tracks to be put down, for the purpose of moving goods in a more expeditious manner to and from the various railroad depots. And this

city is the portal through which all travel from the East must enter to reach the great emporium on the southwest bank of the Mississippi.

Having mentioned a few of the facts in regard to the past and present condition of this place, let us take a look at its future prospects. East St. Louis enjoys the same facilities for navigation as the greater city on the other side of the river does. And why not the acorn become an oak in time? The material is here, if properly handled. The coal-fields surrounding this city are hourly pouring in their treasures. The iron mountains of Missouri are at a convenient distance to us; and how naturally will the coal and iron meet at this place. Is not East St. Louis the real terminus of all the railroads east of the Mississippi?

Hitherto the lack of elevators prevented the shipping of grain at this point, and the "sluggard said there was a lion in the way." But enterprising farmers, merchants and capitalists obtained, on the 6th of March 1867, a liberal charter from the Illinois Legislature, and are astonishing the natives by the erection of an elevator and warehouse 140 by 300 feet, with a railroad track in the center, so that cars loaded with grain will run into the warehouse to be unloaded; and there is 300 feet of river front so arranged that boats loaded with grain can safely land alongside and be unloaded with great dispatch. Everything is arranged for speed and safety.

The result will be to add to the value of all the grain productions of Illinois sent to this place for shipment to St. Louis. The unnecessary ferrriage will be avoided, which caused loss to the grain and damage to the cooerage. To show how much saving can be effected, I call attention to an article in the *St. Louis Democrat*—6th day of May last—in which it is stated that the cost of transfer of grain and flour, for the past year, exceeds \$220,000, being a tax on flour of twelve cents per barrel and three and a half cents per bushel on wheat and corn. The greater part of this enormous freightage can be saved by storing at the warehouse of the elevator. It will be ready for the reception of the growing crop of this year. The farmers of Illinois should bear this fact in mind. Egbert Dodge, Esq., is the indefatigable and energetic superintendent, who can be found at his office adjoining the elevator at all seasonable hours.

Pardon this incidental digression. Perhaps I should have spoken of the mortal combat, as given by the Indians who killed Jacob Grotz, grandfather of the late Captain Carr; of the former appearance of the landscape on the east side of the river l'Abbe; of the surveys and resurveys of the Cahokia common-fields; of the laying out of old Illinoistown, in 1817, etc., and other exciting incidents prior to that time, but I will stop here for the present. At some future time I may elaborate more fully.

While speaking of the early history of East St. Louis, we perhaps cannot do better than to refer to some of the brave pioneers who were conspicuous in that early day. Among the most prominent who took an active part in advancing the interests of this once savage wild, was Captain James Piggott, of whom Ex-Governor Reynolds makes the following mention in his "Life and Times." It conveys a graphic picture of who Captain Piggott was, and the ordeal the early settlers passed through, in this severe contest with savages and wild beasts:

Although Fort Jefferson was established before MY OWN TIMES, says Governor Reynolds, yet so many incidents arising out of the establishment of this fort, extending into MY OWN TIMES, and so many of the pioneers of Illinois being connected with it, I deem it proper, in the scope of my work, to give some sketches of the history of the Fort.

In 1781, the Government of Virginia, the great statesman, Thomas Jefferson, being Governor, knew that the Spanish Crown pretended to have some claim on the country east of the Mississippi, below the mouth of the Ohio; and to counteract this claim, ordered George Rogers Clark to erect a fort on the east side of the Mississippi, on the first eligible point below the mouth of the Ohio.

General Clark, with his accustomed foresight and extraordinary energy, levied a considerable number of citizen soldiers, and proceeded from Kaskaskia to the high land, known at this day as Mayfield's creek, five miles below the mouth of the Ohio. Here, on the east side of the Mississippi, he erected a fort, and called it Jefferson, in honor of the then Governor of Virginia. It was neglected to obtain the consent of the Indians for the erection of the fort, as the Governor

of Virginia had requested. This neglect proved to be a great calamity. Clark encouraged immigration to the fort, and promised the settlers lands. Captain Piggott, and many others followed his standard.

The fort being established, General Clark was called away to the frontiers of Kentucky, and left the fort for its protection in the hands of Captain James Piggott, and the soldiers and citizens under him.

Captain Piggott was a native of Connecticut, and was engaged in the privateering service in the Revolutionary war. He was in danger of assassination by the enemy in his native State, and emigrated to Westmoreland county, Pennsylvania. He was appointed Captain of a company in the Revolution by the Legislature of his adopted State, and served under Generals St. Clair and Washington. He was in the battles of Brandywine, Saratoga, and marched to Canada. By severe marches, and hard service, his health was impaired so that he was forced to resign his captaincy, and with his family, he left his residence in Westmoreland county, and came West with General Clark.

Several families settled in the vicinity of Fort Jefferson, and some in it; but all attempted to cultivate the soil to some extent for a living.

The Chickasaw and Choctaw Indians became angry for the encroachments of the whites, and in August 1781, commenced an attack on the settlements around the fort. The whole number of warriors must have been ten or twelve hundred, headed by the celebrated Scotchman Calbert, whose posterity figured as half-breed. These tribes commenced hostilities on the settlements around Fort Jefferson. The Indians came first in small parties, which saved many of the inhabitants. If they had reached the settlement in a body, the whole white population outside of the fort would have been destroyed.

As soon as the preparation for the attack of the Indians on the fort was certainly known, a trusty messenger was dispatched to the falls of the Ohio, as it was called at that day and for years afterward, for more provisions and ammunition. If support did not arrive in time, the small settlements and garrison would be destroyed, and it was extremely uncertain if succor would reach the fort in time.

The settlement and fort were in the greatest distress; almost starving, no ammunition, and such great distance from the settlements at Kaskaskia and the Falls.

The first parties of Indians killed many of the inhabitants before they could be moved to the fort, and there was great danger and distress in marching them into the fort. Also the sickness prevailed to such extent, that more than half were down sick at the time. The famine was so distressing, that it was said that they had to eat the pumpkins as soon as the blossoms fell off the vines. This Indian marauding and murdering private persons, and families, lasted about two weeks before the main army of Indian warriors reached the fort. The soldiers aided and received in the fort, all the white population that could be moved.

The whole family of Mr. Music, except himself, was killed, and inhumanly butchered by the enemy. Many other persons were also killed.

In the skirmishes a white man was taken prisoner, who was compelled, to save his life, to report *true state of the garrison*. This information added fury to the already heated passions of the savages.

After the arrival of the warriors, with Calbert at their head, they besieged the fort for six days and nights. During this time no one can describe the misery and distress the garrison was doomed to suffer. The water had almost given out. The river was falling fast, and the water in the wells sunk with the river. Scarcely any provisions remained, and the sickness raged so in the fort that many could not be stirred from their beds. The wife of Captain Piggott, and some others, died in the fort, and were buried inside of the walls, while the Indians besieged the outside. If no relief came, the garrison would inevitably fall into the hands of the Indians and be murdered.

It was argued by the Indians with the white prisoner, that if he told the truth, they would

spare his life. He told them truly, that more than half in the fort were sick—that each man had not more than three rounds of ammunition, and that scarcely any provisions were in the garrison. On receiving this information, the whole Indian army retired about two miles to hold a council. They sent back Calbert and three Chiefs with a flag of truce to the fort.

When the whites discovered the white flag, they sent out Captain Piggott, Mr. Owens, and one other man, to meet the Indian delegation. This was done for fear the enemy would know the desperate condition of the fort. The parley was conducted under the range of the guns of the garrison.

Calbert informed them that they were sent to demand a surrender of the fort at discretion; that they knew the defenseless condition of the fort, and to surrender it might save much bloodshed. He further said: that they had sent a great force of warriors up the river to intercept the succor for which the whites had sent a messenger. This the prisoner had told them. Calbert promised he would do his best to save the lives of the prisoners, all if they would surrender, except a few, whom the Indians had determined to kill. He said, the Indians are pressing for the spoils, and would not wait long. He gave the garrison one hour for a decision.

On receiving this information, the garrison had an awful and gloomy scene presented to them. One person exclaimed, "*Great God direct us what to do in this awful crisis!*"

After mature deliberation, Piggott and the other delegates were instructed to say, that nothing would be said as to the information received from the prisoner. If we deny his statements you may kill him—we cannot confide in your promises to protect us; but we will promise, if the Indians will leave the country, the garrison will abandon the fort and country as soon as possible. Calbert agreed to submit this proposition in council to the warriors. But on retiring, Mr. Music, whose family was murdered, and another man, shot at Calbert, and a ball wounded him. This outrage was greatly condemned by the garrison, and the two transgressors were taken into custody. The wound of Calbert was dressed, and he guarded safely to the Indians.

The warriors remained long in council, and by a kind of providential act the long wished-for succors did arrive in safety from the "Falls."

The Indians had struck the river too high up, and thereby the boat with the supplies escaped. The provisions and men were hurried into the fort, and preparations were made to resist a night attack by the warriors.

Every preparation that could be made for the defense of the fort was accomplished. The sick and small children were placed out of the way of the combatants, and all the women and children of any size were instructed in the art of defense. The warriors, shortly after dark, thought they could steal on the fort and capture it; but when they were frustrated, they with hideous yells and loud savage demonstrations, assaulted the garrison and attempted to storm it. The cannon had been placed in proper position to rake the walls, and when the warriors mounted the ramparts the cannon swept them off in heaps. The enemy kept up a stream of fire from their rifles on the garrison, which did not much execution. In this manner the battle raged for hours; but at last the enemy were forced to recoil, and withdrew from the deadly cannon of the fort. Calbert and other chiefs again urged the warriors to the charge; but the same result to retire was forced on them. Men and women at that day were soldiers by instinct. It seemed they could not be otherwise.

The greatest danger was for fear the fort would be set on fire. A large, dauntless Indian, painted for the occasion, by some means got on top of one of the block houses and was applying fire to the roof. A white soldier, of equal courage, went out of the block house and shot the Indian as he was blowing the fire to the building. The Indian fell dead on the outside of the fort, and was packed off by his comrades.

After a long and arduous battle, the Indians withdrew from the fort. They were satisfied the relief had arrived in the garrison, and they could not storm it. They packed off all the dead and wounded. Many were killed and wounded of the Indians, as much blood was discovered in the morning around the fort. Several of the whites were also wounded, but none mortally. This

was one of the most desperate assaults made by the Indians in the West, on a garrison so weak and distressed and defenseless.

The whites were rejoiced at their success, and made preparations to abandon the premises with all convenient speed.

The citizen soldiers of Fort Jefferson all abandoned the fort; and some wended their way to Kaskaskia, and others to the Falls. Captain Piggott, with many of his brave companions, arrived at Kaskaskia and remained there some years.

This flood of brave and energetic immigrants, so early as the year 1781, was the first considerable acquisition of American population Illinois received. Many of the most worthy and respectable families of Illinois can trace back their lineage to this illustrious and noble ancestry, and can say with pride and honor, that their forefathers fought in the Revolution to conquer the Valley of the Mississippi.

About the year 1783, Captain Piggott established a fort not far from the bluff in the American Bottom, west of the present town of Columbia in Monroe county, which was called Piggott's Fort, or the fort of the *Grand Ruisseau*. This was the largest fortification erected by the Americans in Illinois, and at that day was well defended with cannon and small arms. In 1790 sometime Captain Piggott and forty-five other inhabitants at this fort, called the BIG RUN in English, signed a petition to Governor St. Clair, praying for grants of land to the settlers. It is stated in that petition that there were seventeen families in the fort.

I presume it was on this petition that the act of Congress was passed granting to every settler on the public land in Illinois, four hundred acres, and a militia donation of a hundred acres to each man enrolled in the militia service of that year.

Governor St. Clair knew the character of Captain Piggott in the Army of the Revolution, and appointed him the Presiding Judge of the Court of St. Clair county.

Captain Piggott, in the year 1795, established the first ferry across the Mississippi, opposite St. Louis, Missouri, known now as Wiggin's ferry; and Governor Trudeau, of Louisiana, gave him license for a ferry and to land on the west bank of the river in St. Louis, with the privilege to collect the ferriage. He died at the ferry, opposite St. Louis, in the year 1799, after having spent an active an eventful life in the Revolution, and in the conquest and early settlement of the West.

[Chicago Legal News, August 2, 1873.]

CIRCUIT COURT, TWENTY-SECOND JUDICIAL CIRCUIT.

BELLEVILLE, ST. CLAIR COUNTY, ILLINOIS.

LAVELLE, Supervisor, vs. STROBEL.

1. **EJECTMENT—TITLE.**—In actions of ejectment the rule is that the plaintiff can only recover upon the strength of his own title, and not upon the weakness of that of his adversary. It is sufficient for the defendant to show title out of the plaintiff. He need not show title in himself.

2. **PUBLIC LANDS—FRENCH SOVEREIGNTY.**—The letters patent issued by the French Government to LaSalle on May 12, 1678, and the possession taken by that officer of the country traversed by the Mississippi river, may be considered as vesting the sovereignty of the country in France, notwithstanding the adverse pretensions of Spain and England.

3. **TREATY OF PARIS—TREATY OF PEACE WITH GREAT BRITAIN.**—By the treaty of Paris in 1763 the sovereignty of the country claimed by France was vested in the Government of Great Britain; and the cession by the State of Virginia, in 1784, of that portion of the country conquered by her in 1778, together with a treaty of peace with Great Britain at the close of the Revolutionary war, vested in our Government the absolute sovereignty and proprietorship of the soil not disposed of at the time.

4. Under the act of March 3, 1791, the Congress of the Confederation instructed the Governor of the Northwestern Territory to proceed to the French settlements on the Mississippi river, and examine the titles and possessions of those settlers and make confirmations.

5. The United States Government granted the commons of Cahokia to be used by the inhabitants as commons until otherwise disposed of by law.

6. In 1812, Congress confirmed a grant of about 4,500 acres as a common of Cahokia village.

7. A right of common is a right to use and enjoy property. It is not a right of ownership.

8. Under a suit to recover land in fee simple the plaintiff cannot recover a right in common.

9. Adverse possession for twenty years will deprive the original claimant of title.

The opinion of the Court was delivered by GILLESPIE, Judge.

This is an action of ejectment brought for the recovery of lots in what was formerly known and called "Illinois City." In this action, the plaintiff, as supervisor of Cahokia commons, under the authority of the act of 1865 (private laws of that session, 4th vol., page 25), brings suit and claims that the lands belong in fee simple to the inhabitants of the village of Cahokia, as having been granted to them by the Government of France, while that nation claimed and exercised dominion over this country. In actions of ejectment, the rule is, that the plaintiff can only recover upon the strength of his own title and not upon the weakness of that of his adversary. It is sufficient for the defendant to show title out of the plaintiff. He need not show title in himself. The hypothesis of the plaintiff is, that the inhabitants of the village of Cahokia, whom he represents, derived their title to the premises in question from the French authorities and not from the Government of the United States; that all that the latter Government did was to confirm, ratify and give its consent to the concession made by the French Government, and that under the treaties of 1763, whereby the country was ceded by France to England, and of 1783, whereby it was ceded to the United States, and by the deed of cession of Virginia to the United States, the titles and possession of the French inhabitants were to be confirmed. In order to determine the correctness of this position, it will become necessary to traverse the action of the French authorities upon this question, and in so doing, we find from the facts recited in the case of *Hebert et al. vs. Lavelle*, reported in the 27 Illinois, 450, etc., and other sources, that in 1673, Father Marquette entered the Mississippi river, proceeding by way of Green Bay and the Wisconsin river, and passed down to the mouth of the Arkansas, and returned home by way of the Illinois river in September of the same year. The French Government determined after that upon an exploration on a grander scale; and on the 12th of May 1678, Robert Cavalier De LaSalle obtained letters-patent from Louis XIV., authorizing him to explore the western part of New France, as this country was then called, and to construct forts wherever necessary, and hold them on the same terms as he did Fort Frontenac under his patent of March 13, 1675. Under this authority LaSalle, on the 9th day of April, 1682, reached the mouth of the Mississippi and took formal possession of the country through which he passed, in the name of Louis XIV., king of France, and in his honor called it "Louisiana."

This may be considered (so far as this case is concerned) as vesting the sovereignty of the country in France notwithstanding the adverse pretensions of Spain and England. LaSalle erected Fort St. Louis at the Starved Rock on the Illinois river, and others on the lakes and Mississippi river, and had, or seemed to have, entire control of the country until 1690.

In the meantime, the Jesuit missionaries advanced into the country from the seminary of the Quebec, one of whom, James Gravier, in 1695, established the village of "our Lady of Kaskaskias."

In July 1698, the bishop of Quebec granted letters-patent to the directors and superiors of the seminary of foreign missions there, for the establishment of a mission for the "Tamarois and Cahokias," living between the Illinois and Arancies. By virtue of this authority, the mission of St. Sulpice was established among the Tamarois and Cahokia Indians, and a village grew up called the village of the "Holy Family of Cooquias," populated by Indians, fur-traders and tillers of the soil, within the shadow of the church of the mission, which church was the nucleus

of the village—the land for the use of the church and villagers being readily obtained from the native owners.

Up to this time, the Government of France had not exercised the right of disposing of the soil, as the titles or land was obtained from the *natives*, we are told, and the Jesuit missionaries exercised all necessary control over the people; but on the 14th of September 1712, letters-patent were granted to Anthony Crozat, giving him control over the whole commerce of the country. In 1717, he surrendered his patent to Louis XV, when the Company of the West, or of the Indies, was formed, having power in conjunction with an officer of the crown, to grant away the royal domain. This is the first appearance of any attempt on the part of the Government of France, or any other authority that I have been able to discover, to claim and exercise the right of proprietorship of the soil. The early records of this State, preserved in the French language, are said to be full of grants made by this company between 1717 and 1732, when the company was dissolved, and its powers reverted to the crown. Among these records is to be found a grant, substantially as follows:

“We, Pierre Duquet de Boisbriant, knight of the military order of St. Louis, and first lieutenant of the king in the province of Louisiana, commandant in the Illinois; and Marc Antonio de la Loire des Ursins, principal commissary of the royal company of the Indies:

“On demand of the missionaries of the Cahokias and Tamarois to grant to them a tract of four leagues square, in fee simple, with a neighboring island, to be taken a quarter of a league above the small river of Cahokias, situated above the Indian village, and in going up, following the course of the Mississippi, and in returning, towards the Fort Chartres, running in depth to the north, east and south for quantity;

“We, in consequence of our powers, have granted the said land to the missionaries of Cahokias and Tamarois, in fee simple, over which they can from the present work, clear and plant the land, awaiting a formal concession which will be sent from France by the directors-general of the royal company of the Indies.

“At the Fort of Chartres, this 22d June, A.D., 1722.

[Signed] “BOISBRIANT,
“DES URSINS.”

This concession was made by the representatives of both the crown and the company to the *missionaries*, and is to be regarded as merely *preliminary* and not final. It is inferable from documents exhibited on the trial of the case of Herbert *et al. vs.* Lavalle, that a village grew up at Cahokia, but whether upon this land or not, I am unable to determine, as the description is so vague and indefinite (as will appear hereafter).

On the 10th April 1732, the Company of the West was dissolved, and its powers reverted to the crown, from which all future grants emanated. It is said that in August 1743, the above grant was recognized by the French Government through Mons. Vaudreuil, then Governor, and Jolmon, commissary of the province of Louisiana. We find no further connection on the part of the French Government with this grant. The Supreme Court intimates that the title derived under this grant was in fee simple, and that, upon the land granted, the missionaries established their church and village. I am, however, unable to perceive how a grant made to a religious association or corporation could inure in or pass title to the lay inhabitants of the village of Cahokia. I should much rather incline to the opinion that the title, vested in the missionaries by this grant, descended to the proper ecclesiastical dignitary of the Roman Catholic Church authorized to hold the title to its lands. Whether this right of the Church to this specific land has been lost by its *laches* or not, or whether, if the Government has granted lands (of right and according to treaty stipulations belonging to the Church) to other parties, it is bound in *fora conscientia* to make requittal, I am not now prepared, if it were necessary to do so, to decide. It is enough (if such is the fact) to determine that the title is not in the plaintiff, or, in other words, in the inhabitants of the village of Cahokia.

England may be considered (for the present purpose) as having acquired by conquest and the treaty of Paris in 1763 this country, and she never interfered with the French grants.

In 1778, the country was conquered by Virginia, in the expedition under George Rogers Clark, and ceded by that State to our Government, March the 1st, 1784. This, together with the treaty of peace with Great Britain at the close of our Revolutionary war, vested in our Government the absolute sovereignty and proprietorship of the soil not disposed of at that time. The sovereign power gave the Government the right to determine the extent and character of the titles of those claiming under grants from France, England and Virginia under the treaty stipulations and the international law. The deed of cession of Virginia provided (with a high sense of justice and a particular regard to the condition of the old settlers) that the French and Canadian inhabitants and other settlers of the Kaskaskias, Saint Vincents, and the neighboring villagers, who have professed themselves citizens of Virginia, shall have their possessions and titles confirmed to them, and be protected in the enjoyment of their rights and liberties.

Under the act of March 3, 1791, the Congress of the Confederation instructed the Governor of the Northwestern Territory to proceed without delay to the French settlements on the river Mississippi, and to examine the titles and possessions of those settlers—"In which they are to be confirmed." The Governor of the Territory, under this authority, was empowered to make absolute confirmations and issue patents for the lands confirmed by him. Hence, originated a class of titles known as "Governor's confirmations," one of which is found in the case of *Doe ex rem, etc., vs. Hill, Breese*, 236. Governor St. Clair proceeded, according to directions of Congress, and it appears from the report of Backhouse and Jones, commissioners appointed by Congress under the act of March 6, 1804, that the commons before that time occupied by the inhabitants of Cahokia, were incapable of ascertainment on account of the obscurity of the boundaries, and that Governor St. Clair recommended to them to have a tract of about five thousand acres surveyed, the grant of which he would recommend to the United States Government. He then returned East, and was no further concerned in the examination or confirmation of land claims in the Territory.

The very act, while it provided for granting lands to the inhabitants and settlers at Vincennes and the Illinois country, in the Northwest Territory, and for confirming them in their possessions, by its 5th section provides (amongst other things) "that a tract of land, including the villages of Cohos and Prairie-Du-Pont, heretofore used by the inhabitants of said village as a common, be and the same are hereby appropriated to the use of the inhabitants of said village, *to be used by them as a common until otherwise disposed of by law.*"

The National Government (Illinois not then being a State) had, by virtue of its sovereignty, the right of determining the character of the titles by which its citizens held their property, and they determined that this property was to be *used*, not *owned* by the inhabitants of the village of Cahokia (which was intended for *Cohos*, as misspelled in the act). It was not to be theirs, even as a common, forever, but only *until otherwise disposed of by law.* Here, then, in my judgment, is the origin of the title of the inhabitants of the village of Cahokia to these commons (not their village lot, nor common field, which are treated as distinct from the commons,) with its character as commons distinctly stamped upon it; and it may be regarded as a gratuity to them by the Government of the United States, which was properly disposed to be extremely liberal to the French inhabitants of the country, with a view of making the change of government to which they were subjected acceptable.

In 1804 Congress created three land offices—one at Vincennes, one at Detroit, and another at Kaskaskia, and provided that the registers and receivers of each should constitute a board for examining into the rights of claimants to ancient grants, military, and headrights. These commissioners had not the power that was vested in the Governor under the act of the 30th of March 1791; they could only inquire into and report to Congress the result of their inquiries. The inhabitants of the village of Cahokia presented before these commissioners the survey which was made by or for them under the arrangement with Governor St. Clair; but instead of containing about 5,000 acres, as agreed upon, it appeared to comprehend about 20,000 acres. The commissioners could not look with any favor upon this extraordinary claim, and as the tract was not located to the best advantage for the use of the inhabitants of the village, it was agreed upon

between them and the commissioners that another survey of a common should be made of about 5,500 acres, more convenient for the village, which the commissioners agreed to recommend for approval by the Government. This arrangement was carried out; and in 1810 and 1812 Congress distinctly confirmed the report of the commissioners in favor of the inhabitants of Cahokia village *as a common*. Here, then, is the consummation of the title of the inhabitants of the village to this land *as a common*; and is so held by the Supreme Court in the case of *Herbert vs. Lavelle*, 27 Illinois, 454.

A right of common is a right to use or enjoy property, the title or ownership of which is in another, a right of common is inconsistent with ownership. One could not, with legal accuracy, say that he had a right-of-way over his own land, for then he would be both the debtor and creditor. If the inhabitants of the village of Cahokia had never parted with their right of *common*, the ownership in fee simple must be in the Government of the United States, and if it is the allegation in the declaration in this case which states the title in fee simple to be in the plaintiff or the inhabitants, it is untrue. It is well established that a party suing for lands and claiming in fee simple cannot recover upon proof of a different character. He may recover, if he claims in fee simple upon proof of title in *fee simple* to a party, but he cannot claim in fee simple and recover upon proof of an interest for life, or years, or in common. He cannot where he sues for the whole, recover an undivided part. This then would dispose of the case against the plaintiff upon technical grounds; but I think the merits of the case are overwhelmingly against the plaintiff. In 1817, the inhabitants of the village of Cahokia appointed five persons, as their agents, to lay off a portion of this common into a city, known as Illinois City, and had the lots distributed among themselves fairly and to their entire satisfaction. Application was made to Congress to ratify this proceeding, and to grant the lots to the inhabitants *in fee simple* (they not regarding themselves as owners of the fee before). Congress on the first of May, 1820, complied with their request, and ratified their title to the lots as they had procured them to be laid off and distributed, and thus parted with the residuary interest it had held up to this time in this part of the common.

It is contended that Congress had no right to intermeddle in this matter after Illinois became a State. The reply to this is that Congress has the exclusive right of regulating the manner of its disposal of the public lands, even within a State, and this proceeding was nothing more than the primary disposal of its lands. I admit that after the United States has finally disposed of its lands within a State, its power over them (except in cases where it is authorized by the Constitution to act) ceases, and the land becomes subject to the jurisdiction of the State. But in this case, the United States merely ceded to these inhabitants a residuary interest it had in the lands. But a further answer to the objection that these lands must always remain in *statu quo* is the fact that this change from commons to a fee simple interest, and their division and distribution is expressly sanctioned by the State Constitution of 1818, which in the eighth section of the eighth Article, Illinois, after ordering that all lands held in common by any town, village, etc., "shall not be sold, leased or divided, under any pretense whatever; provided, that nothing in this section shall be so construed as to affect the commons of Cahokia," thus excluding the Cahokia commons from the operation of the general principle, and making them an exception. It would be strange if the rule governing the general principle and the exceptions were the same. The *exception* would no longer belong to that category when it corresponded with the *rule*. The rule of division is applicable, by virtue of this constitutional provision, to the commons of Cahokia, and its opposite, or the rule of *no division* is applicable to other commons in the State. But this is not all.

On the fifth of March 1819, the Legislature of this State passed an act, which, after reciting in the first section the language of the clause in the Constitution and proviso, etc., concludes that "nothing contained in this act should deprive the inhabitants of Cahokia from leasing, selling or dividing all the land that was surveyed and laid off into a town on the commons of Cahokia,

nearly opposite east of St. Louis." I have stated that the merits of this case were against the plaintiff. The inhabitants obtained from the United States a free gift of the right of common (for they had no ancient right to this land) afterward; they laid out a town or city, and divided most of the lots amongst themselves satisfactorily, and which, in general, descended or were sold to the present claimants. It would be unjust, even if it were not illegal, for the plaintiff to recover in this action. The inhabitants of the village of Cahokia have once received an equivalent for these lots.

In regard to the change of this property from being held in common to individual ownership, we have the sanction of the donor—the United States—and donée—the inhabitants of Cahokia—as well as of the State government—both in the Constitution of the State and the acts of the Legislature—and if this is not sufficient to authorize a change in the manner in which property is held, there is no earthly power by which the change can be accomplished—not even by the courts—the action of which would have been futile in this case, as the United States could not be made a party in a State court, and compelled to surrender its interest in the premises. This, it will be obvious, could only be done by its voluntary act.

The map in this case is evidence of the conveyance of the lots in Illinois City as against the plaintiff, or any one claiming through or under an inhabitant of the village of Cahokia. It appears that lot No. 17 was not sold, but the title remained in the inhabitants of the village, who were liable to the same requirements, in respect to the payment of taxes, as other persons, and were subject to the operations of the law of limitations the same as individuals; and it having been clearly proven that lot seventeen has been in the actual adverse possession of either the defendant, or the persons through whom he claims, for more than twenty years, the title of the inhabitants to that lot is lost by their neglect to assert their rights in time. The plaintiff having laid his right in fee simple cannot recover a right of common, but must declare for such. If this ever was a fee simple right in the inhabitants of the village of Cahokia, it was made so for the moment by operation of the act of Congress of the first May 1820, and that act ratifies the passing the title out of them to the distributees of the lots under the division.

From the views I take of this case, it is entirely unnecessary to consider the question arising upon the defense, and to determine as to the sufficiency of the claims of title set up thereunder.

Judgment is rendered for defendant for costs.

W.B.
JW

