

# MISSOURI

## Historical Review



The  
State Historical Society  
of  
Missouri

COLUMBIA, MISSOURI

**COVER DESCRIPTION:** This detail, taken from a hand-colored copy of a 7" x 10¾" engraving in the State Historical Society's Fine Arts Collection, is entitled "View of the City of St. Louis, 1854." The original engraving was reproduced in *Gleason's Pictorial Drawing-Room Companion* on April 15, 1854. Frederick Gleason was the publisher and Maturin M. Ballou was the editor of the weekly publication. The first issue had appeared on May 3, 1851. In 1855 the publication, one of America's earliest illustrated newspapers, changed its name to *Ballou's Pictorial Drawing-Room Companion*. The last issue appeared on December 24, 1859.

This St. Louis engraving, drawn by an artist named Wade and engraved by a man named Pierson, accompanied an article describing St. Louis.

An article by Glen E. Holt entitled "St. Louis's Transition Decade, 1819-1830" appears in this issue of the *Missouri Historical Review*.

# MISSOURI HISTORICAL REVIEW

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**THE STATE HISTORICAL SOCIETY  
OF MISSOURI**  
COLUMBIA, MISSOURI

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## THE STATE HISTORICAL SOCIETY OF MISSOURI

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## A MESSAGE FROM THE DIRECTOR

At the annual meeting of the Society on October 17, 1981, the members voted unanimously to increase the membership fees. This measure was taken to allow the Society to become more self-sufficient during these economically difficult times. Annual membership fees have been increased to \$5.00, and lifetime membership fees to \$100.00.

In an effort to reduce the Society's expenses, the *Missouri Historical Review* no longer will be forwarded because of an incorrect address. To remail one copy of the *Review* returned by the post office because of an incorrect address costs the Society \$2.53. If you move, a change of address should be sent promptly to: The State Historical Society of Missouri, 1020 Lowry Street, Columbia, Missouri 65201.

Sincerely,

Richard S. Brownlee

## EDITORIAL POLICY

The MISSOURI HISTORICAL REVIEW is always interested in articles and documents relating to the history of Missouri. Articles pertaining to surrounding states and other sections are considered for publication when they involve events or personalities having a significant bearing on the history of Missouri or the West. Any aspect of Missouri history is considered suitable for publication in the REVIEW. Genealogical studies are not accepted because of limited general reader interest.

In submitting articles for the REVIEW, the authors should examine back issues for the proper form in footnoting. Originality of subject, general interest of the article, sources used in research, interpretation and the style in which it is written, are criteria for acceptance for publication.

The original and a carbon copy of the article should be submitted. It is suggested that the author retain a carbon of the article. The copy should be double-spaced and footnotes typed consecutively on separate pages at the end of the article. The maximum length for an article is 7,500 words.

All articles accepted for publication in the REVIEW become the property of the State Historical Society and may not be published elsewhere without permission. Only in special circumstances will an article previously published in another magazine or journal, be accepted for the REVIEW.

Because of the backlog of accepted articles, publication may be delayed for a period of time.

Articles submitted for the REVIEW should be addressed to:

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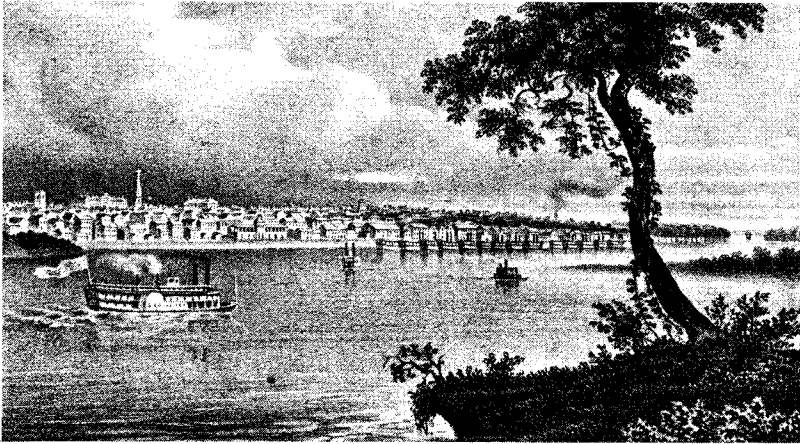
## SOCIETY TO PRESENT AWARDS

At the Annual Meeting in October the Society will confer three awards. An engraved citation and a medallion will be awarded to a member who has given distinguished service to the Society and to the State of Missouri in the promotion and dissemination of knowledge concerning the history of our region. A second engraved citation and a one-hundred-dollar cash award will be given for the REVIEW article during the calendar year which has contributed most in depth in a scholarly and popular sense to the history of our State. The two-hundred-fifty-dollar Floyd C. Shoemaker History Award will be presented to a junior class student in a Missouri college or university who has written the best historical article that relates to Missouri events or personalities.

The distinguished member will be selected by a three-member committee appointed by the Society president. One member of the selection committee will serve for two years and two members for one year. No active officers or trustees of the Society, with the exception of past presidents, may be nominated for the Distinguished Service Award. Nominations should be made in writing to Richard S. Brownlee, director of the Society, any time during the calendar year. The prize-winning article will be selected by three historians appointed by the editor of the REVIEW. The selection committee will be changed each year with the exception of one member who will be replaced after two years. Articles submitted for the Floyd C. Shoemaker History Award will be judged by the Department of History of the University of Missouri-Columbia.

# CONTENTS

ST. LOUIS'S TRANSITION DECADE, 1819-1830. By <i>Glen E. Holt</i> .....	365
PUBLIC ADVOCACY AND THE ESTABLISHMENT OF THE MISSOURI STATE	
HIGHWAY PATROL. By <i>V. Lonnie Lawson</i> .....	382
COURTING THE GREAT WESTERN RAILWAY: AN EPISODE OF TOWN RIVALRY.	
By <i>H. Roger Grant</i> .....	405
CHARLES KLEINSORGE: MISSOURI TO CALIFORNIA, 1854.	
Edited and translated by <i>Edward Bode</i> .....	421
HISTORICAL NOTES AND COMMENTS	
News in Brief .....	447
Local Historical Societies .....	450
Gifts .....	460
Missouri History in Newspapers .....	466
Missouri History in Magazines .....	469
In Memoriam .....	476
BOOK REVIEW .....	479
BOOK NOTES .....	482
INDEX TO VOLUME LXXVI .....	485
IMMANUEL LUTHERAN CHURCH, LOCKWOOD .....	Inside Back Cover



An Early Lithograph of St. Louis

## St. Louis's Transition Decade, 1819-1830

BY GLEN E. HOLT\*

In 1959, Richard C. Wade published his influential monograph, *The Urban Frontier*. The volume quickly became a standard work in American urban history and an important corrective to the broader frontier thesis dominating much of American historical writing. In Chapter VI of this book, Wade examined how the Panic of 1819 affected Pittsburgh, Cincinnati, Lexington, Louisville and St. Louis. After examining the evidence from all five cities, Wade concluded that "though many people felt the lash of bad times, the depression [following the panic] was generally less severe in St. Louis than in most Western cities." Wade suggested that three factors lightened the impact of the panic on the Mound City: continuing prosperity of the lead industry, the growth of the Indian trade and the influence of the steamboat.<sup>1</sup> Aided by these influences, recovery came quickly to St. Louis while other transmontane cities suffered.<sup>2</sup>

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<sup>1</sup> Richard C. Wade, *The Urban Frontier: Pioneer Life in Early Pittsburgh, Cincinnati, Lexington, Louisville, and St. Louis* (Cambridge, Mass., 1959), 173.

<sup>2</sup> *Ibid.*, 161-202.

Although St. Louis did not experience such a severe downturn as Louisville, existing evidence suggests that the Panic of 1819 hit the Mound City hard, stifling its economic and population growth. The panic came at an inopportune time in St. Louis history. Missouri still had not achieved statehood, and St. Louis remained isolated from the main flows of the nation's trade. The financial disaster deranged the city's economy and forced many out of work. In the midst of the crisis, the public demanded new urban services. Without funds to provide these, the local government adopted a policy of making minimal expenditures. That policy continued during the next decade, even as St. Louis changed from a trading outpost on the urban frontier to a commercial entrepot tied into a national trading network. The character of the city's population shifted as well, from French domination in the 1810s to American control during the next decade. Altogether, the decade between 1819 and the end of the 1820s marked a critical period of transition for the Mound City.

St. Louis began to experience a population and economic boom after the United States concluded the War of 1812 by a treaty with Great Britain. Following the peace settlement, some of the troops, stationed in the area, took up residency after they were mustered out of the army.<sup>3</sup> The treaty also served to end the uncertainties about the political future of the West, and a stream of settlers broke across the Appalachians into the Ohio Valley and beyond. Most immigrants sought rich agricultural land, but St. Louis, directly in the path of the mass movement, harvested both prosperity and population increases from the westward-flowing tide. "Some families came in the Spring of 1815," long-time resident John Mason Peck recalled some years later, "but in the winter, summer and autumn of 1816, they came like an avalanche. . . . Caravan after caravan passed over the prairies of Illinois, crossing the 'great river' at St. Louis."<sup>4</sup> Population figures confirm the rapidity of the growth. Between 1810 and 1820, the number of

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<sup>3</sup> Frederic L. Billon, *Annals of St. Louis in Its Territorial Days from 1804 to 1821, Being a Continuation of the Author's Previous Work, the Annals of the French and Spanish Period* (St. Louis, 1888), 24; William L. Thomas, *History of St. Louis County Missouri: A Story That attracts by Its Recital of Past Achievements; Its Record of Earnest Endeavor and Sure Development to Present Greatness and Its Future Filled with Roseate Promise* (St. Louis, 1911), I, 314.

<sup>4</sup> Rufus Babcock, ed., *Forty Years of Pioneer Life. Memoir of John Mason Peck* (Philadelphia, 1864), 146; Frederick Jackson Turner, "Colonization of the West," *American Historical Review*, XI (January, 1906), 307.

inhabitants in the Mound City rose from 1,400 to 4,598, an increase of 228 percent.<sup>5</sup>

The boom, however, receded before the decade ended. In 1819, two events, one natural and the other man-made, began to retard growth. The natural event took the form of the Mound City's perennial fever, which in the early fall of 1819 struck with greater force than at any time since 1811. This fever, which the cosmopolitan traveler Henry R. Schoolcraft compared to the malaria that he had seen in Italy, killed many each day until it receded of its own volition.<sup>6</sup> The disease reappeared the next autumn in a form "unusually rapid, malignant, and unmanageable." It struck the town again during the fall of 1821, killing 121. A respected observer, John Mason Peck, recalled, "This was the most sickly and dying season St. Louis every knew." Local boosters believed that the fever gave the city an unwarranted

<sup>5</sup> Glen E. Holt, "The Shaping of St. Louis, 1763-1860" (unpublished Ph.D. dissertation, The University of Chicago, 1975), Appendix B, Table 5, pp. 208ff.

<sup>6</sup> William Faux, *Faux's Memorable Days in America*, in Reuben Gold Thwaites, ed., *Early Western Travels, 1748-1846: A Series of Annotated Reprints of Some of the Best and Rarest Contemporary Volumes of Travel, Descriptive of the Aborigines and Social and Economic Conditions in the Middle and Far West, During the Period of Early American Settlement* (Cleveland, 1904), XI, 207; Henry R. Schoolcraft, *Travels in the Central Portions of the Mississippi Valley: Comprising Observations on Its Internal Resources and Aboriginal Population. (Performed Under the Sanction of Government, in the Year 1821)* (New York, 1825), 228-229.



reputation for unhealthfulness which retarded immigration through the next decade.<sup>7</sup>

The perennial fever, however, proved not the worst trouble in the air. When the financial panic of 1819 hit the nation, it struck St. Louis hard. Immediately draining specie (hard money or coins as opposed to paper) out of the developing region, it caused both St. Louis banks to fail. These financial institutions had opened their doors in the fall of 1816. One closed in 1819; the second held out until 1821 before it also shut the doors.

Poor and even illegal practices by the banks' owners helped bring the demise of these institutions, but a more deepseated reason lay behind the closures. As Missouri's population exploded from 20,800 in 1810 to 66,600 in 1820, land speculation followed in a flurry so great that minister Timothy Flint, who had arrived in the area in 1817, called it a "fever." Economic historian Lucien Carr termed it a "mania." He wrote:

No claim was so indefinite, no title so uncertain, and no piece of property so shadowy, as not to find a purchaser. A tract of land the only description of which was that it was situated thirty miles north of St. Louis was put up at auction [in the city] and actually bid off.<sup>8</sup>

This mania proved more pervasive in Illinois and Missouri than in any other section of the country.<sup>9</sup> Both states had just begun to experience their first wave of heavy agricultural immigration.<sup>10</sup> As the regional center for land trading in the two states, St. Louis became the place of congregation for speculators. When the panic hit, the inflated values fell drastically.<sup>11</sup> Dr. William Carr Lane, soon to become the city's first mayor, but merely a physician establishing his medical practice in January 1821, wrote his wife, "The pecuniary aspect of the times are awful, the gloom increases daily." He went on to tell her that a city lot which had

<sup>7</sup> *Memoir of Peck*, 12, 229, 231-232, 238-240.

<sup>8</sup> Lucien Carr, *Missouri: A Bone of Contention* (New York, 1888), 134; Timothy Flint, *Recollections of the Past Ten Years, Passed in Occasional Residents [sic] and Journeyings in the Valley of the Mississippi, from Pittsburg and the Missouri to the Gulf of Mexico, and from Florida to the Spanish Frontier; in a Series of Letters to the Rev. James Flint, of Salem, Massachusetts* (Boston, 1826), 198-199; Timothy W. Hubbard and Lewis E. Davids, *Banking in Mid-America: A History of Missouri's Banks* (Washington, D. C., 1969), 29-39.

<sup>9</sup> Timothy Flint, *A Condensed Geography and History of the Western States, or the Mississippi Valley* (Cincinnati, 1828), II, 110-112; William M. Meigs, *The Life of Thomas Hart Benton* (Philadelphia, 1940), 190.

<sup>10</sup> Holt, "Shaping of St. Louis," Appendix B, Table 26, p. 535; Robert P. Howard, *Illinois: A History of the Prairie State* (Grand Rapids, 1972), 145.

<sup>11</sup> Dorothy B. Dorsey, "The Panic of 1819 in Missouri," *MISSOURI HISTORICAL REVIEW*, XXIX (January, 1935), 80-81.



been contracted at a price of \$1,000 in the spring of 1820, sold recently for \$140.<sup>12</sup> Some landowners, however, unable to renegotiate prices and without funds to pay for their purchases, lost their property. In August 1821, the St. Louis County sheriff advertised 105 different town lots and 14,271 acres of county land to be auctioned for nonpayment of taxes.<sup>13</sup>

Landowners were not the only St. Louisans to feel the effects of the panic. By 1821, "more than 50 percent of the businessmen were victims of the general wreckage."<sup>14</sup> The number of bankruptcies escalated, with 16 separate declarations of insolvency announced in a single July 1821 issue of the *Missouri Gazette*.<sup>15</sup> In 1818, between 40 and 50 stores operated in the city; by the winter of 1821-1822, only 19 existed.<sup>16</sup> Laboring men suffered as well. Hundreds sought work of any kind, and many, who had the means to do so, left St. Louis to search for employment elsewhere.<sup>17</sup> "This depression was so great that it strangled enterprise and arrested immigration," historian James Scharf wrote in 1883.<sup>18</sup> Scholar Halvor Melom, writing in 1947, broadened this claim. "Neither the later recession of 1829 nor the depression of 1837 was to take such a fearful toll," he concluded.<sup>19</sup>

A fall off in the fur trade added to St. Louis's economic woes during the early 1820s. Although the town gained what formerly had been the British-held fur trade after the War of 1812, the areas close to St. Louis had been depleted. The traders, therefore, centered their activities at new outposts farther away.<sup>20</sup> English-

<sup>12</sup> Cited in Doris A. Phelan, "Boosterism in St. Louis, 1810-1860" (unpublished Ph.D. dissertation, St. Louis University, 1970), 26.

<sup>13</sup> Dorsey, "Panic of 1819," 85.

<sup>14</sup> Halvor Gordon Melom, "The Economic Development of St. Louis, 1803-1846" (unpublished Ph.D. dissertation, University of Missouri, Columbia, 1947), 114.

<sup>15</sup> St. Louis *Missouri Gazette*, July 25, 1821. An editorial on the subject appears in the same paper on July 4, 1825.

<sup>16</sup> Melom, "Economic Development," 114.

<sup>17</sup> Floyd Oliver Becherer, "History of St. Louis, 1817-1826" (unpublished Master's thesis, Washington University, St. Louis, 1950), 77-79.

<sup>18</sup> J. Thomas Scharf, *History of St. Louis City and County, From the Earliest Periods to the Present Day: Including Biographical Sketches of Representative Men* (Philadelphia, 1883), I, 130.

<sup>19</sup> Melom, "Economic Development," 114.

<sup>20</sup> [William Newnham Blane], *An Excursion through the United States and Canada During the Years 1822-23* (London, 1824), 195; Christian Schultz, *Travels on an Inland Voyage through the States of New-York, Pennsylvania, Virginia, Ohio, Kentucky, and Tennessee, and through the Territories of Indiana, Louisiana, Mississippi and New Orleans; Performed in the Years 1807 and 1808; Including a Tour of Nearly Six Thousand Miles* (New York, 1810), II, 40; Isaac Lippincott, "A Century and a Half of Fur Trade at St. Louis," *Washington University Studies*, III (April, 1916), 228-229.

man William Blane, who visited the Mound City in the winter of 1822-1823, summed up St. Louis's weakness when he wrote:

St. Louis . . . at one time was the great emporium of all the fur-trade with the Indians. But it has of late years declined both in prosperity and population, partly owing to the dreadful sickness, and partly to the rivalry of the villages which are springing up on the banks of the Missouri and upper Mississippi, and which now participate in the fur-trade with the Indians.<sup>21</sup>

Between 1789 and 1804, the value of all furs received at St. Louis reportedly amounted to \$203,000 annually.<sup>22</sup> In 1819, the four companies still operating out of the Mound City accumulated furs valued at less than a fourth of that amount. Three years later, the largest of the trading firms, the Missouri Company, collected pelts worth only \$25,000.<sup>23</sup> The St. Louis fur trade did not recover from its decline until after 1824, in spite of several company reorganizations that included John Jacob Astor locating a branch of the American Fur Company there in 1819.<sup>24</sup>

St. Louis's lead trade also experienced recession during the early 1820s. In 1816, local merchants eagerly exchanged goods for the base metal which the Indian traders brought to the city.<sup>25</sup> However, by 1819, the price became depressed, a penny or two per pound lower than at New Orleans or Philadelphia. Even if lead prices had been higher, St. Louis would not have benefitted substantially from the improvement. The town had not yet become the chief center for the export of Missouri lead; it ranked a poor third behind Ste. Genevieve and Herculaneum.<sup>26</sup> Not until after the federal government doubled the tariff on imported lead in 1824 and raised it again in 1828 did prices in Missouri rise and produc-

<sup>21</sup> Blane, *An Excursion*, 195.

<sup>22</sup> Amos Stoddard, *Sketches, Historical and Descriptive of Louisiana* (Philadelphia, 1812), 297; Hiram Martin Chittenden, *The American Fur Trade of the Far West: A History of the Pioneer Trading Posts and Early Fur Companies of the Missouri Valley and the Rocky Mountains and of the Overland Commerce with Santa Fe* (New York, 1902), I, 109.

<sup>23</sup> *Ibid.*, I, 150, 157.

<sup>24</sup> William Hyde and Howard L. Conard, *Encyclopedia of the History of St. Louis, A Compendium of History and Biography for Ready Reference* (New York, 1899), I, 434-435.

<sup>25</sup> Col. John Shaw, "Shaw's Narrative," *Wisconsin Historical Society Collections*, II (1885), 227.

<sup>26</sup> Henry C. Thompson, *Our Lead Belt Heritage* [Flat River, Mo., 1955], 64; Walter Benton Ingalls, *Lead and Zinc in the United States, Comprising an Economic History of the Mining and Smelting of the Metals and the Conditions which have affected the Development of the Industries* (New York, 1908), 102.



*K.C. Star Magazine*  
**St. Louis Headquarters for the American Fur Company**

tion increase.<sup>27</sup> Moreover, after 1828, St. Louis gained a larger portion of the state's total lead trade when new production started in regions north of the city. At that time, lead taken from mines around Galena, Illinois, began to be floated down the Mississippi for transshipment to other cities. In some cases, manufacturers reworked the lead into shot and other products before sending it elsewhere or selling it locally.<sup>28</sup>

Although the evidence is not definitive, St. Louis probably lost population because of the panic. No government counted heads between 1820 and 1828, but two different travelers reported current estimates. During his visit in the winter of 1822-1823, William Blane declared that the Mound City "contained one thousand less inhabitants than it did at the close of the last war between Great Britain and the United States."<sup>29</sup> In 1826, Karl Bernhard reported that St. Louis had only 4,000 people, or about 600 less than the number reported by federal census takers in 1820.<sup>30</sup> An official

<sup>27</sup> Flint, *Condensed Geography*, II, 97; Thompson, *Our Lead Belt Heritage*, 72; Ingalls, *Lead and Zinc*, 30, 104.

<sup>28</sup> Isaac Lippincott, "Industrial Influence of Lead in Missouri," *Journal of Political Economy*, XX (July, 1912), 704-705; Bishop Davenport, *A New Gazetteer, or Geographical Dictionary, of North America and the West Indies*. . . . *Compiled from the Most Recent and Authentic Sources* (Baltimore, 1832), 147.

<sup>29</sup> Blanc, *An Excursion*, 195. Others suggest that St. Louis experienced a population loss but provide no estimates. See Flint, *Condensed Geography*, II, 97; Scharf, *History of St. Louis*, I, 130.

<sup>30</sup> Karl Bernhard, Duke of Saxe-Weimar-Eisenach, *Travels Through North America During the Years 1825 and 1826* (Philadelphia, 1828), II, 96-97.

count, made in the fall of 1828, located exactly 5,000 inhabitants, only 402 more than in 1820. At minimum then, St. Louis grew slowly during the eight years after 1820, and the population probably declined below the decennial figure, then rose slowly. Although St. Louis boosters in 1830 claimed their city had grown 27 percent over the previous ten years, more than half of that gain came during the last two years of the decade.<sup>31</sup>

St. Louis County and the state of Missouri experienced a different population history through the 1820s than did the city. The number of residents in the county increased by 40.6 percent to reach 14,125 by 1830, while the population of the state bounced from 66,585 to 140,455, a rise of 110.9 percent.<sup>32</sup> These figures indicate that the main thrust of the 1820s migration was toward agricultural land. During the next decade, these farm families turned St. Louis into a food-exporting city.<sup>33</sup> Until that time, the Mound City had to import food not only to supply those passing through but to feed its own residents.

These figures also help point out St. Louis's position as the far western "spearhead" of the American urban frontier.<sup>34</sup> As such, it remained a colonial outpost without a firm economic base and with weak transportation connections into the nation's interregional trading network. This advance position was demonstrated through the 1820s when all of St. Louis's transmontane rivals grew faster than the Mound City. Pittsburgh increased by 73.4 percent to reach 12,586. Cincinnati and Louisville both skyrocketed, the former increasing by 157.5 percent to a total of 24,831, the latter rising by 157.7 percent to hit 10,341. Only Lexington, beset by special problems, grew less than St. Louis, and with 6,026 people, it still had a larger population than the Mound City in 1830.<sup>35</sup> This comparison indicates the high price St. Louis paid for being so far out in front of the westward line of American agricultural settlement. The twenties became a time of waiting while the city's agricultural hinterland filled. Until that occurred, the Mound City remained dependent on its lead and fur trade. These proved an inadequate base to sustain the local economy when the Panic of 1819 occurred.

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<sup>31</sup> St. Louis *Missouri Republican*, November 28, 1828, October 5, 1830.

<sup>32</sup> Holt, "Shaping of St. Louis," Appendix B, Tables 25 and 26, pp. 534-535.

<sup>33</sup> St. Louis *Missouri Republican*, December 5, 1825; Melom, "Economic Development," 117.

<sup>34</sup> Wade, *Urban Frontier*, Chapter I, *passim*.

<sup>35</sup> Holt, "Shaping of St. Louis," Appendix B, Table 27, pp. 536-540.

Property taxes also indicate how severely the panic affected St. Louis. In 1818, the assessor placed a total value of more than \$1,200,000 on the city's property. By 1823, valuation dropped to \$810,000, down 33.5 percent from the year before the panic. Values began to rise in 1824, but not until 1828 did they rebound to their 1818 levels.<sup>36</sup>

Lower property values translated into reduced tax revenues. That situation became exaggerated because the city pursued a policy of setting tax rates at the lowest possible level. The original charter of St. Louis allowed the town trustees to levy a property tax of 50 cents per hundred dollars of assessed valuation. However, in all but one year before 1817, the town maintained a lower rate of 33½ cents per hundred. The trustees raised the tax in 1818 to 40 cents, a rate which produced \$4,874 in revenues. In 1819, the trustees reduced the rate to 30 cents, but when property values began to drop following the panic, they increased the rate to 35 cents in 1820 and to 40 cents in 1821 and 1822. Revenue in the latter year amounted to \$3,825. Thus, St. Louis trustees followed a consistent tax policy: they held down property taxes, undoubtedly a popular policy, but with the effect of generating insufficient revenue to maintain streets, much less to add new services.<sup>37</sup>

<sup>36</sup> *Ibid.*, Appendix D, Tables 29 and 30, pp. 558-565; Appendix B, Table 5, p. 308.

<sup>37</sup> *Ibid.*, Appendix D, Tables 29 and 30, pp. 558-565.

#### Broadway, St. Louis



In February 1825, the Missouri General Assembly legislated new limits on the Mound City's tax rates. The 50 cents maximum, which the city government had assessed during the previous two years, seemed excessive to the legislators. They amended the city charter so that the tax rate could "not exceed . . . in any one year the rates by law on the same objects for state purposes." This proposition, in effect, limited the St. Louis tax rate to the maximum then in effect for state government. At the time, legislators set the state property tax rate at 25 cents per hundred dollars of assessed valuation. The legislation, therefore, cut the city's maximum rate in half.<sup>38</sup>

As a result of the legislation, St. Louis could not reap the tax benefits from its recovery after the Panic of 1819. In 1824, when the city had been able to tax at the 50 cent rate, it collected \$5,062. Under the new 25 cents maximum, St. Louis revenues declined to \$1,970, an amount only \$1,300 greater than collections in 1811. By 1829, city revenues rose to only \$4,766, still \$100 less than the amount collected in 1818.<sup>39</sup>

To cope with this state limitation, St. Louis officials continued to hold to a policy of minimal government, encouraging private capitalists to undertake municipal services. Such privately owned services included an unsuccessful attempt to construct the city's first water system, the operation of the trans-Mississippi ferry boat service and the establishment of public markets. The city undertook only those services which inherently proved unprofitable by their nature. Eventually, the city government developed the water system, built sewers and made wharf improvements, none of which private entrepreneurs appeared willing to do. If projects proved too expensive—such as stabilizing the St. Louis harbor—the city looked to the state and federal governments for funds.<sup>40</sup> The Panic of 1819, thus, set the stage for development of a minimal public service policy which came to be a St. Louis tradition for decades to come.

Although St. Louisans faced a number of grim realities during the early 1820s, the Panic of 1819 did not translate into an irreversible disaster. Severe disruptions occurred, and economic advance slowed.<sup>41</sup> However, optimists saw signs of revival in

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<sup>38</sup> *Mo. Revised Statutes* (1825), I, 205-207; II, 663-664.

<sup>39</sup> Holt, "Shaping of St. Louis," Appendix D, Tables 29 and 30, pp. 558-565.

<sup>40</sup> *Ibid.*, 204-269.

<sup>41</sup> *St. Louis Missouri Republican*, April 12, June 7, 1824.



1823, and the turnaround became a certainty by 1824.<sup>42</sup> The upswing resulted from several different but related developments.

Most importantly, the United States admitted Missouri to statehood in August 1821.<sup>43</sup> "As soon as Missouri was admitted to the Union," one resident recalled, "emigration began to pour in from all parts, principally from Virginia and Kentucky."<sup>44</sup> The *St. Louis Enquirer*, in the fall of 1823, pointed out the rise in agricultural immigration into Missouri, an influx that escalated land values. As this tide became more powerful, "the towns, especially St. Louis, began to improve again."<sup>45</sup> In 1825, the *Republican* announced that ten times the number of immigrants had crossed the Mississippi as during the previous year.<sup>46</sup>

This migration translated into increased landholding. Between July 1, 1820, and December 1, 1829, federal officials sold more than 900,000 acres of land in Missouri, ranking the state fourth nationally in federal land sales during the decade.<sup>47</sup> Since St. Louis occupied the position as center of land exchange for the region, many heads-of-household boarded their families in the city while they explored the surrounding area for fertile agricultural

<sup>42</sup> Flint, *Condensed Geography*, II, 113; *St. Louis Missouri Republican*, July 4, 1825, November 16, 1826, April 19, November 22, 1827.

<sup>43</sup> Floyd Calvin Shoemaker, *Missouri and Missourians: Land of Contrasts and People of Achievements* (Chicago, 1943), I, 192.

<sup>44</sup> Reminiscences of Mrs. Adele B. Gratiot, typescript in Gratiot Papers, Missouri Historical Society, St. Louis.

<sup>45</sup> *St. Louis Enquirer*, October 13, 1823.

<sup>46</sup> *St. Louis Missouri Republican*, October 6, 1825.

<sup>47</sup> [Lieutenant Robert Bache], *View of the Valley of the Mississippi: Or the Emigrant and Traveller's Guide to the West*. . . (Philadelphia, 1832), 54. Authorship of this work has been misattributed frequently to Robert Baird.

land;<sup>48</sup> others, passing through to westerly destinations, often remained long enough to buy furniture, utensils and food before they moved to their new homes.<sup>49</sup>

In the same year that Missouri achieved statehood, New Mexico achieved its independence. Trade between Santa Fe and Missouri towns, initiated by St. Louis merchants in 1802, assumed greater importance after 1822. During the next five years, it averaged \$50,000 annually in revenues for Mound City companies.<sup>50</sup> Traders traveled two different routes between Missouri and the Mexican capital. One overland trail ran directly from St. Louis to Santa Fe, but more expeditions used Independence, Franklin or Westport, Missouri, as their jumping-off places for land journeys to the Southwest.<sup>51</sup> Even when trading groups left from western Missouri towns, St. Louis benefitted. Local merchants usually shipped animals, wagons and trading goods, including fabrics and ironware, upriver from the Mound City to be transferred from boats to wagons at the jumping-off points.<sup>52</sup> The Santa Fe trade brought specie to St. Louis, since the Spanish paid for their purchases in silver and gold.<sup>53</sup> By 1828, the New Mexico traders brought \$100,000 annually into Missouri.<sup>54</sup> The hard money obtained from the Santa Fe trade, plus that from new immigrants who made purchases in St. Louis, built up the city's specie supply. This money provided the means to pay for imports into the region before St. Louis's agricultural hinterland began to produce an exportable surplus.<sup>55</sup>

A technological improvement in water transport enabled St. Louis to supply the Santa Fe trade and become the major outfitting point for westward-bound immigrants. In 1817, two small steamboats arrived at the Mound City levee. Over the next decade,

<sup>48</sup> *Memoir of Peck*, 221; Thomas J. McCormack, ed., *Memoirs of Gustave Koerner, 1809-1896: Life-Sketches written at the Suggestion of his Children* (Cedar Rapids, Iowa, 1909), I, 286-287.

<sup>49</sup> William G. Bek, "Gottfried Duden's 'Report,' 1824-1827," *MISSOURI HISTORICAL REVIEW*, XII (July, 1918), 266.

<sup>50</sup> F. F. Stephens, "Missouri and the Santa Fe Trade," *ibid.*, X (July, 1916), 234-238; *ibid.*, XI (April-July, 1917), 289-297; Virginia DeLinere, "The Santa Fe Trail" (unpublished Master's thesis, Washington University, St. Louis, 1923), 23-27.

<sup>51</sup> [Maximilian, Prince of Weid], *Maximilian, Prince of Weid's Travels in the Interior of North America*, in Thwaites, *Early Western Travels*, XXII, 231.

<sup>52</sup> Bernhard, *Travels Through North America*, I, 102; Hyde and Conard, *Encyclopedia of Hist. of St. Louis*, II, 831-832.

<sup>53</sup> *Ibid.*; Bernhard, *Travels Through North America*, I, 102-103, points out that mules also were imported from New Mexico.

<sup>54</sup> Maximilian, *Travels*, XXII, 231; Josiah Gregg, *Gregg's Commerce of the Prairies, 1831-1839*, in Thwaites, *Early Western Travels*, XIX, 187-188.

<sup>55</sup> Melom, "Economic Development," 117.



such arrivals became commonplace.<sup>56</sup> By 1827, the number of steamboat dockings increased to 250 and to 278 by 1830. The latter number represented less than one-third the total which docked at New Orleans the same year, but it indicated that St. Louis had begun to assume importance as a Mississippi-Ohio river port.<sup>57</sup> The switch from crude keelboats to steam speeded the time in upstream transit between St. Louis and other inland and port cities, sometimes by almost 700 percent. It lowered freight costs as well, often from 60 to 80 percent.<sup>58</sup>

The steamboat also brought St. Louis into an interregional trading circle. This trading network extended from New England and the Mid-Atlantic coastal cities, across the Appalachians, down the Ohio, into the Mississippi and the Gulf of Mexico, around Florida and up the Atlantic coast. Until the mid-1820s, St. Louis played no important part in this trade. The steamboat, with its ability to move rapidly against the Mississippi current from the mouth of the Ohio, allowed the Mound City to become part of the circle. However, other cities along the Ohio River had obtained a headstart in taking their share of the interregional trade.<sup>59</sup>

In 1822, the federal government bestowed another benefit on St. Louis. National officials had instituted the "factory system," in 1796, as a means of controlling the Indian trade. When shut down, it freed private traders from further federal competition. In August 1822, the *Enquirer* spoke enthusiastically of the "great activity" which the end of the factory system brought to the fur trade. The paper estimated "that a thousand men, chiefly from this place, are now employed in the trade in the waters of the Missouri, and half that number on the upper Mississippi."<sup>60</sup>

At the same time the federal government closed its Indian factories, it gave St. Louis a more direct financial boost.<sup>61</sup> After

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<sup>56</sup> Reminiscences of Gratiot, n. p.

<sup>57</sup> Louis C. Hunter, *Steamboats on the Western Rivers; an Economic and Technological History* (Cambridge, Mass., 1949), 644.

<sup>58</sup> *Ibid.*, 23-26; Bache, *View of the Valley*, 48; Bernhard, *Travels Through North America*, I, 96.

<sup>59</sup> David Ward, *Cities and Immigrants: A Geography of Change in Nineteenth Century America* (New York, 1971), 34; Alan R. Pred, *Urban Growth and the Circulation of Information: The United States System of Cities, 1790-1840* (Cambridge, Mass., 1973), 134.

<sup>60</sup> Cited in Walter B. Douglas, "Manual Lisa," *Missouri Historical Society Collections*, III (No. 4, 1911), 398. The "factory system" is explained in Chittenden, *American Fur Trade*, I, 12-16, and in Solon Justus Buck, *Illinois in 1818* (Springfield, Ill., 1917), 17-21.

<sup>61</sup> John A. Paxton, *The St. Louis Directory and Register . . . Together with Descriptive Notes on St. Louis. . . .* (St. Louis, 1821), n.p.

1818, the United States Army began moving troops into new forts west of the Mississippi, which until then had formed the western boundary of the federal defensive system.<sup>62</sup> Fort Bellefontaine, on the Missouri just above St. Louis, proved too small and wrongly placed to serve as the major western supply post for the new military installations. Therefore, in 1826, federal officials purchased a plot of land on the Mississippi ten miles below St. Louis. They moved the troops formerly stationed at Fort Bellefontaine to Jefferson Barracks on July 26, 1826. By the next year, the Barracks contained a large contingent of soldiers as it became a training school for infantry that would man the far-western forts.<sup>63</sup> Three years later, as "the most important military post in the west," the Barracks housed some 500 soldiers but had space for nearly a thousand.<sup>64</sup> Feeding and caring for the needs of the soldiers stationed at Jefferson Barracks, plus serving as a procurement and supply center for the western forts, increased the amount of federal dollars which St. Louisans pocketed.<sup>65</sup>

Statehood with its implied political stability, expansion of the Santa Fe trade, the inclusion of St. Louis in the Ohio River-Missis-

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<sup>62</sup> Valentine Mott Porter, ed., "Journal of Stephen Watts Kearny," *Missouri Historical Society Collections*, III (January, 1908), 8-9.

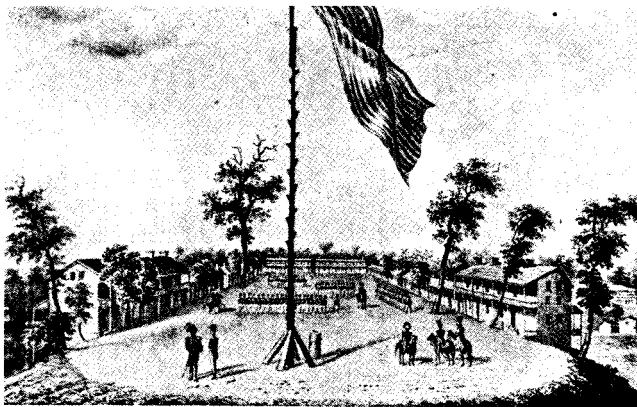
<sup>63</sup> "The Beginning of Jefferson Barracks," in *ibid.*, III (April, 1908), 198-199; Billon, *Annals of St. Louis*, 424-428; Hyde and Conard, *Encyclopedia of Hist. of St. Louis*, II, 1110-1122.

<sup>64</sup> James Stuart, *Three Years in North America* (Edinburgh, 1833), II, 329; Bache, *View of the Valley*, 227.

<sup>65</sup> Lewis Atherton, "Western Foodstuffs in the Army Provisions Trade," *Agricultural History*, XIV (October, 1940), 164-165.

#### Drill Time at Jefferson Barracks, 1830

*Mo. Hist. Soc., St. Louis*



Mississippi River-East Coast trading circle, and increased federal spending in the area, all contributed to St. Louis's recovery after the Panic of 1819. These changes, plus an increase in farming in the city's hinterland, brought an end to the Mound City's frontier period. By 1830, St. Louis began to assume a new status as a commercial entrepot dominating a large portion of the Midwest.

This vast transformation, coming on the heels of the Panic of 1819, brought new optimism about the future. In 1826, Karl Bernhard, the Duke of Saxe-Weimer-Eisnach, made a typical comment of the time about St. Louis's prospects when he wrote:

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 along the Missouri River. Perhaps it may yet become the capital of a great nation.<sup>66</sup>

New England Senator Caleb Atwater, who arrived in St. Louis early in 1829, regarded the Mound City as a vibrant testimonial to the growth of the United States, especially of the West. Although he overestimated the city's population by more than a thousand inhabitants, Atwater counted about forty stores and found a number of "well bred and well educated" professional men. The place was growing fast, Atwater wrote, and mechanics appeared in great demand. He encouraged them to migrate to the city where they would find high wages and moderate living costs. Large amounts of agricultural land also remained available to the aspiring farmer or horticulturist. From Atwater's expansionist perspective, the Mound City had become a singular American success story. "The growth of St. Louis will not, cannot, prevent the growth of Cincinnati or Louisville, more than it will the growth and prosperity of Boston, New York, Philadelphia, or Baltimore," he wrote. "Indeed, the growth and success of our whole western country will add vastly to the prosperity of the eastern section of our union."<sup>67</sup> The local press concurred with Atwater's enthusiastic endorsement of St. Louis's bright prospects.<sup>68</sup>

The transformation of St. Louis into a commercial entrepot marked the end of French hegemony. Until 1815, almost all of the

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<sup>66</sup> Bernhard, *Travels Through North America*, I, 96-97. In the same year Bernhard wrote these lines, St. Louis lost the Missouri capital to St. Charles, Hyde and Conard, *Encyclopedia of Hist. of St. Louis*, III, 1541.

<sup>67</sup> Caleb Atwater, *The Writings of Caleb Atwater* (Columbus, 1833), 212-213, 215, 222.

<sup>68</sup> St. Louis *Missouri Republican*, December 28, 1828, October 18, November 15, 1831.

community's inhabitants were French, and as late as 1818, between one-half and two-thirds of the populace remained French.<sup>69</sup> Three years later when John Paxton compiled the first city directory, he found only 155 French names among the 751 heads-of-household.<sup>70</sup> William Blane, during the winter of 1822-1823 remarked that the city still contained "many French who continue to speak their old language, and in some degree keep up manners of their native country."<sup>71</sup> About the same time, however, Paul Wilhelm noted, "there were as many immigrants of Anglo-American stock in the town as there were creoles," and he predicted that "in a short time, the Anglo-Americans will constitute the majority."<sup>72</sup>

By 1827, Englishman Charles Sealsfield found the St. Louis population quite heterogeneous. The city included immigrants from many foreign nations, but with "Kentucky manners" predominating.<sup>73</sup> The following year, minister Timothy Flint, who had been on the Illinois-Missouri frontier for more than half a decade, concurred with Sealsfield. "Very few towns in the United States, or the world, have a more mixed population," he wrote. "The American population now predominates over the French; and is made up of immigrants from all of the states. . . . [with] a sprinkling of people from all quarters of the world."<sup>74</sup>

As the fur trade declined and the city's economy broadened, attracting new settlers, French hegemony ended. Of the 1820s, a few decades later, one of St. Louis's first historians, Elihu Shepard, wrote:

Many old French families who were fond of a rural life retir[ed] . . . into the country, as facilities for their obtaining a subsistence were daily diminished in the city. The hunters, trappers, bargemen and voyageurs also gradually disappeared as new comers of other occupations acquired their places of residence.<sup>75</sup>

<sup>69</sup> John F. Darby, *Personal Recollections of Many Prominent People Whom I Have Known, and of Events—Especially of Those Relating to the History of St. Louis—During the First Half of the Present Century* (St. Louis, 1880), 5; [Joseph Charless], *Charless' Almanac for 1818*. . . . (St. Louis, [1818]), n.p.

<sup>70</sup> Paxton, *St. Louis Directory*, 265-271.

<sup>71</sup> Blane, *An Excursion*, 195.

<sup>72</sup> Paul Wilhelm, Duke of Wuertemberg, *First Journey to North America in the Years 1822 to 1824*, trans. by Wm. G. Bek in *South Dakota Historical Collections*, XIX (1938), 224.

<sup>73</sup> Charles Sealsfield, *The Americans as They are, Described in a Tour Through the Valley of Mississippi* (London, 1828), 94-95. Charles Sealsfield was one of the pseudonyms used by Karl Postl, an Austrian priest, whose writings about America were widely read.

<sup>74</sup> Flint, *Condensed Geography*, II, 98.

<sup>75</sup> Elihu H. Shepard, *The Early History of St. Louis and Missouri from Its First Exploration by White Men in 1673 to 1843* (St. Louis, 1870), 95.

New Americans, whether foreign- or native-born, set new priorities for St. Louis and assumed a far larger role in building up the city than did the earlier French.<sup>76</sup>

Thus, the forces which catalyzed the recovery of St. Louis after the Panic of 1819 furnished the city with a more substantial economic base and brought the arrival of a significant new group of migrants as well. The new population came not to "barter, traffic, and trade" on year-long journeys into the wilderness but to stake their fortunes on the growth of St. Louis as a commercial center. The French colonial fur trade outpost disappeared. In its place stood the beginnings of the commercial, and later the industrial, city of St. Louis.

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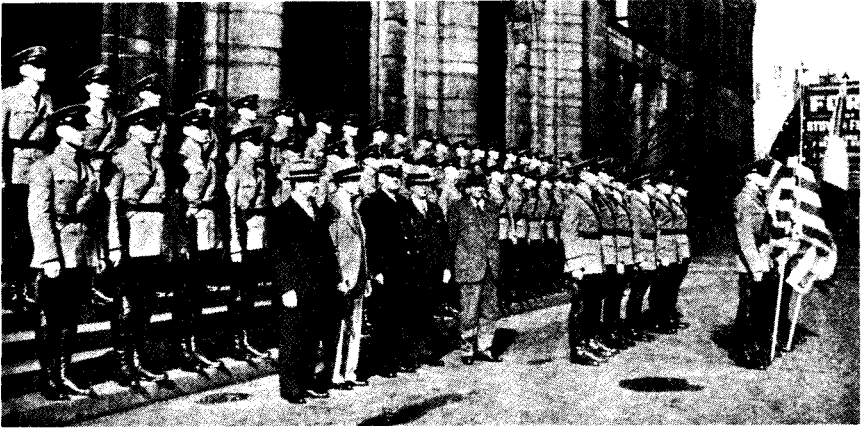
<sup>76</sup> Hyde and Conard, *Encyclopedia of Hist. of St. Louis*, II, 915.

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### House Raising

Troy *Herald*, January 5, 1876.

The advent of a new settler was then always warmly welcomed. Everybody would come to the house raising. The trees would be felled and the house finished the same day. While the axemen were making the woods ring with their music, six or eight men would carry the logs on hand-spikes and place them in position, another batch would be sawing the timber into blocks and riving it into clapboards for the roof, and still another would split the timbers for a chimney whose fire-place was broad enough to eat up half a cord of wood at a time. Not a nail was used in its construction. The boards on the roof rested on cross logs and were weighted down by other cross logs from above. The door was made of thicker boards held together by wooden pins and hung upon wooden hinges. The floor was the bare, smooth earth; and if the owner wanted a better one, he could put down a puncheon one at his leisure. The houses put up in this manner always had but one room. If a man wanted two rooms to his house, he was an aristocrat, and he could not get that hearty, spontaneous assistance that he of the more moderate pretensions was sure to receive. The additional room could always be raised, however, by inviting the neighbors and having it understood that there would be something extra in the way of a frolic. At every house raising it was the pride of the host to provide the best cheer the country afforded. Not to have on hand plenty of whiskey was an inexcusable oversight; worse than that it was a downright insult to every man who came. Had such a thing happened, not an ax would have been raised and the company would have dispatched in disgust. Not that the early pioneers were over fond of the cup, but it was one of their notions of what was required by the hospitalities of the occasion, and it tended to make men friendly, sociable and joyous.



**This group picture of the first Missouri State Highway Patrol features, in the foreground, Governor Henry S. Caulfield; Superintendent Lewis Ellis; St. Louis Chief of Police Joseph A. Gerk; C. D. Matthews, chairman of the State Highway Commission; and Major Roy F. Britton, president of the Automobile Club of Missouri.**

## Public Advocacy and the Establishment of the Missouri State Highway Patrol

BY V. LONNIE LAWSON\*

The general assembly established the Missouri State Highway Patrol in April 1931. Prior to the founding of the patrol, the county sheriffs carried out the execution of the law and the protection of this state's citizens outside of municipalities with police forces. State law empowered the sheriff to keep the peace within his jurisdiction, incarcerate those criminals as provided by law and swear in deputies who possessed all the powers of the sheriff in times of emergency.<sup>1</sup>

Regardless of the duties or powers of Missouri sheriffs, law enforcement within the state rested solely upon the attention and effort that individual sheriffs exerted in the performance of their

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<sup>1</sup> Lynn G. Adams, "The State Police," *Annals of the American Academy of Political and Social Science*, CXLVI (November, 1929), 34; Missouri Association for Criminal Justice, *The Missouri Crime Survey* (New York, 1926), 59.

jobs. A sheriff could be an important asset in suppressing crime and disorder, or he could sit back, ignore the happenings around him and rely on others to keep the peace.

In 1917, Charles Adams, sheriff of St. Francois County, requested that Governor Frederick D. Gardner intervene in a mining riot in Flat River. He informed the governor of a situation beyond his ability to handle; therefore, the governor ordered the Missouri State Guard to St. Francois County to quell the disturbance. However, L. Walter Dempsey, a clerk of the Federal Lead Company, recalled that Adams made no attempt to reason with the rioters, even when mine officials requested his aid.<sup>2</sup> Regardless of his reasons, Adams did not take the initiative to perform his duties.

Another illustration of law enforcement laxness occurred in St. Louis County. The county brought the sheriff to trial on charges that he had seen, but refused to investigate, several violations of the law. The court did not remove him from office, as the jury only found him guilty of failure to arrest a person for committing a crime in his presence.<sup>3</sup>

A sheriff's attitude toward criminal actions proved to be one reason for their lack of initiative. When questioned by the *Missouri Crime Survey* about criminal investigations, twenty of thirty-seven sheriffs responded that they, or their deputies, investigated all crimes in their jurisdiction, three answered in the affirmative if the cases were deemed important enough, and seven indicated they acted upon receipt of a warrant. When asked if they, or their deputies, should inquire into crimes reported by local news agencies or other means, six said yes, eighteen said no, and thirteen only agreed to if appropriately compensated.<sup>4</sup>

In 1926, all sheriffs, except those in five counties, did not receive a set salary. Their wages came from many sources. Sheriffs received money for serving subpoenas, warrants and jury notices; for attending court; for economically spending the allowance given to sustain each prisoner; and from compensation received for lodging federal prisoners. The Missouri Association for Criminal Justice reviewed the methods of this system, and determined the system to be an "obstacle in the way of improvement in criminal justice."<sup>5</sup>

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<sup>2</sup> V. L. Lawson, *The Lead Belt Mining Riot of 1917* (Marceline, Mo., 1976), 19, 53.

<sup>3</sup> *Missouri Crime Survey*, 63.

<sup>4</sup> *Ibid.*, 69-70.

<sup>5</sup> *Ibid.*, 67-68.

Another shortcoming of the county sheriffs was their lack of special training, since a candidate only had to be of voting age to qualify and receive a majority of the votes cast to win office. Therefore, elected candidates came from various educational backgrounds and a multitude of previous vocations. Sheriffs and their deputies proved to be inexperienced and ill-trained to meet even the minimum requirements of law enforcement officers. They had little, if any, knowledge of such sophisticated police work as fingerprint classification or identification, and most lacked the necessary weapons, radio instruments or proper transportation to handle many emergencies. Of fifty-nine Missouri sheriffs in 1925, only six had been policemen, and two had served as penitentiary guards.<sup>6</sup> The limited training and police background, together with the organizational incapacities of county law enforcement, forced state officials to realize the inadequacy of the existing structure in dealing with the mounting social changes.

Governor Arthur Mastick Hyde became the first elected state official to speak out for law enforcement reform. In his first bien-

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<sup>6</sup> Adam C. Breckenridge, Jr., "The Missouri State Highway Patrol and the Administration of Criminal Justice" (unpublished Master's thesis, University of Missouri, Columbia, 1938), 4; Karl Detzer, "The Twilight of the Sheriff," *Saturday Evening Post*, CCVI (February, 1934), 92.



**Governor Arthur M. Hyde**



nial message delivered before the Fifty-second General Assembly on January 4, 1923, he outlined various problems and needs of the state—the one of most severe urgency being the problem of law enforcement. Governor Hyde said that many ignored statutes needed attention, especially the enforcement of prohibition under the Volstead Act. Careful not to support or object to the law, he focused on the issue of law enforcement and concluded that, regardless of public opinion, the Volstead Act, as law, must be acted upon by law enforcement officials.<sup>7</sup>

The governor pointed to arson as another issue of importance. He directed attention to the soaring number of such crimes committed in Missouri from 1913 to 1923 and to the infrequent number of arrests and convictions. As a consequence, insurance premiums had increased significantly over the preceding five years.<sup>8</sup>

Governor Hyde then addressed the mounting game law violations. He noted the alarming depletion of fish and game throughout the state. Efforts by law officials in the previous two years, had resulted in 1,004 arrests, 671 convictions and 296 cases still pending. However, he indicated that local officials neglected to execute any action to prevent or even prosecute violators. The governor described deputies of the Fish and Game Department as “inadequate.”<sup>9</sup>

Next, Hyde reviewed the serious matter of refurbishing or replacing the existing archaic system of law enforcement agencies. He declared the National Guard, the only tool available to the state in controlling disturbances or riots, to be both “cumbersome and unbearably expensive.” Expressing concern about loss and damage to private property, he pointed out the efficiency and cost effectiveness in controlling lawlessness, rather than to suppress major outbreaks. A governor called upon the National Guard only after conditions had become too serious for control by any other means.<sup>10</sup>

Governor Hyde specified the vast improvement of the Missouri state highway systems as the last issue for better law enforcement. Missouri literally pulled itself out of the mud in the 1920s, and the governor pointed out that planned highway con-

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<sup>7</sup> Sarah Guitar and Floyd C. Shoemaker, comps. and eds., *The Messages and Proclamations of the Governors of the State of Missouri* (Columbia, Mo., 1930), XII, 31, 46-47.

<sup>8</sup> *Ibid.*, 47.

<sup>9</sup> *Ibid.*, 48.

<sup>10</sup> *Ibid.*

struction in the state amounted to over fifty million dollars at that time. Therefore, laws would be necessary to govern the use of all highways. Hyde proclaimed that county law enforcement officials, because of boundary restriction limitations, would find it increasingly difficult to apprehend criminals when given this superior means of mobility.<sup>11</sup>

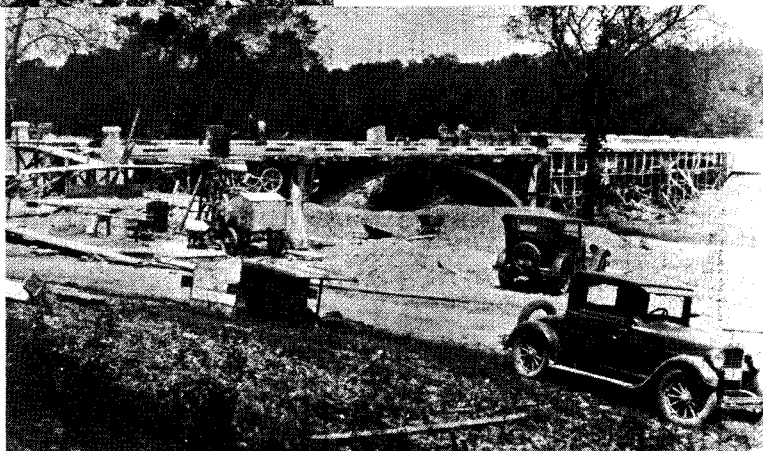
Most Missourians, the governor concluded, were unaware of the lack of authority which the state had in controlling crime, since only local officials had this vested power. These officials included sheriffs (marshalls or constables), prosecuting attorneys and the courts. Since citizens elected sheriffs and prosecuting attorneys, they wished not to offend the voters. Due to the limitation of carrying out their respective duties within the boundaries of the county, all three—sheriffs, prosecuting attorneys and courts—had to cooperate in enforcing the laws. If that cooperation did not exist, the result would be anarchy.<sup>12</sup>

<sup>11</sup> *Ibid.*

<sup>12</sup> *Ibid.*, 49.



**Highway Maintenance and Bridge Construction, Late 1920s**



Governor Hyde expressed a sentiment which other states had already come to accept:

The best machinery for law enforcement by state authority yet devised is a State Police Force. A state constabulary is the remedy, so far as remedy exists in the powers of government, against lawlessness.

Such a police force can be trained. It is not balked by a county line. It can protect the state highways. It can enforce the fish and game laws and outlaw the moonshiner. It would have no local, personal or political entanglements. It would be of especial value in preventing riots, and disorder. It would have no fear of proceeding against arson. It would be an ever present protection against lynching. It would command and receive respect. In operation, such a force would practically pay its own way, even leaving out of consideration its great value as peace officers. It should be a very moderate force during ordinary times, but capable of rapid expansion in times of need. It should be under non-political control. Its sole reason for existence would be to enforce the law equally and equably in every county in the State, and without fear or favor, to protect every citizen in the exercise of his right to life, liberty and property.<sup>13</sup>

Hyde's request to the general assembly for the establishment of a state police force did not go unnoticed. The *Jefferson City Capital News* stated that the governor's recommendation came as a surprise to almost everyone. Highly critical of the governor's request, the *News* suggested that the idea stemmed from Hyde's political ambition. The paper pointed to the idea of a state constabulary as being nothing new, and maintained that the idea did not appeal to Missourians because of the delegation of the power of law enforcement to local officials.<sup>14</sup>

Not everyone criticized the governor's overture to form a state police department. Shortly after delivering his biennial message, he began receiving written public support. For example, St. Louisan Tom R. Hazard wrote to the governor assuring him that he too noticed universal lawlessness. Hazard also informed Hyde that some St. Louis banking interests approved of his proposal and would gladly aid the administration in any way.<sup>15</sup>

<sup>13</sup> *Ibid.*, 50; *Missouri State Highway Patrol, 50th Anniversary, 1931-1981* (Marceline, Mo. [1981]), [33].

<sup>14</sup> *Jefferson City Capital News*, January 5, 1923.

<sup>15</sup> Tom R. Hazard to Governor Arthur M. Hyde, February 5, 1923, folder 783, Arthur M. Hyde Papers, in Joint Collection, University of Missouri, Western Historical Manuscript Collection-Columbia and State Historical Society of Missouri Manuscripts.

Judge Ewing Cockrell of Warrensburg also expressed an interest in law enforcement, but doubted whether a law providing for the state constabulary could pass the legislature. Cockrell suggested that Governor Hyde support other techniques which could bring about the enforcement of liquor and gambling laws. If a force of state sheriffs, traveled to counties doing the work that local officials could not, their efforts would increase the apprehension of criminals. Cockrell also advocated the need for criminal lawyers to travel about assisting prosecuting attorneys.<sup>16</sup>

Another citizen, John O'Hara of Sikeston, approved of the general concept of a state constabulary, but suggested formation of an agency to check on the local police, sheriffs, constables, prosecuting attorneys and other officials.<sup>17</sup> Other correspondence from Missourians to Governor Hyde named various types of crimes being committed in local areas and inquired what the governor could do about it.

Homer Talbot, secretary of the Missouri Board of Charities, wrote the governor in January 1923. He forwarded replies from various governors who answered questionnaires concerning state police systems. Most governors believed the state police necessary for efficient law enforcement and expressed satisfaction in the systems' accomplishments.<sup>18</sup>

Pennsylvania Governor William C. Sproul's response mentioned one aspect of his state's police force which Governor Hyde had not mentioned in his speech before the Missouri legislature. It centered on the use of the state police for suppressing labor disturbances. Among the public papers of Governor Hyde is a typed transcript similar to his biennial message. It referred to labor problems and the economic waste created by strikes. This reference did not place any blame on unions, but upon certain lawless members who harmed union's reputations.<sup>19</sup> Any implication of using a state police force to break strikes and quell labor disturbances would have had an adverse effect on the legislative proposal. If Governor Hyde originally intended to incorporate this issue into

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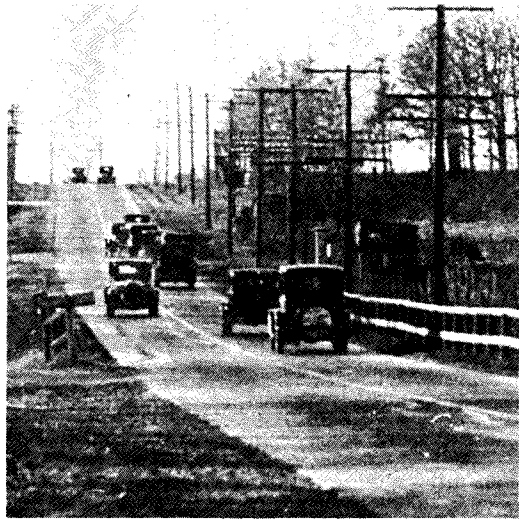
<sup>16</sup> Ewing Cockrell to Governor Arthur M. Hyde, February 23, 1923, fol. 783, in *ibid.*

<sup>17</sup> John O'Hara to Governor Arthur M. Hyde, March 20, 1923, fol. 769, in *ibid.*

<sup>18</sup> Homer Talbot to Governor Arthur M. Hyde, January 25, 1923, fol. 783, in *ibid.*

<sup>19</sup> Governor William C. Sproul to Governor Arthur M. Hyde, November 15, 1922; untitled document, both in *ibid.*

**Heavy Traffic on U. S. Route 66  
in St. Louis County, Late 1920s**



his initial plea for a state police force, he finally decided its exclusion would be most advantageous.

Among Governor Hyde's public papers also is a draft of a bill to establish a state police force. Why the governor did not introduce this bill in the Fifty-second (1923) or the Fifty-third (1925) General Assembly remains unclear. The Missouri General Assembly did not introduce a similar bill until 1927.

Hyde's document, entitled "An Act," would have created a Missouri State Police Department, outlining the duties, salaries, qualifications and the appointment of a board to govern the new agency. It differed from the later bills in the name of the new organization. Later bills referred to the agency as a road patrol, township patrol or highway patrol—the key word being "patrol." Hyde's papers used the title "Missouri State Police," except that throughout, the word "State" had been crossed out and "Rural" penciled in.<sup>20</sup> However, the organization still remained a police force, not a patrol.

Another difference occurred in the prescribed duties. In the later bills the main duties of the new organization included patrolling and enforcing laws on the state highways. Hyde's bill delegated, to the agency, the powers and authorities of general police officers. This included the power to serve warrants, arrest criminals in the act of committing a crime, enforce all state laws and

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<sup>20</sup> Document entitled "An Act," in *ibid.*

preserve the peace in any county, city or community when so ordered by the governor. The last power sought to maintain peace and order during industrial strikes.<sup>21</sup>

These duties would have received staunch resistance from labor associations had this bill been introduced. Presumably, it would not have survived the legislature during Hyde's administration, and perhaps this is the reason the document remained in the governor's files.

Although the Missouri General Assembly never initiated a bill to establish a state police force, Governor Hyde's plea for efficient law enforcement did not go unheeded. On May 7, 1923, Guy A. Thompson, president of the St. Louis Bar Association, speaking before that association, addressed the importance of improved law administration. He mentioned that a survey should be made by experts in the field to determine inconsistencies and problems of criminal law and its management. Thompson stressed that the state-wide survey should be conducted by an association responsible not only for compiling facts, but for guiding public opinion to bring about administrative and legislative modifications.<sup>22</sup>

When elected president of the Missouri Bar Association in December of that year, Thompson appeared in a better position to carry out his idea. In February 1924, he submitted a resolu-

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<sup>21</sup> *Ibid.*

<sup>22</sup> *Missouri Crime Survey*, 7-8.



**Guy A. Thompson, President,  
Missouri Bar Association**

tion to the association's executive committee which would authorize appointment of a Special Committee on Crimes, Criminal Law and Procedure. This committee would study the development and condition of crime in Missouri and recommend correction of deficiencies. The committee suggested forming a state-wide organization to conduct a survey and compile all the facts. Representatives from commercial, fraternal and civic organizations met in Jefferson City in October 1925 and established the Missouri Association for Criminal Justice.<sup>23</sup>

The association published its findings in the *Missouri Crime Survey* in 1926. This report questioned the similarity of a sheriff to a police officer and compared the sheriff to a court attaché. It declared that sheriffs knew of their inadequacies, and indicated that the general assembly should create a state police department modeled after those in Pennsylvania, New York and Massachusetts.<sup>24</sup>

In 1926, former Governor Herbert S. Hadley reinforced the affirmations of the Missouri Association for Criminal Justice. He reflected on the inefficiencies of police departments in Missouri and declared that Missourians should be concerned about their highly inefficient law enforcement system.<sup>25</sup>

During the preparation of the *Missouri Crime Survey*, Sam A. Baker became governor of Missouri in January 1925. In his inaugural address before the Fifty-third General Assembly on January 12, the new governor touched upon the issue of law enforcement. He recognized the work being done by the Missouri State Bar Association in studying the situation, yet he did not endorse or suggest a way to overcome the problems. He side-stepped the issue and passed the matter to the legislators, stating "there are many splendid and high-minded lawyers among you whose knowledge and experience will make them experts in coping with this problem."<sup>26</sup> However, no bill sought to establish a highway patrol during this general assembly.

In 1927, the senate of the Fifty-fourth General Assembly introduced a bill creating a highway patrol. Read before the entire body of the senate on February 3, it went, four days later, to the Committee on the Criminal Code for referral. Senate Bill No. 285 would have established a Department of Highway Patrol, with

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<sup>23</sup> *Ibid.*, 8-9.

<sup>24</sup> *Ibid.*, 75-76.

<sup>25</sup> *Jefferson City Capital News*, January 13, 1926.

<sup>26</sup> *Messages and Proclamations* . . . , XII, 274.

one superintendent, one deputy superintendent, four captains (one to head each regional troop), one lieutenant (to serve as an inspector), and a combination of two sergeants, four corporals and sixteen privates for each regional troop.<sup>27</sup> The superintendent, appointed by the governor, in turn would appoint the rest of the force. The document outlined explicit duties in section 10. Patrol members would be given the same powers as any peace officer, including crime detection and apprehension of criminals, arrest of persons caught in the act of committing a crime, and authority for arrest or search as specified in warrants. These duties would have created a furor had the bill reached the senate for a vote, but on February 11, the Committee on the Criminal Code recommended against its passage.<sup>28</sup>

House Bill No. 709, read on February 22, 1927, had a longer life span. After a second reading and referral to the Committee on Municipal Corporations, it was reported back to the house on February 25, with a recommendation that it pass. The contents, providing for the creation of a township patrol, proved to be the reason for its quick passage. Members of the Township Road Patrol could be appointed by the court of any county with a population of 25,000. However, there could be only one patrolman for each 2,000 township population. The patrol's sole duty would be to enforce state traffic laws.<sup>29</sup>

Regardless of the support, this bill never became law. Forwarded to Governor Baker, he vetoed it on April 22, 1927. The governor foresaw conflict of authority between the county court and the sheriff or police departments. He ended his veto message stating that if the county court saw the need for more men to enforce laws, it could so instruct the sheriff's office without creating a new law enforcement system.<sup>30</sup>

Conception of a State Highway Patrol could not possibly be realized for at least two more years. By that time, the crusade attracted the attention of Missouri Attorney General Stratton W. Shartel. In December 1928, Shartel published an article in *Missouri*<sup>31</sup> magazine entitled "State Police Would Check Crime Wave."

<sup>27</sup> The annual salary for each rank designation would be: superintendent, \$3,000; deputy superintendent, \$2,400; captain, \$1,800; lieutenant, \$1,800; sergeant, \$1,380; corporal, \$1,320; and private, \$1,200.

<sup>28</sup> *Senate Bill No. 285*, 1927, in Record Group 550, Records of General Assembly, Missouri State Archives, Jefferson City, Missouri.

<sup>29</sup> *House Bill No. 709*, 1927, in *ibid.*

<sup>30</sup> *Messages and Proclamations* . . . , XII, 345.

<sup>31</sup> *Missouri*, published in Jefferson City, was the official publication of the Missouri State Chamber of Commerce.



**Governor Sam A. Baker**

In this article, he implied that the Fifty-fifth General Assembly might consider a bill to formulate a State Highway Patrol. However, he added that it would be designed to enforce highway traffic regulations and would not check the crime wave prevalent in the state. Shartel stressed Missouri's need for a state police modeled after the military, with more authority to carry out the functions of regular police officers, including the enforcement of all state laws.

Such a force should be under the direction of the governor, and have no political affiliation and no allegiance to local officials or the public as do elected officials. As an example of a state police checking crime, Shartel cited a comparison of bank robberies: Pennsylvania, with a state police, had no bank robberies in the last ten years, while Missouri had had fifty. Shartel requested Missourians to become aware of the deplorable law enforcement and to encourage legislators to establish a state police agency.<sup>32</sup>

One month after Shartel's article appeared, Governor Henry S. Caulfield delivered his inaugural address. Part of this address stressed law enforcement. Unlike his predecessor, Caulfield strongly emphasized the governor's limitations in enforcing state laws.

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<sup>32</sup> Stratton Shartel, "State Police Would Check Crime Wave," *Missouri*, I (December, 1928), 24.

At this time, however, he did not mention a state police or a highway patrol.<sup>33</sup>

The Fifty-fifth General Assembly introduced three bills, two in the house and one in the senate. The Jefferson City *Daily Capital News* expressed optimism that one of the bills, featuring the best of a state police and a highway patrol, would survive the fight in the legislature. Success could stem from the Auto Club of Missouri's concern for increased loss of life and property on Missouri highways, the support of the Missouri Banker's Association, and the recent backing of a highway patrol by various labor leaders.<sup>34</sup>

Early in January, several articles and editorials appeared in newspapers exposing the unnecessary increase in traffic accidents.<sup>35</sup> The Jefferson City *Daily Capital News* requested that the general assembly do something about this problem without naming any particular solution. Examination of automobile accidents in one city, St. Louis, revealed the alarming increase of the death toll. In 1928, the city recorded over ten thousand automobile accidents, with more than two hundred persons dying as a direct result. The rise of highway fatalities even alarmed the State Highway Com-

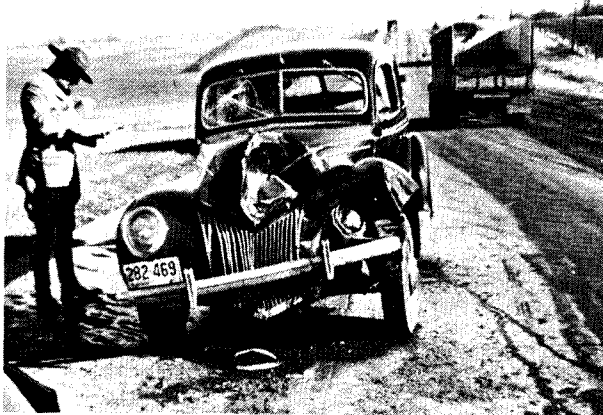
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<sup>33</sup> Dorothy Penn and Floyd C. Shoemaker, comps. and eds., *Messages and Proclamations of the Governors of the State of Missouri* (Columbia, Mo. 1947), XIII, 26.

<sup>34</sup> Jefferson City *Daily Capital News*, January 8, 10, 24, 1929; Carolyn Callison, "The Missouri State Highway Patrol—50 Years of Service and Protection," *Midwest Motorist*, LII (January-February, 1981), 14.

<sup>35</sup> Jefferson City *Daily Capital News*, January 8, 10, 1929.

#### Mo. St. Hy. Patrol



mission. Their biennial report (1926-1928) stated that the situation demanded careful examination for a satisfactory solution.<sup>36</sup>

Labor's changing view of a highway patrol also contributed to successful passage of the bill. In 1927, labor opposed any proposal which would create a state police or a highway patrol. Because of the alarming increase in traffic fatalities, however, the Brotherhood of Railway Trainmen endorsed the idea two years later. The Missouri Federation of Labor did not give an open endorsement generously. While favoring establishment of a highway patrol, they would oppose legislation for a state constabulary.<sup>37</sup>

The house introduced Bill No. 215 and presented it to the Committee on Roads and Highways on January 28, 1929. Referred back to the house in March, it came before the entire body for passage in April. The bill had been altered by the committee to include the establishment of both a twenty-man state police organization and a highway patrol consisting of thirty men. Throughout the month, the proposal survived attempts to limit its powers, including one amendment to place the patrol under the supervision of county sheriffs. Another amendment would have required that not more than one-half of the unit belong to the same political party. The house approved a disappointing amendment giving the patrol a probationary period of two years, and putting its continued existence in the hands of the next legislature.

Attorney General Shartel supported this measure. The Missouri Federation of Labor, however, opposed it because of the inclusion of a state police. Labor officials charged that the state police of Pennsylvania had abused their power during labor disputes. In reply, Shartel stressed the need for improved law enforcement, pointing out the number of bank robberies committed in Missouri in 1928. Support of a state police force for Missouri had been received from Chief Justice of the United States William H. Taft, and the governors of Maryland and New York.<sup>38</sup>

A two-hour debate created bad feelings on both sides. Proponents of the bill pointed out that twenty-one states used a state police force and pushed the measure as a positive step toward more effective law enforcement. Each side accused the other of

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<sup>36</sup> *Ibid.*, January 8, 10, 24, 1929.

<sup>37</sup> *Ibid.*, January 13, 1929.

<sup>38</sup> *House Bill No. 215*, 1929, in Record Group 550, Records of General Assembly, Missouri State Archives; Jefferson City *Daily Capital News*, April 4, 1929.



**Stratton Shartel,  
Missouri Attorney General**

lobbying. One opponent stated that if the proposal passed, the public would penalize the legislature by electing "new faces" to the next general assembly. After order had been restored and the vote had been taken, the bill failed by four votes.<sup>39</sup>

Rather than admit defeat, advocates of House Bill No. 215 tried to get members who had voted "no" to change their vote. Proponents of the bill felt that it could pass if it came up for vote again, especially since more than ten members of the house left without voting. Reconsidered the next day, April 25, the bill met an even worse defeat.<sup>40</sup>

House Bill No. 2, the second bill pertaining to a highway patrol, was filed and read before House Bill No. 215. It did not come up for vote until after the latter bill's defeat. This measure did not have a combination state police and highway patrol organization. In fact, it was an omnibus bill designed to implement a uniform state traffic code, with an attached highway patrol section. After being introduced for passage, opponents successfully weakened the measure by adding an amendment requiring patrolmen to assume the duties of oil and license inspectors under the

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<sup>39</sup> *Ibid.*, April 25, 1929.

<sup>40</sup> *Ibid.*, April 26, 1929.

direction of the secretary of state. Despite the plea that the original proposal would save human lives, the amendment carried. It virtually destroyed the chances for a true highway patrol organization. This left only the senate bill as the last chance during the Fifty-sixth General Assembly to establish a highway patrol.<sup>41</sup>

In January, Attorney General Shartel sponsored Senate Bill No. 402 as a measure to create a state constabulary. The original bill provided for a force of twenty patrolmen to be stationed throughout the state. They would have radio receiving sets on their motorcycles, and the superintendent of the patrol would dispatch messages to report and direct the patrolmen to the scenes of crime. The proposal also would include the possibility for county sheriffs to listen and receive the same messages. Attorney General Shartel believed criminals would avoid Missouri upon implementation of the new communications system. Impressed with the system's potential, the *Daily Capital News* stated that the general assembly should look favorably on the proposal.<sup>42</sup>

In March, both the governor and the attorney general advocated the need for a state police force. While addressing the Association of Police Chiefs of Missouri, Governor Caulfield approved of a state police force to aid in enforcing state laws. Attorney General Shartel asked rhetorically whether a recent Maplewood bank robbery would have succeeded had there been a police force as provided in the senate bill. In his remarks, Shartel cited Supreme Court Chief Justice William H. Taft as favoring a state police system. Taft had written to him declaring the "absence of a state police force in each of the states of the nation is a real defect we suffer from in this country in administration of the criminal law."<sup>43</sup>

Two months later, the state police bill had been eliminated when the Senate Committee on Roads and Highways substituted an amended version calling for a highway patrol (not a state police) consisting of twenty-five men. Regardless of the abandonment of a state police force and the public need for a highway patrol, the bill failed.<sup>44</sup> Hope for creating a state highway patrol dwindled as the opponents gained strength during the course of the session.

In November 1929, Attorney General Shartel wrote an article in *Missouri* asking that Missourians support the establishment of

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<sup>41</sup> *Ibid.*, May 2, 1929.

<sup>42</sup> *Ibid.*, January 17, 19, 1929.

<sup>43</sup> *Ibid.*, March 27, 29, 1929.

<sup>44</sup> *Ibid.*, May 14, 1929.

a state highway police. His article related instances of the loss of human lives and personal property in traffic accidents and questioned if they could have been avoided. Shartel affirmed that virtually all of the accidents could have been prevented if the state had had such a force. The attorney general blamed decentralized law enforcement agencies for many traffic accidents and for the inability to capture criminals. Shartel appealed to the Missouri taxpayers, stating that fees and fines would cover the costs. Finally, Shartel argued for a patrol to protect citizens' lives and property.<sup>45</sup>

In April 1930, the Automobile Club of Kansas City echoed Shartel's pleas for protection of life and property. In its official publication, the *Midwest Motorist*, an editorial stressed the need for supervision of the traffic on state highways. It requested motorists wanting a state police to write letters of support and send them to the *Midwest Motorist*.<sup>46</sup>

Eight months after the appearance of Shartel's article, Thomas J. Hennings, former president of the Missouri Association for Criminal Justice, made another plea for a state police force. Also

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<sup>45</sup> Stratton W. Shartel, "State Police Would Lessen Tragedies," *Missouri*, II (November, 1929), 7.

<sup>46</sup> "Why Not State Police?" *Midwest Motorist*, XII (April, 1930), 11.



**Thomas J. Hennings**

writing in *Missouri*, Hennings attacked the impotence of county sheriffs in restraining crime. He highlighted the causes of the sheriffs' problems, including the elective position, fee system, inept training and their limited jurisdiction. Hennings described the sheriff as a court attaché who does not solve crimes and is not required to prevent criminal acts. Finally, sheriffs could never be considered officers of the law if these restrictions continued.<sup>47</sup>

Attorney General Shartel made his final plea for the establishment of a state police two months before the Fifty-sixth General Assembly began its session. In another *Missouri* article he argued that only the legislature could rectify the antiquated law enforcement system with the creation of a state police force. Shartel directed his remarks to labor organization leaders. He pointed out that many labor leaders had opposed a state police in the past. They should join ranks, however, getting behind the movement to create a state police. The attorney general discredited stories which blamed the Pennsylvania State Police for participating in a bloody labor dispute in 1903; the Pennsylvania State Police did not exist at that time. This lie surfaced in order to harm the chances of any Missouri state police bill.<sup>48</sup>

Shartel did admit that a state police definitely would become involved if crimes occurred during a strike. In such a situation, the state police would intercede to decrease bloodshed and prevent property destruction. Shartel's sympathies lay with the labor unions, but that ceased when violence began. In conclusion, he again urged that the legislature take the proper course of action and create a state police force.<sup>49</sup>

Shartel did not have long to wait before the fight began to establish a state patrol. He gave approval to a senate bill which appeared early in the Fifty-sixth General Assembly. Also endorsed by the Auto Club of Missouri, the bill provided for a force of 144 men with a superintendent appointed by the governor. In order to appease the opposition, the patrol lacked full police powers, with limits to arrest suspects only if detected or suspected of criminal acts. Officers had delegated jurisdiction only on the highways, unless in the process of chasing a suspect. The measure

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<sup>47</sup> Thomas J. Hennings, "A State Police Force is Needed," *Missouri*, III (July, 1930), 7-8.

<sup>48</sup> Stratton Shartel, "Increased Crime Menace Calls for Better Police Protection in the State," *Missouri*, III (November, 1930), 5-7; J. M. Hagen, "The 'Iron Mule' Brigade," *Apropos, A Magazine for Motorists*, VII (March, 1927), 9.

<sup>49</sup> Shartel, "Increased Crime Menace," 5-7.

so little resembled previous bills calling for a state police, that even the State Federation of Labor endorsed it.<sup>50</sup>

Shortly after the introduction of this bill, an incident occurred which supported the need for a patrol. In Maryville, on January 12, a mob lynched a black man as he awaited trial. Again Shartel called attention to the need for a state patrol to handle emergencies which local officials could not control.<sup>51</sup>

In February, Representative O. B. Whitaker introduced a bill drawn up by Attorney General Shartel. Somewhat different from the one initiated in the senate, it called for the creation of a state police, not a state highway patrol, with the same powers possessed by county sheriffs. The bill provided for a force of fifty patrolmen, with a superintendent, chosen by the governor. The Roads and Highways Committee amended it by increasing the force to 115 patrolmen.<sup>52</sup>

House Bill No. 299 had a short, stormy career. After amendment by the Roads and Highways Committee the bill was debated intermittently through late February. Since the patrol would have

full police powers under this measure, it had the authority to enforce prohibition laws. On February 19, tempers rose as representatives spoke their opinions. Opponents feared the new agency would become a prohibition "snooper." Majority Floor-leader James T. Blair, Jr.,<sup>53</sup> Democrat of Jefferson City, spoke out against the bill because it would give the patrol the power of search and seizure. Continuing his opposition to the patrol as potential prohibition "snoopers," he pointed out the U. S. Supreme Court's ruling

**Governor Henry S. Caulfield**  
*Strauss Photo*



<sup>50</sup> Jefferson City *Daily Capital News*, January 10, 1931; Callison, "Missouri State Highway Patrol," 14.

<sup>51</sup> Jefferson City *Daily Capital News*, January 14, 1931.

<sup>52</sup> *Ibid.*, February 7, 11, 1931.

<sup>53</sup> James T. Blair, Jr., became governor in 1956.



that police officers could arrest persons suspected of possessing alcoholic beverages. Passage of the patrol bill would "send a force of snoopers over the state to search the private cars of citizens."<sup>54</sup>

A volley of responses from representatives who sponsored the bill followed Blair's oration. T. J. Roney, Democrat of Jasper County, warned that anyone voting for the bill probably believed liquor smugglers to be "supercitizens." Representative James A. Ramsey, Chariton County Democrat, asserted the need for the bill, stating that in some areas bootleggers had to wear identification to avoid propositioning each other.<sup>55</sup>

The original bill included a section that denied the power of search and seizure except to take weapons from persons under arrest. On February 22, Representative R. Earle Hodges, Democrat of Callaway County, offered an amendment, removing that section of the bill. The motion lost by a vote of 60 to 52, thus restricting the power of search and seizure. On February 26, the house bill met defeat.

Representative Gary Snyder, Lewis County Democrat, proposed an amendment to place the patrol unit under the control of county sheriffs. This amendment passed by six votes, 60 to 54. Believing the original bill to be lost, O. B. Whitaker, Republican of Hickory County, made an effort to eliminate the present measure and substitute a state police bill, similar to the one proposed in 1929. This motion drew a flurry of arguments, ending in the rejection of Whitaker's proposal. An opponent, Representative Nick M. Bradley, Democrat of Johnson County, moved to table the measure, which would have meant its demise. This motion failed to carry by a vote of 65 to 64. However, the bill had been so amended, that opponents hailed its present form as a victory.<sup>56</sup> The only hope for passage of a state highway patrol bill now rested with Senate Bill No. 36.

On February 12, the Senate Roads and Highway Committee, approved Senate Bill No. 36 and sent the bill back to the floor of the senate. Roy Britton, former president of the Auto Club of Missouri, argued before this committee in favor of a patrol. For the most part, the measure remained unchanged, except for reducing the force from 144 to 115. Two weeks later, senators voted 22 to 8 to have the bill engrossed, with two minor amendments.

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<sup>54</sup> Jefferson City *Daily Capital News*, February 20, 1931.

<sup>55</sup> *Ibid.*

<sup>56</sup> *Ibid.*, February 27, 1931.

One amendment required all patrol candidates to have been taxpayers in Missouri for three years. Another amendment forbid the patrol to carry out any duties in the conduct of elections. Under the guidance of Senator Russell Dearthmont, a Cape Girardeau Democrat, proponents defeated several amendments designed to weaken the measure.<sup>57</sup>

Two months elapsed before the senate bill came before the house for consideration. On April 16, Representative Langdon Jones, Democrat of Dunklin County, called up the measure. A debate immediately ensued lasting two hours before adjournment. The *Daily Capital News* reported the events of that day:

During the two hour debate yesterday afternoon, members became heated in their remarks, drawing frequent criticism from Speaker Nelson. Nelson, himself came in for chastisement from Representative W. E. (Doc) Whitecotton of Monroe county when the speaker ruled Whitecotton out of order.

"I will get in order and I don't need any assistance from you," pointing his [Whitecotton's] finger at Speaker Nelson.<sup>58</sup>

Prohibition, strike breaking and the powers of search and seizure caused most of the opposition to a state patrol. Another reason emerged, however, during the two hour debate on April 16. Representatives from Missouri's rural areas opposed the measure because they feared that money normally spent for road construction would be used to pay the expenses of the patrol.<sup>59</sup>

When defeated on April 17, partly because of light attendance by house members, it appeared the senate bill would meet the same fate as its house counterpart. Opponents presented several amendments, one to increase the number of patrolmen and one to reduce the number of the force. Advocates defeated them, however, as any change would send the measure back to the senate. Several members changed their votes, rescheduling the bill for a vote the following week.<sup>60</sup>

On April 20, 1931, after six years of struggle, the house passed Senate Bill No. 36 by a vote of 89 to 29. Because of the earlier near defeat, proponents had encouraged absentees to be there when

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<sup>57</sup> *Laws of Missouri, Passed at the Session of the Fifty-sixth General Assembly* (Jefferson City, 1931), 230-236; *Jefferson City Daily Capital News*, February 13, 1931; Callison, "Missouri State Highway Patrol," 14.

<sup>58</sup> *Jefferson City Daily Capital News*, April 17, 1931.

<sup>59</sup> *Ibid.*

<sup>60</sup> *Ibid.*, April 18, 1931.



*Mo. St. Hy. Patrol*  
**Governor Caulfield Signing the Highway Patrol Bill**

## Early Views of the Highway Patrol



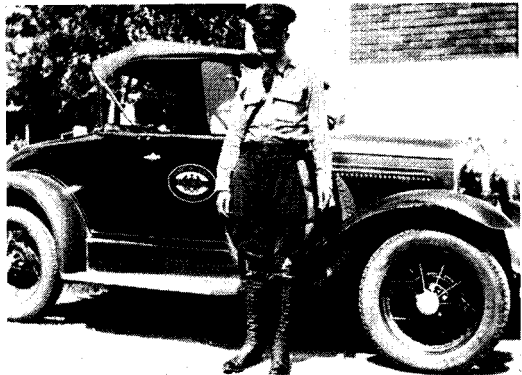
*Mo. St. Hy. Patrol*  
**First Patrol Recruits in Classroom at St. Louis Police Training School**

*Mo. St. Hy. Patrol*



**An Original Trooper and Equipment**

*Mo. St. Hy. Patrol*



the voting resumed. Opponents, led by Majority Floorleader Blair, again tried to thwart the passage, but proponents shouted them down. Four days later Governor Caulfield signed the bill, calling it "a very constructive piece of legislation which makes it safe to travel on the state highways," and giving birth to the Missouri State Highway Patrol.<sup>61</sup>

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<sup>61</sup> *Ibid.*, April 25, 1931.



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### Culture Comes to the Ozarks

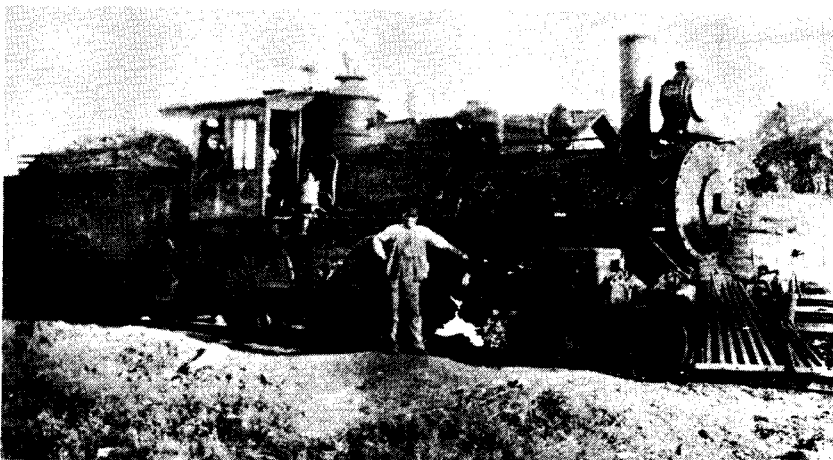
*White River Valley Historical Quarterly*, Fall, 1981.

"Prof. A. J. Hicks of Lead Hill, Ark., held a gramophone entertainment at the school house Thursday night. Out of some misunderstanding there was not a large audience that did not hinder the entertainment from being fine. The Professor was very liberal giving a good percent of the proceeds to the district."

—by Townsend Godsey

*Taney County Republican*, June 16, 1904.

(A. J. Hicks was a highly popular early Taney County educator as a country school teacher, conductor of normal school sessions, county school commissioner and Taney County's first county superintendent of schools under the Missouri school law in 1909.)



*De Golyer Lib., SMU  
Courtesy the Author*

## Courting the Great Western Railway: An Episode of Town Rivalry

BY H. ROGER GRANT\*

Town rivalries have been frequent throughout this nation's past. Missouri has experienced its share of contests between communities seeking some "plum" of government, whether state college, prison, insane asylum or county seat. Similarly, residents have competed eagerly for investments from the private sector. The reasons for both are easily understandable. For a town to become something more than a sleepy crossroads trading point required a source of employment. When the process began, boosters hoped for a multiplier effect: an institution or enterprise located in their hometown would surely attract other business. Promoters fantasized about their settlement becoming another St. Louis or Kansas

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The author wishes to acknowledge his debt to the Faculty Research Committee of the University of Akron for financing his work on the Chicago Great Western Railroad Company.

City and longingly looked forward to increased property values, related financial opportunities and overall prosperity.<sup>1</sup>

As America's first big business, railroads exerted a colossal impact on the development of urban life. Their presence often led to the actual founding of towns, especially in the trans-Mississippi West, and by effectively shattering the isolation of the countryside, they made it possible for landlocked communities to grow. Whenever a carrier selected a particular place to establish service facilities, additional expansion took place. After all, companies conducted labor intensive operations. Steam locomotives required extensive daily attention and repeated major overhauls. Moreover, the state-of-the-art technology necessitated many more units of motive power than were later needed since the ubiquitous "American Standard" (4-4-0) and "Mogul" (2-6-0) engines possessed only modest pulling strength. Small rolling stock required more train movements, and hence more employees. The country's citizenry grasped fully the meaning of these words by a contemporary railway executive:

As an element of permanent prosperity to a village or city, railway [facilities] are superior in value to any other manufacturing establishments, inasmuch as they continue to run as long as the railway runs, which is perpetual, for although men die, the railway, like the babbling brook, "runs on forever."

These "railroad towns" seemed destined to prosper. At the turn of the century, for instance, the future looked exceedingly bright for such "Show-Me State" rail centers as Brookfield (Burlington), Marceline (Santa Fé), Moberly (Wabash) and Trenton (Rock Island).<sup>2</sup>

The iron horse came to Missouri in August 1852, when St. Louis stevedores unloaded the "teakettle" *Pacific* from a steamboat that had arrived from New Orleans. By December, this first locomotive west of the Mississippi River plied the freshly laid rails of the Pacific Railroad (later the Missouri Pacific). Yet, railroad construction did not boom until after the Civil War, continuing to

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<sup>1</sup> See, for example, Wyatt Winton Belcher, *The Economic Rivalry Between St. Louis and Chicago, 1850-1880* (New York, 1947); Lewis Atherton, *Main Street on the Middle Border* (Bloomington, Ind., 1954), 330-353; Richard C. Wade, *The Urban Frontier* (Cambridge, Mass., 1959), 304-342; and Daniel J. Boorstin, *The Americans: The National Experience* (New York, 1965), 161-168.

<sup>2</sup> James Thomas Craig, "Oelwein Secures the Machine Shops of the Chicago Great Western Railway Company, 1894," *Annals of Iowa*, Third Series, XXIV (January, 1943), 223.

the era of the First World War. For both the state and nation, the 1880s marked the time of the greatest building spree. America's rail net jumped from 93,267 miles in 1880 to 163,597 miles ten years later, and Missouri's track mileage soared from 3,965 to 6,004.<sup>3</sup>

Included in these figures are sixty miles of line spiked down in 1887-1888 between the Iowa border and St. Joseph by the Chicago, St. Paul & Kansas City Railroad (CStP&KC). Part of the so-called "Maple Leaf" system, the company, launched in 1883 and directed by a hard-driving St. Paul entrepreneur A. B. Stickney, showed an expansive nature. By the time it entered Missouri, the road linked Chicago and St. Paul, and its Oelwein-Marshalltown-Des Moines segment headed toward Kansas City. That objective became a reality in 1891 when the Leavenworth & St. Joseph Railway, a CStP&KC affiliate, opened a twenty-three-mile route from Bee Creek (St. Joseph) to Beverly. The parent firm then secured trackage rights from Beverly into Leavenworth, Kansas, over the Rock Island and Union Pacific, and from there into Kansas City over the rails of the Kansas City, Wyandotte & North-western.<sup>4</sup>

The Chicago, St. Paul & Kansas City built no additional trackage in Missouri; nor did its successor, the Chicago Great Western Railway Company (CGW), which emerged out of an 1892 reorganization. After service began, however, Stickney interests started construction of support facilities in the state. Soon Kansas City and St. Joseph sported engine and minor repair installations, and the latter won designation as "auxiliary" headquarters of an operating division, home to scores of dispatchers, supervisory personnel and train crews. Needless to say, St. Joseph residents lauded the railroad's choice. They knew this was one more indication

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<sup>3</sup> John F. Stover, *Iron Road to the West: American Railroads in the 1850's* (New York, 1978), 13, 162; *Statistical Abstract of the United States, 1916* (Washington, D.C., 1917), 292.

Missouri contained 817 route-miles of railroad in 1860; in 1910 the figure reached 8,082.

<sup>4</sup> *Second Annual Report of the Chicago, St. Paul and Kansas City Railway Company for the Year Ending June 30, 1888* (St. Paul, 1888); *Corporate History of the Chicago Great Western Railroad Company, as of the Date of Valuation June 30, 1916* (Chicago, 1920), 19; *Fourth Annual Report of the Chicago, St. Paul and Kansas City Railway Company for the Year Ending June 30, 1890* (St. Paul, 1890); *Savannah Democrat*, January 27, March 7, 1890; *Oelwein [Iowa] Register*, February 5, 1891.





that their Buchanan County metropolis of 52,324 possessed a bright tomorrow.<sup>5</sup>

Yet before St. Joseph triumphed, citizens of Savannah, seat of Andrew County, fourteen miles to the north, had hoped that they might win the division point and have a roundhouse and machine shops as well. Although a large share of the town's 1,288 inhabitants attended a public gathering in January 1888, and signed a petition asking for such a commitment, the railroad refused. It apparently viewed St. Joseph as a better location, both in terms of its relationship to traffic patterns and as a source of adequate labor and housing.<sup>6</sup>

With the exception of Savannah, the Chicago Great Western served virtually no towns of significance between Des Moines and St. Joseph. This building strategy was not as foolhardy as it might seem. Rough terrain explains the avoidance of several county-seat communities—for example Winterset, Iowa, and Grant City, Missouri. Another element rests with the company's desire to minimize confrontations with its competitors; the Stickney road penetrated what the Burlington, in particular, considered its rightful sphere of influence. In fact, this vindictive rival blocked temporarily the Maple Leaf's entry into St. Joseph. Another explanation centers on cost. Management understood that if a community did not grant adequate concessions, real estate expenses might soar to ruinous levels. A final factor, perhaps foremost in the minds of the builders, is the notion that the firm ultimately could benefit by *avoiding* established settlements. Since poor roads and slow-moving vehicles limited range, ambitious merchants and their rural clientele would naturally gravitate toward a new railroad line. Once built, these places would depend totally upon the CStP&KC (later the CGW) for their transportation needs. And, indeed, this happened. The coming of the rails led to the establishment of more than a dozen villages in southern Iowa and northern Missouri.

Communities, spawned by the Maple Leaf, included Sheridan in Worth County, and Parnell City<sup>7</sup> and Ravenwood in Nodaway

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<sup>5</sup> *Railroad Gazette*, XXIV (March 25, 1892), 243; *ibid.* (July 22, 1892), 513; *First Annual Report of the Chicago Great Western Railway Company for the Year Ending June 30, 1893* (St. Paul, 1893); *Report on Population of the United States at the Eleventh Census: 1890*, Part I (Washington, D.C., 1895), 212.

<sup>6</sup> *Savannah Democrat*, January 20, 1888; *Report on Population of the U. S.*, 1890, 211.

<sup>7</sup> Residents called their community Parnell, while the railroad initially added "City." By the late 1890s, the company used the shorter version.

County. Unlike settlements launched after the completion of the Chicago Great Western's Omaha extension early in the twentieth century, no railroad-controlled land company participated. Rather, either individuals who owned the various parcels of real estate or independent "improvement" companies subdivided the town-sites into residential and commercial lots, a process that began as soon as trains arrived.<sup>8</sup>

The founding of Sheridan, Parnell and Ravenwood triggered a spurt of building activity. Soon the types of businesses common to the region appeared. Not surprising, each boasted a weekly newspaper dedicated to advancing its own community; the editors of the *Sheridan Advance*, *Parnell Sentinel* and *Ravenwood Gazette* glorified the special qualities of their respective hometowns. Notwithstanding these booster organs, populations failed to meet original expectations. The 1890 headcount of Sheridan showed about two hundred residents; the figure totaled 347 a decade later. Parnell grew from 267 to 437, and Ravenwood from approximately 100 to 285.<sup>9</sup>

The citizenry of the three communities loyally patronized the Great Western. Even though the company enjoyed a local transportation monopoly, it offered good travel and shipping accommodations. By 1900 six passenger trains made daily stops, and nearly as many freights paid calls. Indeed, service far exceeded the quality of rail transportation in most nearby towns where branch lines of the Burlington Route predominated. These places typically had access only to a once-a-day passenger and a "way" or local freight. Travelers to and from Grant City, for instance, regularly patronized the CGW at Parnell and used private transport for the remaining eleven miles to the Worth County seat. Similarly, the Great Western provided first-class auxiliary facilities. The towns got modern stockyards and utilitarian, yet comfortable, depots. When Parnell's station burned in 1901, the CGW immediately erected a replacement structure that seemingly satisfied the populace. "It will be 95 feet long and will have all the modern improvements for a town twice the size of Parnell," beamed the

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<sup>8</sup> *Sheridan Advance*, May 18, 1894; *Past and Present of Nodaway County, Missouri* (Indianapolis, Ind., 1910), I, 279, 284-285; *Ravenwood Gazette*, December 16, 1926.

<sup>9</sup> *Report on Population of the U. S., 1890*, 219; *Thirteenth Census of the United States Taken in the Year 1910, Volume 2, Population* (Washington, D.C., 1913), 1081, 1087.



**Sheridan Main Street,  
Early 1900s**

**Chicago Great Western  
Depot at Parnell**



*James L. Rueber Coll.  
Courtesy the Author*

*Sentinel*. "The Chicago Great Western recognizes Parnell as one of the best towns along its line and nothing is too good for her."<sup>10</sup>

The Great Western's willingness to provide Parnell with a handsome building prompted immediate speculation there and in neighboring Sheridan (5.4 miles to the north) and Ravenwood (6.8 miles to the south) about the company's future plans in the area. Rumor spread that the road desired to alter its Des Moines to St. Joseph operations by establishing a new freight division point. Since the opening of the southern extension in the late eighties, the railroad had bestowed its favors on the village of Knowlton in Ringgold County, Iowa, twenty-three miles from the Missouri border. "Knowlton is a freight division of [the] CGW," glowed the *Knowlton Sentinel* in February 1900.

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<sup>10</sup> *Travelers' Official Railway Guide, June 1899* (New York, 1899), 627; *Parnell Sentinel*, March 16, 1899, December 12, 1901.

The close association between the railroad and the community is illustrated superbly by a Sheridan businessman naming his establishment the "Great Western Livery."

It is also a watering and coaling station and no trains pass over the line of the Great Western without stopping at Knowlton, as all trains get running orders here. It is almost exactly half way between Des Moines, Iowa and St. Joseph, Missouri, and is the only division between these two points.<sup>11</sup>

Why the Great Western contemplated relocation is not perfectly clear. From an operations standpoint, a site thirty-five to forty miles closer to Kansas City would provide an approximate midway point between that southern terminus and Des Moines. Two sections of roughly 110 miles each more easily could be served than one that measured 145 miles; and, too, freight trains conveniently could not work the longer distance since numerous stops required that speeds rarely exceeded fifteen miles per hour. Perhaps another consideration existed. The failure of Knowlton to emerge as a viable community may have dampened interest in retaining that location. A larger, more dynamic place logically would hold great attraction.<sup>12</sup>

Sheridan, Parnell and Ravenwood each thought that it could serve admirably the railroad's needs. The towns' newspapers expounded their respective advantages, obviously hoping that some Great Western official would be influenced. Then, to their dismay, another possible contender emerged—Conception Junction, a Nodaway County hamlet of two hundred or so souls located 12.6 miles south of Parnell. Established when the Wabash Railroad built through the region on its way from Brunswick to Omaha in the late 1870s, its principal asset was location. Not only an acceptable distance between Des Moines and Kansas City, it had become the site of a strategic freight and passenger interchange.<sup>13</sup>

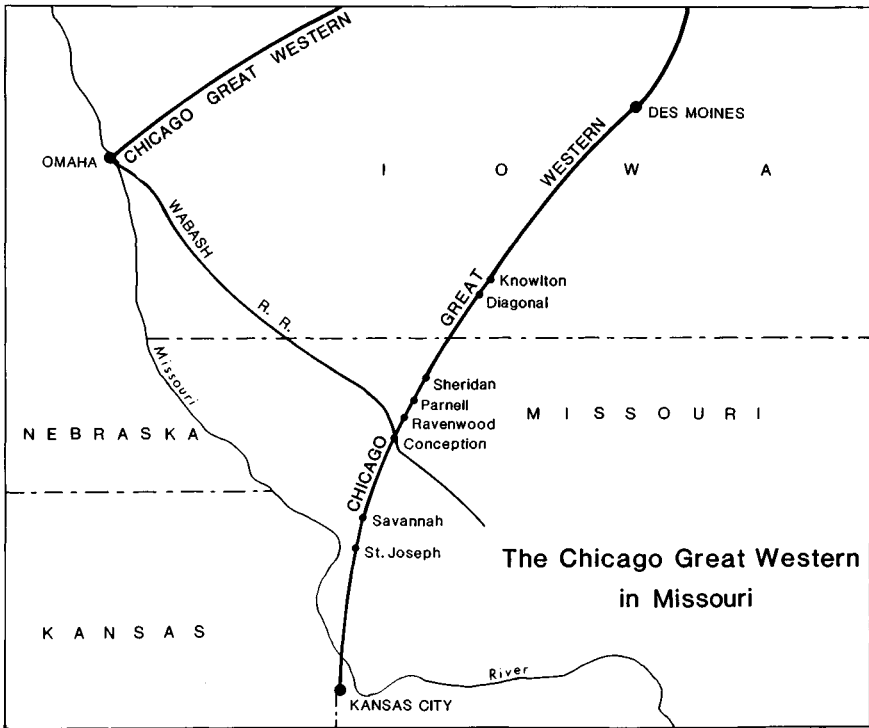
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<sup>11</sup> *Sheridan Advance*, June 4, 1896; *Knowlton [Iowa] Sentinel*, February 23, 1900.

<sup>12</sup> Diagonal, two miles south of Knowlton and the interchange point with the Humeston & Shenandoah Railroad (later part of the Burlington Route), showed much more promise as a town. If the Stickney road had selected this place initially, perhaps relocation rumors would not have been so numerous.

<sup>13</sup> *Past and Present of Nodaway County, Mo.*, 289-290; William Swartz, "The Wabash Railroad," *Railroad History*, CXXXIII (Fall, 1975), 10.

Conception Junction's name possesses some confusion. Before the Wabash (officially the Council Bluffs & St. Louis Railway) arrived in 1879, a village known as Conception (in honor of the Immaculate Virgin) existed nearby, having been established in 1860. The Wabash named its station New Conception since it bypassed the original townsite. Residents, however, quickly changed New Conception to Clyde, the later being accepted by the Post Office Department in 1880. Then when the CStP&KC came in the late 1880s, that company altered Clyde to Conception Junction. However, the Wabash continued to use New Conception. Eventually both Clyde and New Conception gave way to Conception Junction, today's official name.



Courtesy the Author

By 1902, knowledgeable observers seemed convinced that either Parnell, the largest of the Missouri competitors, or Conception Junction, the vicinity's leading transfer point, would ultimately triumph. What appeared to onlookers as a confusing turn of events occurred when the Great Western started to treat *both* places as terminals for local freight runs. While the scheduling experiment encouraged the apparent "winners," neither Sheridan nor Ravenwood conceded defeat. "It is 'amoozin, b'gosh!' the way the CGW is flirting with our two sisters, Parnell and New Conception," wrote O. E. Smith, editor and proprietor of the *Ravenwood Gazette*. Like his counterpart, Howard Mills, at the *Sheridan Advance*, Smith boomed his own hometown.

To their foreign readers of the *Sentinel* and [Conception Junction] *Herald* there can be no doubt that the Maple Leaf is just itching to make a division point of one or both places (both it would appear but can't just get time to do it.)

Reasoned Smith: "Now let's arbitrate, moralize, analyze, economize, compromise, and localize the question . . . [locate] at the only halfway place between Des Moines and Kansas City, and that's Ravenwood."<sup>14</sup>

Rivalry, however, became a moot point, at least for the time being. The CGW postponed selection of a permanent new division site, and St. Joseph continued to function as the center of the road's Des Moines to Kansas City operations. The indecision probably related to the railroad's preoccupation, between 1902 and 1904, with a successful 132-mile extension project from Fort Dodge, Iowa, to Omaha, and an ill-fated attempt to reach Sioux City, Iowa. Consequently, any major capital investments in Missouri had a low priority. Also, some evidence suggests that the railroad quietly was requesting local aid, namely donations of land and money. Whether Sheridan, Ravenwood, Parnell or Conception Junction, the community that made the best offer would win the prize.

Predictably, the booster journalists did not ignore the possibilities of the eventual choice of their respective towns. Lionel C. Gooden of the *Sentinel* emerged as the foremost proponent, constantly agitating for a bigger, better Parnell. (He also was its mayor.) Gooden, for instance, pushed hard for construction of an electric interurban to Maryville and St. Joseph. At the same time, he reminded the citizenry (with copies of his editorial undoubtedly sent to Great Western officialdom) that "more freight is handled here than any of the other towns between Des Moines and St. Joseph." The civic-minded editor concluded with the prediction that "one thing is certain and that is Parnell will be a local division for way freight trains within a year, and this no doubt will lead to a division point for all trains." This type of analysis led to the expected reply from the nearby competitors. Wrote Mills of the *Gazette*: "The Parnell Sentinel has been 'settin' up nights' . . . trying to guess the answer to a problem in railroad division."<sup>15</sup>

By 1904, Parnell "permanently" captured the designation as the turn-around point for way freights. The *Sentinel* had been correct. All "locals" from St. Joseph and Des Moines terminated there for the first half of their travels; no longer did any layover at Conception Junction. The company erected a tiny engine shed,

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<sup>14</sup> *Parnell Sentinel*, May 15, 1902; *Sheridan Advance*, January 10, 1902; *Ravenwood Gazette*, January 17, March 21, 1902.

<sup>15</sup> *Parnell Sentinel*, November 26, 1903.

and the community gained a few new families. Editor Gooden optimistically saw Parnell's good fortune as the "beginning of the town and vicinity."<sup>16</sup>

No further changes occurred to the operational structure of the southern section until 1910. In that year, a reorganized Chicago Great Western Railroad Company, successor to the bankrupt Chicago Great Western Railway Company and sans A. B. Stickney, launched an ambitious rehabilitation program. With an infusion of capital from J. P. Morgan & Company, and the dynamic leadership of a new president, Samuel Morse Felton, a M.I.T.-trained civil engineer turned railroad executive, the Maple Leaf seemed destined to become a major regional carrier. Between 1910 and 1913, the company spent extensively on motive power and rolling stock, including ten powerful Mallet compound locomotives (2-6-6-2). Millions more poured into the over-all upgrading of the physical plant. Grade revisions, heavier rails, additional side tracks, ballast, automatic block signals, and new coaling stations and terminals highlighted the improvement program.<sup>17</sup>

The latter facilities became reality not only because the CGW could afford them, but because federal legislation made terminal restructuring mandatory. With the 1907 Railway Hours Act, operating personnel achieved the right to toil no longer than sixteen hours on any run. Overworked employees and the public at large believed overtaxed crews contributed greatly to the inordinately high rate of railroad deaths and injuries. They pushed for this piece of progressive reform. As Senator Robert M. La Follette, the measure's leading congressional backer, later explained, "This law has been of great use in preventing those accidents which formerly arose from the continuous employment of men for twenty-four or even thirty-six hours without sleep or rest."<sup>18</sup>

To shorten some runs, the Great Western altered two terminal locations. At a point approximately midway between Chicago and Oelwein, Iowa, site of the road's sprawling central shops complex, East Stockton, Illinois, replaced Fair Grounds (Dubuque),

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<sup>16</sup> *Ibid.*, February 25, 1904.

<sup>17</sup> *Second Annual Report of Chicago Great Western Railroad Company for the Year Ended June 30, 1911* (Chicago, 1911), 9-11, 38; *Philadelphia Evening Bulletin*, March 12, 1930.

<sup>18</sup> David P. Thelen, *Robert M. La Follette and the Insurgent Spirit* (Boston, 1976), 59-60; Robert M. La Follette, *La Follette's Autobiography* (Madison, 1960), 182.

Iowa, on the east, and St. Joseph was abandoned on the south. As divisional superintendent J. A. Gorden of Des Moines told residents,

I think that . . . the citizens of St. Joseph understand pretty well why the step is necessary. The so-called 16-hour law makes it impossible for us to handle trains advantageously with the line divided as it is. We have one short division and another too long.

But what community would receive the installation?<sup>19</sup>

As soon as rumors circulated of the impending choice, the previously dormant boomers from Sheridan, Ravenwood, Parnell and Conception Junction again sang the praises of their respective places. Typical were the words of O. E. Smith of the *Gazette*:

[Ravenwood] is the Garden Spot of Missouri. Is one of the BEST towns on the map, and furnished the Great Western

<sup>19</sup> *First Annual Report of Chicago Great Western Railroad Company for the Ten Months Ended June 30, 1910* (Chicago, 1910), 10; *Parnell Sentinel*, April 28, 1910.

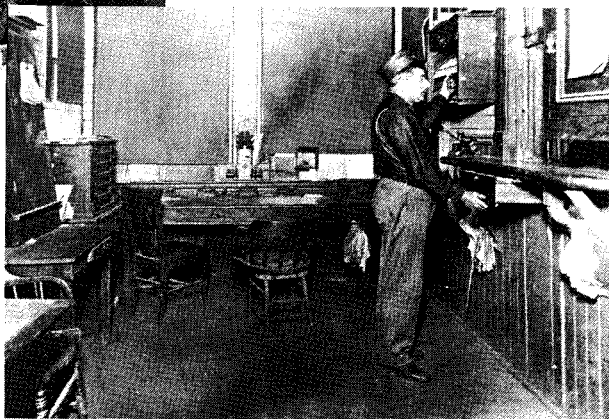


*Courtesy the Author*

**CGW's St. Joseph Dispatchers and Mascots, 1894**

**CGW Agent Ed Geerling at Work in Office, Sheridan**

*James L. Rueber Coll.  
Courtesy the Author*





with more business than any other town of its size. Has the BEST ground, BEST and never failing water, and our citizens stand ready to offer the BEST inducement of any other town. . . .<sup>20</sup>

Notwithstanding the *Gazette's* rationale, the village lost its bid for the division point; so did Sheridan and Parnell. Conception Junction won. The choice stunned many, since most continued to think that Parnell enjoyed the inside track. Not only had it been the turning point for local freights since 1904, but it was the largest community nearest the midway point between Des Moines and Kansas City. Clearly, the Stickney administration preferred Parnell, but in a confidential report for J. P. Morgan & Company, prepared in March 1909, "the proposed terminal at Parnell has been omitted."<sup>21</sup>

Why Parnell had been omitted remains unanswered although subsequent events likely explain why Conception Junction received the nod. The CGW held hopes of joint service and train activities with the Wabash. Of course, Conception Junction, the interchange spot, was only a dozen miles away from Parnell. Explained the *St. Joseph News-Press* in April 1910,

CGW-Wabash will be running into St. Joseph soon, between Kansas City and Omaha, as a result of a new joint tariff arrangement that is to be made between the two lines. The CGW track will be used, Kansas City to Conception, and the Wabash rails, Conception to Omaha.

The newspaper further reported that the two carriers "will unite in building extensive terminals, including roundhouses and shops there [Conception Junction]."<sup>22</sup>

While Conceptionites celebrated, residents of the competing towns adjusted the best they could. The *Gazette* and *Advance* took the bad news with some grace. Yet, the former organ bluntly noted that "the wise railroad magnets allowed the different towns to compete, one trying to outdo the other, in order to get as great a bonus from Conception as possible [precise amount, mostly land, is unknown]. . . ." The *Gazette* added that "the Junction is the only place for the crew division, when it is known that the Wabash and Great Western have syndicated on the track privileges—a fact carefully guarded from the competing towns." The

<sup>20</sup> *Ravenwood Gazette*, January 7, 1910.

<sup>21</sup> "Report on the Chicago Great Western Ry., March-1909," in Samuel M. Felton Papers, Baker Library, Harvard University, Cambridge, Massachusetts.

<sup>22</sup> *Parnell Sentinel*, April 28, 1910.

*Parnell Sentinel* found it hard to accept defeat graciously. In a marvelous expression of sour grapes, editor Gooden concluded, "We did not want it any way as the smoke would have been disagreeable." He ended his remarks, "Parnell Snubbed," with the oft-repeated statement that "Parnell does a larger volume of business than any other town between Des Moines and St. Joseph."<sup>23</sup>

What the editors of the *Advance*, *Gazette* and *Sentinel* only alluded to about the Great Western's ultimate decision was the powerlessness of small communities to shape their destinies. Obviously, excessive boosterism made little difference. If that had been the leading criterion, Parnell surely would have been victorious. The fact, too, that seemingly nameless people in far off places determined these crucial choices likely fueled the fires of antiurban sentiment so prevalent in rural America. A president and board of directors who hailed from St. Paul and Chicago, not hometown folks in Missouri villages, picked the terminal site.

Construction crews quickly descended upon Conception Junction. Throughout the 1910 building season they labored on a six-stall roundhouse set on a concrete base and sporting a "slow-burn" frame superstructure. (Two stalls were designed for shops usage.) Workers also installed a series of engine, car repair and yard tracks, an open cinder pit with depressed track, water and coaling facilities, and a yard office. Then on May 3, 1911, the CGW formally opened the terminal, and operations began on its two "engine districts": Des Moines to Conception Junction, 120 miles, and Conception Junction to Kansas City, 100 miles.<sup>24</sup>

The principal factor that led to selection of Conception Junction never materialized as expected. The joint train service with the Wabash fizzled. That company did not participate in any dual facilities except for construction of an L-shaped, 22 by 41 foot passenger station, opened in 1915. These unfolding events surely must have annoyed the neighboring towns, although their editors remained silent.<sup>25</sup>

Still, the Chicago Great Western's commitment to Conception Junction meant much for the village. While its population never exceeded 500, the 150-175 CGW employees, most of whom called the place home, gave the town a vitality it had never known before.

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<sup>23</sup> *Ravenwood Gazette*, April 22, 1910; *Parnell Sentinel*, April 21, 1910.

<sup>24</sup> *Second Annual Report of the Chicago Great Western . . . 1911*, 9.

<sup>25</sup> *Sixth Annual Report of the Chicago Great Western Railroad Company, Being for the Year Ended June 30, 1915* (Chicago, 1915), 10.



*William A. Vaughn Coll.  
Courtesy the Author*

**Kansas City, About 1900**

However, community hopes of attracting major businesses were not realized.

Moreover, Conception Junction's greatest conquest proved relatively shortlived. The catastrophic depression of the 1930s led the Great Western to reduce services at various freight terminals, including Conception Junction, and to consolidate virtually all repair work in Oelwein. Conception Junction remained an important point, however, until the early 1950s when diesel-electric locomotives made its coal and water facilities obsolete. After a Kansas City investment syndicate acquired the railroad in 1948 and named William N. Deramus III, son of the president of the Kansas City Southern Railway, as head, a variety of fundamental changes took place. For one, the long-standing practice of distributing the workforce along the system gave way to a greater number of supervisory and operating personnel being headquartered in Oelwein, the company's principal office after 1952. Thus, Conception Junction became less and less important.<sup>26</sup>

Today this village of 237 virtually has no connection with the Chicago Great Western, part of the Chicago & North Western Transportation Company since 1968. In fact, with the collapse of the Rock Island Lines in 1980, the North Western presently is routing much of its traffic from Kansas City over the largely

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<sup>26</sup> Related to the author by D. Keith Lawson, Rogers, Arkansas, in a personal interview on October 19, 1980.

parallel Rock Island trackage to Des Moines and the Twin Cities. Possibly the former Great Western rails, that once meant so much to the communities of Worth and Nodaway counties, will be removed. The railroad itself, supposed to "run on forever," merely will be a memory and one likely to fade. Indeed, the time when Sheridan, Ravenwood and Parnell competed unsuccessfully for the roundhouse appears almost forgotten today by residents of these tiny settlements.

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### Modern Syntax

Glasgow Weekly Times, November 30, 1854.

A New Orleans editor, recording the career of a mad dog, says: "We are grieved to say the rabid animal before it could be killed, severely bit Dr. Hart, and several other dogs."

In another paper we find the following advertisement: "For sale, an excellent young horse—would suit any timid lady or gentleman, *with a long silver tail.*"

A New York paper, announcing the wrecking of a vessel near the Narrows, says: "The only passengers were T. B. Nathan, who owned three fourths of the cargo *and the Captain's wife.*"

The editor of a western paper observes: "The poem which we publish in this week's Herald, was written by an esteemed friend, now many years in the grave *for his own amusement.*"

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### Woman's Best Birth Months

Pride of the West and Western Progress, Aurora, April 15, 1905.

If in January, a prudent housewife, given to melancholy, but good tempered.

If in February, a humane, affectionate and tender wife.

If in March, a frivolous chatterbox, somewhat given to quarreling.

If in April, inconstant, not very intelligent, but likely to be good looking.

If in June, impetuous, will marry early and be frivolous.

If in July, passably handsome, but with a sulky temper.

If in August, amiable and practical and likely to marry a rich husband.

If in September, discreet, affable and much liked.

If in October, pretty and coquettish and likely to be unhappy.

If in November, liberal, kind and of charming manner.

If in December, well proportioned, fond of novelty and extravagant.

—Chicago American



*Urschriftliche  
über den Weg von (St. Louis)  
nach Saint Louis Mo und  
Sacramento California*

*Charles Kleinsorge  
Sacramento October 28<sup>th</sup> 1854*

Charles

Kleinsorge:

Missouri To California, 1854

EDITED AND TRANSLATED BY EDWARD BODE\*

In April 1854, Carl (Charles) Kleinsorge, a twenty-one-year-old German emigrant, left with a wagon train and cattle drive from St. Louis for Sacramento, California. During the overland trip, which lasted almost six months, the young German kept almost daily notes which he later meticulously copied and expanded upon in a brown leather-bound book. Kleinsorge's writing appears to be one of the few extant trail accounts written in German, giving it a uniqueness in addition to its importance as an overland trail commentary.<sup>1</sup> The book presently belongs to Kleinsorge's granddaughter, Mabel Kleinsorge Woodworth, of Sacramento, California.

\* Edward Bode is Chief of Manpower Analysis in the Missouri Department of Mental Health. His great-grandmother was Mary Elizabeth Kleinsorge, a niece of the diarist.

<sup>1</sup> A search for German diaries revealed only one at the California Historical Society and four at the Bancroft Library, University of California, Berkeley. The California State Library, Sacramento, and The Huntington Library, San Marino, California, could not identify an overland diary written in German.

Carl Philipp Kleinsorge had been born February 28, 1833, the fifth child of Herman Henrich Christoph Juergen Kleinsorge and Anne Marie Sophie Elise Falke.<sup>2</sup> The father, a municipal official in the Hanseatic city of Lemgo, moved his family to Westphalia, Missouri, during the summer of 1848.<sup>3</sup> Two years later the father and two sons, Augustus and Carl (the diarist), had become Westphalia merchants. A leader of the 1854 wagon train, C. W. Holtschneider also merchandised in Westphalia.<sup>4</sup>

Kleinsorge's diary of the 1854 overland trek describes the journey which began with a three-day steamboat trip up the Missouri River from St. Louis to St. Joseph, Missouri. Ninety people, sixteen wagons, 895 cattle, 45 horses and at least 160 oxen comprised the emigrant train when it left St. Joseph.<sup>5</sup>

The young German rewrote his account in small well-made strokes of German script, except for his anglicizing the names of people and places. His record notes that the wagon train went west through what became the Kansas Territory and then northwest to Fort Kearney, in Nebraska Territory.<sup>6</sup> From the fort, the travelers proceeded along the south bank of the Platte River, crossed the river and continued along the south side of the North Platte River to Fort Laramie in present-day Wyoming.

The emigrants left the North Platte to follow the Sweetwater River. They crossed the continental divide at South Pass and then took Sublette's Cutoff and veered northwesterly toward the Green River. The trail proceeded west into present-day Idaho and at

<sup>2</sup> Baptismal Register, St. Nikolai Evangelical Church, Lemgo, Lippe, Germany. Copy in possession of the editor.

<sup>3</sup> Annotation, family Bible of Hermann Henrich Christoph Kleinsorge, oldest brother of the diarist. Copy in possession of the editor.

<sup>4</sup> *U. S. Census, 7th Report, 1850*, "Osage County, Missouri." Augustus Kleinsorge is the great-great-grandfather of the editor and translator.

<sup>5</sup> For information on trails to California, see: Joseph E. Ware, *The Emigrants' Guide to California* (reprint of 1849 edition, Princeton, 1932); Irene D. Paden, *The Wake of the Prairie Schooner* (New York, 1943); Todd Webb, *The Gold Rush Trail and the Road to Oregon* (Garden City, 1963); George Stewart, *The California Trail* (New York, 1962); John D. Unruh, Jr., *The Plains Across: The Overland Emigrants and the Trans-Mississippi West, 1840-1860* (Urbana, Ill., 1979); Paul C. Henderson, *Landmarks on the Oregon Trail* (New York, 1953). Webb and Paden include a series of maps that trace the route. The maps locate many of the places mentioned in the diary. Gregory M. Franzwa, *The Oregon Trail Revisited* (St. Louis, 1972), gives the exact location of the trail in terms of current roads. The California and the Oregon trails shared the same right of way as far as eastern Idaho. Unruh, in his systematic presentation of aspects of the emigration, evaluates the major historical studies; see Unruh, *Plains Across*, 12-27.

<sup>6</sup> The twin territories of Kansas and Nebraska were created by the Kansas-Nebraska Act passed on May 30, 1854, during the time of Kleinsorge's journey. Howard R. Lamar, ed., *The Reader's Encyclopedia of the American West* (New York, 1977), 609.

*Hudspeth's Cutoff, the wagon train traveled in a southwesterly direction to the headwaters of the Humboldt River in present-day Nevada. After plodding through the sand of the foul-smelling Carson Desert, the emigrants rested in the Carson Valley before their final climb over the California Sierra Nevada Mountains. To reach the summit of Carson Pass, twelve yoke of oxen had to be hitched to each empty wagon.*

*Kleinsorge proved an observant writer. His writing reflects a methodical, almost matter-of-fact account in keeping with his last name, freely translated as "little worry." He noted sites along the trail (and sketched three landmarks while in the Nebraska Territory), numerous animals, birds and fish. He recorded contacts with Indians, acts of bravery and light-hearted moments. High prices demanded by trail merchants angered him and he lamented that other emigrants had been forced to discard sellable and useful items while crossing the desert.*

*After his arrival in Sacramento, Kleinsorge remained there for several years.<sup>7</sup> By 1860, he had returned to St. Louis, where he married Maria Dortehea Luebbering on May 10.<sup>8</sup> Kleinsorge and his wife two years later traveled back to Sacramento,<sup>9</sup> where they eventually reared eight children.<sup>10</sup> In association with John Bellmer, Kleinsorge operated the Plaza Grocery Store at 278 J Street, between Ninth and Tenth streets.<sup>11</sup> He also owned farm land.<sup>12</sup> In 1870 the census taker valued his real estate at \$13,500 and his personal property at \$4,000.<sup>13</sup> He continued to live in Sacramento until his death on September 30, 1920.<sup>14</sup>*

*Kleinsorge's important contribution to nineteenth-century overland travel commentary illustrates that he was an educated person. His German, grammatically correct, often appears complex in*

<sup>7</sup> "Charles Kleinsorge" first appears in the 1855 edition of Samuel Claville, *Sacramento Directory* (1855), 50. He also is listed in the 1859 edition of D. S. Cutter, *Sacramento Directory*, 68.

<sup>8</sup> Marriage Records, City of St. Louis, Volume 10, 143, in Records Management and Archives Service, Office of the Secretary of State of Missouri, Jefferson City. The officiating clergyman was Adolphus Claus, pastor of the Bethlehem Evangelical Lutheran Church, located at Thirteenth and Salisbury streets.

<sup>9</sup> William L. Willis, *History of Sacramento County* (Los Angeles, 1913), 1003-1004; L. M. McKenney, *Sacramento Directory* (1870), 177.

<sup>10</sup> U. S. Census, *10th Report, 1880*, "Sacramento County, California."

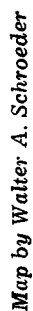
<sup>11</sup> Willis, *Hist. of Sacramento Co.*, 1003; receipt, Plaza Grocery Store, 1870, California Historical Society Collections, San Francisco.

<sup>12</sup> Willis, *Hist. of Sacramento Co.*, 1003.

<sup>13</sup> U. S. Census, *9th Report, 1870*, "Sacramento County, Calif."

<sup>14</sup> *Sacramento Union*, October 1, 1920.

April 6 - October 1, 1854





*syntax and substantiates that he possessed an extensive vocabulary. To preserve Kleinsorge's idiom the German he wrote has been literally translated. Dates and numbers have been spelled out instead of using abbreviations or arabic numbers.*

Description of a Journey Across the Plains  
From St. Louis, Mo., to Sacramento, California.  
By Charles Kleinsorge  
Sacramento, October 28, 1854<sup>15</sup>

On the sixth of April in 1854, H. Felker<sup>16</sup> and C. W. Holtschneider<sup>17</sup> with a company of ninety persons and sixteen wagons left St. Louis for the overland trip to Sacramento, California. My brother Louis,<sup>18</sup> myself and several acquaintances made the trip.

Toward four in the afternoon on the sixth of April, we left St. Louis on the steamer *F. X. Aubrey*<sup>19</sup> to travel on the Missouri

<sup>15</sup> This translation is from the title page of Kleinsorge's account. He used the German word "steppen" and in parentheses added the English word "plains."

<sup>16</sup> No biographical information on H. Felker has been located.

<sup>17</sup> Charles W. Holtschneider, born c. 1817, near Krefeld, Rhein Province, Germany, died May 13, 1883, at Westphalia, Missouri. See Death Register, St. Joseph's Catholic Church, Westphalia, Missouri. His wife, Regina Dohmen, died January 2, 1900, at the age of seventy-four. Jefferson City *State Tribune*, January 4, 1900. In 1850, Holtschneider was listed as a merchant with real estate valued at \$3,000; in 1860, his real estate totaled \$5,000 and his personal property, \$25,000. See *U. S. Census, 7th Report, 1850*, "Osage County, Mo."; *ibid.*, *8th Report, 1860*, "Osage County, Mo." The Westphalia Historical Museum preserves the 1870 journal from his business. Holtschneider also dealt widely in real estate and operated steamboats on the Osage River. See E. B. Trail Collection, 1858-1965, in Joint Collection, University of Missouri Western Historical Manuscript Collection-Columbia and State Historical Society of Missouri Manuscripts.

<sup>18</sup> Henry Louis Kleinsorge, the eighth child of Hermann Kleinsorge and Anne Marie Falke, was born June 7, 1838, in Lemgo; see Baptismal Register, St. Nikolai Church. He worked as a stevedore for the Central Pacific Railroad in Sacramento; McKenney, *Sacramento Directory*, 177. He also was an amateur boxer; Paul Kleinsorge to the editor, February 18, 1980. A third brother, Friedrich William, born October 9, 1841, also migrated to Sacramento in the 1860s; see *U. S. Census, 9th Report, 1870*, "Sacramento County, Calif."

<sup>19</sup> The 246-ton sternwheeler had been built in 1853 at Brownsville, Pennsylvania. See William M. Lytle, *Merchant Steam Vessels of the United States* (Mystic, Conn., 1952), 62. The steamer made its first regular trip between St. Louis and St. Joseph in April 1853; see Louise Barry, *The Beginnings of the West: Annals of the Kansas Gateway to the American West, 1540-1854* (Topeka, Kan., 1972), 823, 898, 1148, 1214. In 1854, the St. Joseph and St. Louis Packet Line described the steamboat as "new, elegant and fast" and as "thoroughly refurbished, beautified and improved." The packet left St. Louis every other Thursday at 4 P.M. and St. Joseph every other Wednesday. Ambrose Reeder served as the master. See *St. Joseph Gazette*, April 6, 19, 1854. The vessel sank near Hermann, in 1860; Mary K. Dains, "Steamboats of the 1850s-1860s: A Pictorial History," *MISSOURI HISTORICAL REVIEW*, LXVII (January, 1973), 275. The steamboat had been named for Francis Xavier Aubrey (1824-1854), an explorer and trader along the Santa Fe trail.

Am 6<sup>ten</sup> April 1854 umliegend H. Felder  
 und C. H. Wottschneider mit einem  
 Company Leuten und 90 Mann, sowie  
 am 16. May an Saint Louis aus der  
 Unterlandreise nach Sacramento California  
 zu unfern. Mein Leutnant Louis ist mit  
 uniformen Leuten einigten die Reise  
 mit. Am 6<sup>ten</sup> April gegen 4 Uhr nachmittags  
 umliegend wir mit dem Steamer St. Louis  
 auf dem St. Louis, aus dem Missouri fließt  
 farnach bis Saint Joseph zu fahren  
 und dort die Reise über die Plains  
 anzutreten. Hier gegen Abend  
 11 Uhr St. Charles, die kleine Häfen von  
 Missouri, welche 45 Meilen von St. Louis  
 entfernt ist. Am 7<sup>ten</sup> 11 Uhr Morgens, gegen  
 die das Häfen Washington, gegen 3 Uhr  
 N. M. Hermann. Am 8<sup>ten</sup> 11 Uhr Nachts  
 wir bei Jefferson City, wo 2 Damen  
 am Board kamen, in 11 Uhr auf die Reise  
 mitnahmen, am 8<sup>ten</sup> 11 Uhr Morgens gegen  
 die Booneville und abend 5 Uhr Gascon  
 am 9<sup>ten</sup> landeten wir bei der City of

**A Reproduction of the First Page of Kleinsorge's Account**

River to St. Joseph, and from there to undertake the trip across the plains. At six o'clock in the evening, we passed St. Charles, a small town on the Missouri forty-five miles from St. Louis.

At ten o'clock in the morning on the seventh, we passed the small town of Washington; toward three in the afternoon, Hermann, and at midnight we landed at Jefferson City, where two women, who were making the journey, came on board.

On the eighth at eleven in the morning, we passed Boonville and at five in the evening, Glasgow.

On the ninth, we landed at the City of St. Joseph.<sup>20</sup> Here we loaded our belongings on a flatboat to cross to the other side of the Missouri River in Indian Territory. Here we pitched our tents in the vicinity of an Indian camp. The Indians soon came over to us and looked over our things and behaved very peacefully. From here one gets a beautiful view of the City of St. Joseph, the surroundings and the river, upon which one could now and then observe a steamboat.

We stayed fourteen days and awaited our animals, 895 head of beef-cattle and forty-five horses,<sup>21</sup> which were purchased in Osage County<sup>22</sup> and driven here over land. On the fifteenth, the first herd of 300 head arrived, and the rest came on the twentieth. We remained until the twenty-fifth and busied ourselves breaking in the draft-oxen, which was a dangerous and risky task.

On the twenty-fifth, we began the trip across the plains. There were five yoke of oxen pulling each wagon. We began at daybreak, but the way was very bad and marshy and the draft-animals were still unaccustomed to the wagons. Therefore, we covered only seven

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<sup>20</sup> The city became one of the main departure points for the overland trip to California. On April 26, 1854, the *St. Joseph Gazette* reported: "Our streets for the last week have been crowded with emigrants. Our Hotels are full and still they come. The Steam Ferry Boat is kept busy. An immense quantity of stock will cross here." The May 4, 1854 issue stated: "The emigration this season is much larger than we anticipated. . . . Up to the first of May there had crossed the river at the St. Joseph Ferry, Cattle 7858, Wagons 220, Horses and Mules 588, Men, Women and Children 1120." In addition to the ferry, three large flatboats also crossed the river; see Barry, *Beginnings of the West*, 906-907.

<sup>21</sup> A contemporary estimated the cattle driven to California in 1854 as 100,000 to 150,000; see *ibid.*, 1201. A Col. Rohrer of Sonoma County, California, wrote letters printed in the *St. Joseph Gazette*, April 19 and 26, 1854, about stock prices in California: cows, \$50-75; yoke of oxen, \$200; fine matched horses, \$1000; fine large horses, \$400-500. The writer commented, "Times are generally hard. Money is scarce but miners are doing well." Based on the reported prices, the livestock with the wagon train had a potential value in California of approximately \$75,000. However, one could expect that the value would have decreased by the time the annual cattle emigration had reached California.

<sup>22</sup> Both Charles W. Holtschneider and Carl Kleinsorge were merchants at Westphalia, Osage County. Augustus Kleinsorge, brother and former partner of Carl, continued to live at Westphalia. The *St. Joseph Gazette*, April 19, 1854, commented: "We hear of several thousand head of stock now on their way to this place." The *Lexington Chronicle*, April 22, 1854, reported that between April 16 and 22, 1854, three lots of 1,000 cattle from Osage County crossed the Missouri River at Lexington, located about 120 miles downstream from St. Joseph. The Lexington newspaper noted that the cattle belonging to three German brothers, making their fifth trip across the plains, were headed for St. Joseph. See Barry, *Beginnings of the West*, 1200-1201.

miles on the first day. We reached the bluffs, from which the plains take their beginning. We remained here overnight and stayed the next day.

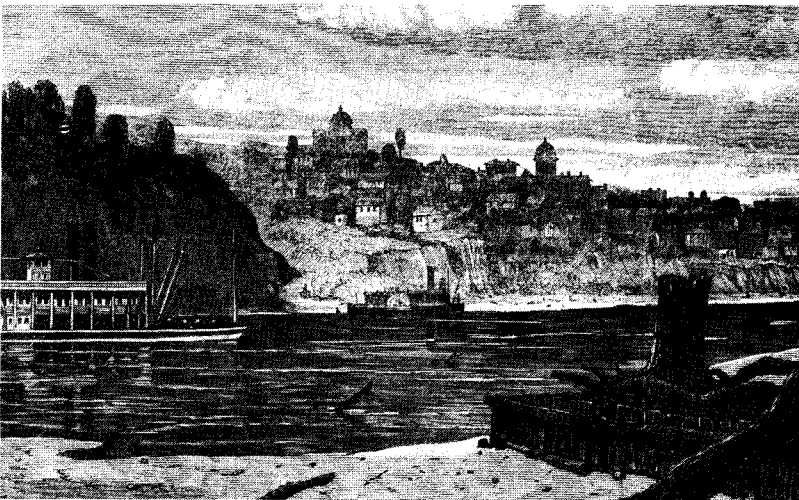
Toward nine in the morning on the twenty-seventh, the caravan got underway and traveled ten miles during the day. We made our campsite in a very beautiful valley surrounded by hills. There was a brook of the clearest water. We pitched our tents and let the cattle graze on the neighboring hills. Then the evening meal was prepared by our cooks. When we had eaten, we drove the cattle to pasture because it was dark. We set a watch of seven men before midnight and seven men after midnight to keep the cattle from wandering away or to thwart any Indian attacks. I could sleep little during the night since I was unaccustomed to everything and the prairie wolves made a terrible howl.

On the twenty-eighth we covered twelve miles and camped again in a valley abounding with water. Before we reached the valley, we were stopped by Indians who had built a toll-bridge across Wolf Creek<sup>23</sup> which we had to cross. First we had to pay the demanded toll before we could cross over the bridge.

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<sup>23</sup> Sac and Fox Indians, a tribe numbering about 200 in 1854, controlled a rude log bridge floored with poles. In 1852, the toll rose from twenty-five cents per wagon to fifty cents. See Barry, *Beginnings of the West*, 922-923, 1196; Paden, *Wake of the Prairie Schooner*, 59; Unruh, *Plains Across*, 171. The bridge was located near Horton, Kansas.

#### View of St. Joseph From the Kansas Side



On the twenty-ninth we folded our tents in the morning and proceeded ten miles during the day.

On the thirtieth, four of our horses ran away. H. Holtschneider<sup>24</sup> and I found them again after searching for ten miles.

On the fourth of May, after proceeding about nine miles per day, we reached the Nemaha River, over which there was a bridge.<sup>25</sup> The wagons crossed over the bridge but the cattle and the horses had to swim across the river. We camped for the night in an extremely romantic region by the river. Here some Whites,<sup>26</sup> Americans, had settled and lived quite happy and satisfied here in the wilderness with the Redskins.

On the fifth and the sixth, we traveled twelve miles.

On the seventh, we came to the Big Blue River<sup>27</sup> where we camped because this was a river very rich with fish. So we put out our fishhooks and caught a nice portion of very beautiful trout, which tasted very good. There is, generally, much game here.

On the ninth, we traveled twelve miles. Before we came to rest, our best horses ran away. B. Rotzenberg,<sup>28</sup> C. Daum<sup>29</sup> and I went to find them. We searched for their tracks and followed them twelve miles before the horses came into view. We then found three, with which I returned. B. Rotzenberg and Ch. Daum searched for the other one. When I had traveled back about three miles, I saw four wolves which had strangled a cow that had wandered from our herd. I rode by as quickly as possible and got back to camp about six o'clock in the evening. The camp was twelve miles on the other side of the Big Blue.

On the tenth we covered sixteen miles and camped three miles from the trail because we found there enough grass and water for the cattle.

On the eleventh we had a heavy rain-shower and so could only travel seven miles.

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<sup>24</sup> No biographical information on H. Holtschneider has been located.

<sup>25</sup> The bridge was located nine miles north of Seneca, Kansas; see Barry, *Beginnings of the West*, 1224-1225.

<sup>26</sup> On June 7, 1854, the *St. Joseph Gazette* reported "about 20 families" living near the bridge.

<sup>27</sup> The wagon train would have reached the Big Blue River near Marysville, Kansas.

<sup>28</sup> No biographical information on B. Rotzenberg has been located.

<sup>29</sup> Probably Charles Daum, a laborer, who lived on the east side of DeKalb south of Lesperance, St. Louis; *Green's St. Louis Directory for 1851* (St. Louis, 1850), 97. The address is located in Ward 1. The *U. S. Census, 7th Report, 1850*, "Ward 1, City of St. Louis, Mo.," lists Carl Daum. "Carl" is the German form of "Charles." The census reported that the 33-year-old Daum, a laborer, was born in Germany; his wife, Barbara, 21, also was born in Germany.

On the twelfth we reached the Little Blue River.<sup>30</sup> We camped on a beautiful plain by the river. The river was about twenty feet wide, and one could ride across in some places. Here we had an abundant hunt since there were turkeys, ducks and quail here in numbers. We also saw many deer. I shot a turkey and two ducks with my pistol.

On the fourteenth we traveled twenty miles and camped by the Little Blue River.

Toward six o'clock in the evening of the fifteenth, there came upon us a frightful storm, which was the most frightful I had yet experienced. Wind, rain and hail came down pell-mell. The thunder and lightning literally made the earth shake. In no time our tents literally collapsed. The storm blew about tents, bedding—in short, everything that was not very heavy.

The storm lasted until five o'clock in the morning of the sixteenth, but the rain continued constantly and ceaselessly until evening, when it slackened somewhat. By this time the water was a foot deep on level ground.

As soon as we had come into camp the day before, we had driven our cattle to the other side of the river because there was grass on that side. We were only able to bring back half to our side before it began to storm. So that we could keep the cattle together during the storm, four of our people had stayed there on the other side. When they wanted to come over again to us on our side, they could not cross over the tree which we had felled in order to cross over the river. The river had risen, and the water was already two feet over the tree. The poor people, seeing themselves in danger, fled to a nearby hill since the river soon went out of its banks and overflowed the region for quite a way. The people had to suffer from hunger and thirst for two days and nights under the open sky on wet ground. However, it was not much better for us in camp.

During the entire night in storm and rain, we had to gather together the cattle, which were very restless and always wanted to run away. Up to our knees in water and mud, we spent the whole night without rest in order to stop the cattle from running away.

About four o'clock in the afternoon, preparations were made to bring provisions over to the people on the other side. For this

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<sup>30</sup> The Little Blue River begins in Nebraska south of the Platte River and runs eastward and slightly south. The wagon train would have reached the river near Hanover, Kansas.



purpose, we emptied a wagonbox, in which we put the provisions to be shipped over. Three people, among whom I found myself, went in the fragile vessel, which leaked after all. I had enough to do to bail out the water that was coming in. Luckily we arrived at the middle of the stream before coming upon a submerged tree trunk. The boat was covered by waves. We were in great danger of perishing in the river. However, because we were all good swimmers, we reached the bank after enormous effort. At the same time, the wagonbox came afloat and drifted away with the storm.

Toward evening, one of our people by the name of Dirsing,<sup>31</sup> who was cut off on the other side of the river and who was driven by hunger and cold, tried to swim across the stream with a horse. However, he fell from the horse, which had been driven against a tree. Luckily he saw a bush nearby and rode to it. Here on our side he was seen holding on to the bush in the flood. Quickly another wagonbox was emptied, filled with provisions and was manned by two men who were good swimmers. Luckily Henry Dirsing was saved. They also brought the provisions luckily to the other bank. They took with them two of the persons over there into the fragile vessel. When they were about twenty paces from this bank, the boat sank since it was leaking too heavily. The four people just barely managed to save their lives.

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<sup>31</sup> The name clearly reads "Dirsing" in English script. No biographical information on Henry Dirsing has been located. However, a "Henry Diesing" appears in "Ward Six, City of St. Louis," *U. S. Census, 7th Report, 1850*. He is listed as a 27-year-old laborer from Germany. "Anna Diesing," 19, also is recorded as a laborer from Germany.

Both the other people, two brothers, swam across the river after they had strengthened themselves, and they luckily came over to us.

Now had all difficulties not yet been removed because the cattle, which were on the other side, had dispersed in all directions since there was no one to guard them. On the eighteenth, because the water had fallen again, some of our people were sent to the other side in order to drive the cattle together. Toward evening, they brought all the cattle to this side.

In the morning on the twentieth, we resumed our trip from this fateful place. We traveled ten miles along the bank of the river. The ground was very soft from the fallen rain. We camped along the river.

The journey continued on the twenty-first, -second and -third.

On the twenty-fourth we came to the vicinity of the Platte River. Because there was no wood here, we had to cook our food with buffalo-chips. From here on we had, more or less, to use this material for burning since there was very little more wood to be had. We camped four miles this side of Fort Kearney.<sup>32</sup> The fort is 300 miles distant from St. Joseph and provides the traveler with a beautiful view since he can see houses and civilized

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<sup>32</sup> Ware, *Emigrants' Guide to California*, does not mention Fort Kearney. On page 16 he lists the distance from Kansas City to the head of Grand Island as 328 miles. The fort, near Kearney, Nebraska, was located about 10 miles below the head. Kleinsorge's estimate was fairly close in round numbers. The diary does not report travel distances every day. In 16 days of travel, 182 miles are counted; travel distance on nine days is not recorded.

#### Up the Valley of the Platte





people in the vast wilderness. The fort serves to keep in check the various Indian tribes so that the emigrants who are traveling by land to California, Oregon and Mexico can journey safely. The fort is built on the Platte River plain, which is about ten miles long and about thirty miles wide and is closed in on both sides by a chain of hills. The Platte River divides the plain into two halves.

On the twenty-fourth we passed the fort and camped two miles on the other side. Many others from the train and I went to see the fort.<sup>33</sup> When we arrived, we saw twenty-five Indians come galloping on horseback. They announced to the Commandant that about forty Indians from the Pawnee tribe had had a battle with a company of emigrants. Eight Indians and one White had lost their lives.<sup>34</sup> We could not learn any more about the matter. The fort is composed of four main buildings for barracks and of out-buildings. The fort contained 100 United States troops.

On the twenty-sixth we covered fifteen miles and camped on the Platte River.

Daily we continued our journey. Nothing special took place other than we killed a buffalo and four antelope.

On June the second we had to cross the Platte River.<sup>35</sup> At two o'clock in the afternoon we came to the crossing place. At this point the river has a width of a half mile and a depth of one to two feet. The bottom of the river was a fine sand. If one stood still for a while, he sank in; therefore, the river is very difficult to cross. We all luckily got through except for our bed-wagon. The draft-oxen did not want to pull it and turned the wagon on end with a small twist. Our bedding was soaked. We thought

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<sup>33</sup> J. M. Wright, an emigrant, wrote from the fort on May 18, 1854, that: "There is a perfect crowd here of cows; bells jingle all around"; see Barry, *Beginnings of the West*, 1209. The Commandant, Captain Wharton, noted "a very large quantity of stock" was crossing the plains; *ibid.* For information on the fort, see Lyle E. Mantor, "Fort Kearny and the Westward Movement," *Nebraska History*, XXIX (September, 1948), 175-207.

<sup>34</sup> The commandant of the fort did not report a Pawnee attack in May 1854. He wrote on May 30 to his superiors that "emigration is advancing well thus far; no depredation from Indians have been reported." Information from Military Archives Division, National Archives, Washington, D. C., to the editor, July 2, 1980. Unruh, *Plains Across*, 185, reports that in 1854 an estimated 35 emigrants and 40 Indians were killed along the overland trails. Since the incident in the diary was not reported to Washington, the additional deaths mentioned probably should be added to the 1854 tally.

<sup>35</sup> The emigrants were crossing the South Platte River. Paden, *Wake of the Prairie Schooner*, 110-112, vividly describes the dangers of the crossing. After traveling through Ash Hollow, the train continued along the south side of the North Platte River, which it crossed near Brule, Nebraska.

that we would be kept awake if we had to sleep on wet bedding. However, because we were very tired, we slept well.

From the third to the eighth of June our trip proceeded on the north side of the Platte River. About ten o'clock on the eighth, we came through Ash Hollow.<sup>36</sup> Before we entered into the hollow, we had to cross over a very steep chain of hills. The hollow is eight miles long and comes out at the Platte. It is a veritable hollow closed in on both sides by high rocks. Some ash trees grow here; hence the name. During the trip through the hollow, we were plagued by thousands of mosquitos.

On the ninth and the tenth we stopped because Mrs. Felker gave birth to a little girl.<sup>37</sup> We passed the time with hunting and killed two antelope and many large rabbits.

On the eleventh the trip went on again.

On the twelfth we passed Courthouse Rock,<sup>38</sup> a large rock formation lying in the middle of the prairie as if it had been rolled there. It has the shape of a Court- or State-house. Its height reaches 500 feet and can only be climbed from one side. It is embellished with the innumerable names of travelers who have visited it.

On the thirteenth we passed Chimney Rock, which is located eleven miles from Courthouse Rock. It has the shape of a smoke-stack and reaches a height of 250 feet.<sup>39</sup>

On the fourteenth we passed the Scotts Bluffs, a colossal chain of rocks through which a narrow pass leads, through which we had to pass.<sup>40</sup>

On the seventeenth we arrived at Fort Laramie.<sup>41</sup> Before we came to the fort, we had to cross an arm of the Platte River over which a bridge had been built. The fort lies a mile distant

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<sup>36</sup> For information on Ash Hollow, southeast of Lewellen, Nebraska, see Robert L. Munkres, "Ash Hollow: Gateway to the High Plains," *Annals of Wyoming*, XLII (April, 1970), 5-43.

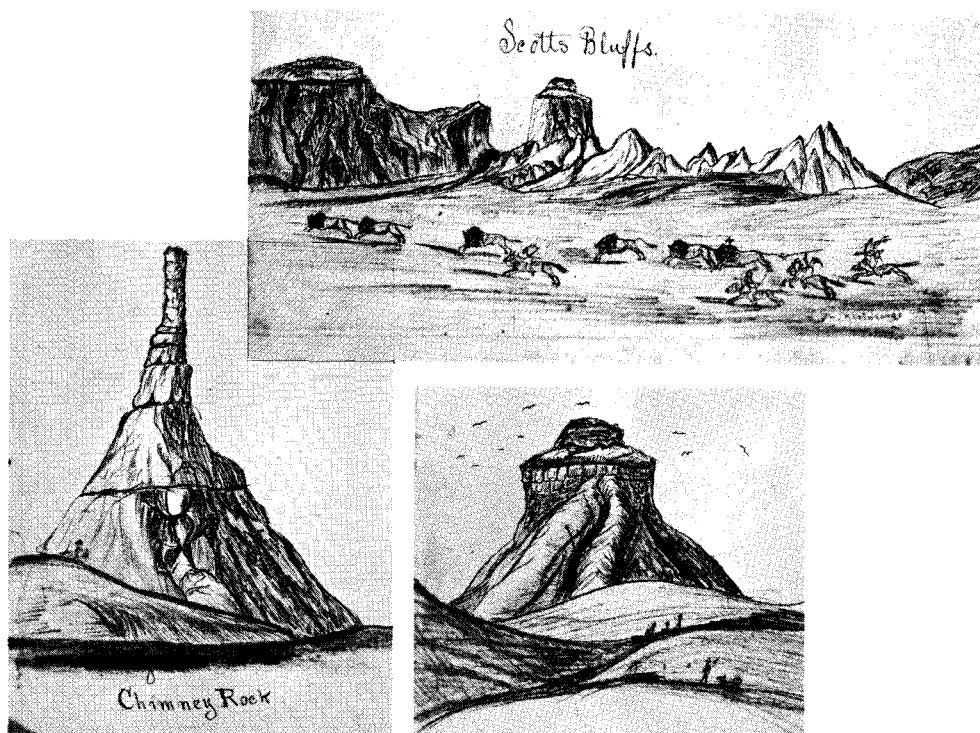
<sup>37</sup> "H. Felker" is the first mentioned person in the diary. No biographical information on the family has been located.

<sup>38</sup> The formation is located near Bridgeport, Nebraska.

<sup>39</sup> Ware, *Emigrants' Guide to California*, 19, gives the same height. For information on Chimney Rock, see Merrill J. Mattes, "Chimney Rock on the Oregon Trail," *Nebraska History*, XXXVI (March, 1955), 1-26. Mattes reproduced 14 of 21 known sketches by trail travelers.

<sup>40</sup> For information on Scotts Bluffs, see Webb, *Gold Rush Trail*, 89. The pass, known as Mitchell Pass, lies in an area south of Scottsbluff, Nebraska.

<sup>41</sup> In the early 1850s, the fort was the center for dealing with the Indians; see Webb, *Gold Rush Trail*, 89-92; Unruh, *Plains Across*, 225-226. For further information, see Remi Nadeau, *Fort Laramie and the Sioux Indians* (Englewood Cliffs, N.J., 1967). The fort was located in eastern Wyoming, across the river from the present city of Fort Laramie.



Kleinsorge sketched the above western landmarks, Chimney Rock, Scotts Bluff and the Scotts Bluff area.

from the Platte River and is built on a bend in the river. It consists of five main buildings for barracks and stables and was occupied by eighty troops. On the fourth of August this fort was destroyed by Sioux Indians. The entire complement without exception was slain by the bloodthirsty Indians.<sup>42</sup>

<sup>42</sup> In late July 1854, Sioux began to assemble near the fort for the issuance of annual goods; see Lloyd E. McCann, "The Grattan Massacre," *Nebraska History*, XXXVII (March, 1956), 5. For an extended account of the killing of Lt. John L. Grattan, twenty-nine infantry and one civilian interpreter by Sioux on August 19, 1854, near Fort Laramie, see Nadeau, *Fort Laramie and Sioux Indians*, 89-110. The infantry shot first in an Indian camp after an emigrant's straggling cow had been killed and eaten by Indians the day before. A few days afterwards, Sioux destroyed the fort's farm buildings, twelve miles from the fort. The Kleinsorge diary possibly reports a word-of-mouth account of the Grattan incident as heard along the trail after the killings. No other incident in either 1853 or 1854 comes close to matching the diarist's account. Some accounts after the Grattan affair were inaccurate; for example, the *Sacramento Union*, December 20, 1854, reported, "We now learn by way of Salt Lake City that the Indians afterwards attacked Fort Laramie, took it, plundered it and burned it." Kleinsorge assuredly referred to the Grattan episode. Kleinsorge's account of this episode illustrates that he augmented his original notes for the final version.

On the eighteenth and the nineteenth, the trail was very bad and mountainous. Toward ten o'clock on the morning of the nineteenth, we experienced a heavy hailstorm. It contained stones large as pigeon eggs. The cattle could not be kept together and, despite our efforts, spread out over hill and valley. We were able to bring them back together only with a great effort.

On the twentieth we camped at Lá Bontê Creek<sup>43</sup> where we rested for two days. In order to pass the time, I took my rifle and went in nearby brush to hunt along the river. In a thicket I found the grave of an Indian in an oak tree. It is the custom of Indians to bury their dead in this manner in trees. I climbed the tree since I had never seen such a burial. On the dead body I found a bow, arrows, spear and scalping knife. His clothes and jewelry, which were made of buckskin, were decorated with beads. Two bridles hung below in the tree. The cover with which the body was wrapped was made of a prepared buffalo skin without hair, on which extraordinary figures were painted. The figures were fighting men on horse and on foot. Bows and lances were painted very incompletely, but one could recognize what they depicted.

On the twenty-fourth we crossed the Platte for the last time. Again there had been built here a bridge since the river was very deep here.<sup>44</sup> From Fort Laramie until here we daily met many Indians who were all friendly.<sup>45</sup>

On the twenty-fifth we left the Platte River. From here we made, on the average, twenty miles a day since water and pasture were no longer as plentiful as along the Platte River.

On the twenty-seventh we came to the Sweetwater,<sup>46</sup> which snakes its way in rapids. From here we had a romantic view of the Rocky Mountains.

On the twenty-eighth we passed Independence Rock, a huge rock formation located on a plain.<sup>47</sup> Its circumference is about

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<sup>43</sup> Lá Bontê Creek was thirty feet wide, according to Ware, *Emigrants' Guide to California*, 21. The creek enters the North Platte near Douglas, Converse County, in east central Wyoming.

<sup>44</sup> Before the building of the bridge, Mormons operated a ferry between Casper and Mills, Wyoming; see Webb, *Gold Rush Trail*, 97-98.

<sup>45</sup> Sioux, on their way to receive their annual allotment, could be expected to be "friendly."

<sup>46</sup> The Sweetwater River runs eastward through central Wyoming, and empties into the North Platte River in Natrona County.

<sup>47</sup> For further information on Independence Rock, see Robert L. Munkres, "Independence Rock and Devil's Gate," *Annals of Wyoming*, XL (April, 1968), 23-40. The rock is located in central Wyoming, southwestern Natrona County. Emigrants named the site on July 4, 1830.

two miles. Innumerable names were written on it. I wrote mine. I climbed the rock, which is about 300 feet high. From the top I got a splendid view of the neighboring Rocky Mountains and the Sweetwater River. During the afternoon of the same day, we passed Devil's Gate, a colossal chain of rocks through which the Sweetwater River forced an opening or gorge about eight feet wide in the rock-chain. On both sides rose rock walls of rugged form. The traveler gets here a generally picturesque view.

On the thirtieth we went through the Sweetwater River three times.<sup>48</sup> We were now traveling along the foot of the Rocky Mountains. We had the river on the left and the enormous and rugged rock walls on the right. Then we came through a pass, through which the river made its snake-like run. This pass was a mile long and we had in this stretch to cross the river two times. This was a piece of work since the water was deep and the draft-oxen almost had to swim. However, we luckily all came through and camped two miles from this pass in a valley which was watered by the Sweetwater and was encircled by a chain of rocks. We stopped here two days since there was good grass for the cattle. This was one of the most romantic valleys which I have seen on the entire journey.

On the fifth of July we passed the South Pass,<sup>49</sup> where the

<sup>48</sup> The high banks forced emigrants to cross the stream three times within a few hundred yards, north of Jeffrey City, Wyoming. The alternative, taking a sandy road over the bluffs, presented a greater problem. Webb, *Gold Rush Trail*, 107.

<sup>49</sup> Crossed by Highway 28, South Pass, elevation 7,550 feet, is located in west central Wyoming, Fremont County.



waters divide and run their course in opposite directions. On the same day we reached Pacific Springs. They form a stream and spring from under a great boulder on which is written the name of the spring, Pacific Springs.

On the seventh we had to cross a forty-five mile desert where neither grass nor water were to be found.<sup>50</sup> We started in about six o'clock in the evening and reached the Green River<sup>51</sup> about eight o'clock in the morning. We watered our cattle in the river. This river has a good width and is deep and is the most beautiful river, which I have ever seen. Its banks are covered with green grass, from which one acquires a view again of the forty-five mile desert just crossed. From this viewpoint one also understands the reason on account of which the name Green River was bestowed. Here we found many Mormon families who had come out from Salt Lake and who had resettled themselves here. Since they had set up several ferries over the river, we had our wagons ferried across after we had paid six dollars per wagon.<sup>52</sup> Beeves and horses had to swim across. We still had eight miles farther to go before we could find good grass for the cattle since along the river everything had been eaten up. These eight miles were very mountainous and it was a hard passage for the cattle since they were almost starved. On this stretch we lost twenty head. Toward evening we came to Smith's Fork,<sup>53</sup> an arm of the Green River, where we found very good grass. We remained here two days so that the cattle could refresh themselves from the exertion they had undergone. We lived these two days almost entirely on fish which we caught in great numbers in the river.

On the twelfth we covered twenty miles. We passed a mountain that was covered with snow and at the foot of the mountain

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<sup>50</sup> The desert marked the beginning of Sublette's Cutoff that saved some sixty miles and five days of travel. Various diarists list the desert distance as 35 to 54 miles. Webb, *Gold Rush Trail*, 110, 129. The cutoff proceeded westward about ten miles beyond South Pass.

<sup>51</sup> The Green River runs southward through western Wyoming. The train would have reached the river south of La Barge, near Fontenelle Creek. According to Ware, *Emigrants' Guide to California*, 26, the river was 250 feet wide.

<sup>52</sup> Mormons had ferried emigrants since 1847. In 1852, the Mormon legislature chartered Thomas Moor for ferry service on the Green River. Fees for a wagon were reported as \$2 in 1849, \$3 in 1852 and \$6 in 1853. Unruh, *Plains Across*, 286-288; Webb, *Gold Rush Trail*, 110-112.

<sup>53</sup> Kleinsorge may have been mistaken in the name of Smith's Fork, if he was on a tributary of the Green River. Smith's Fork enters the Bear River from the east in western Wyoming, near Cokeville, close to the Utah-Idaho corner with Wyoming. The trail crossed the fork a few miles north of the juncture. Kleinsorge's mileage estimates tend to indicate that he was still on a tributary of the Green River.

grew very beautiful flowers. As an amusement we climbed the mountain and threw snow at each other since it was something rather extraordinary in the month of July to throw snow at one another.

On the thirteenth a woman of our train, by the name of Schauper,<sup>54</sup> gave birth to a healthy boy, and so we did not continue our journey until the fourteenth.

On the fourteenth and the fifteenth we had to pass the Bear River Mountains. This was an especially mountainous stretch. In one place the wagons even had to be let down with ropes. In the evening we camped in the Bear River region.<sup>55</sup> The river is very fertile and especially beautiful and romantic. Here we found wheat, oats, barley and onions growing wild.

On the twentieth we passed Soda Springs, which are a wonder of nature.<sup>56</sup> In these springs the natural soda water is much stronger than that made. The largest of these springs is Steamboat Spring.<sup>57</sup> The source of the spring is like the paddlewheel of a steamboat; hence the name. There are in this region many mineral and fresh springs together with one another—here are a cooking-hot and an ice-cold spring only six feet from one another. The land of this region is of volcanic origin and is rocky and full of hollows. One finds here fissures in the ground which are from fifty to 100 feet deep. According to the word of old Indians, this region for thirty miles around burned sixty-three years ago. One can still clearly see the traces. Also one sees here many burned-out volcanoes. I climbed one of them. I was able to see down 150 to 200 feet into this crater since the sun cast its rays straight into the crater. Around the mountain was a horde of snakes and a kind of brimstone which the mountain had ejected during the fire.

Here the Bear River swings for a stretch of about ten miles through gorges and rocky crevices which are bordered by 200-foot cliffs on both sides. At the end of this rocky region was a waterfall of thirty feet. We camped three miles from the place and could

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<sup>54</sup> No biographical information on Mrs. Schauper has been located.

<sup>55</sup> The Bear River runs northward along the borders of Utah, Wyoming and Idaho. After Soda Springs, Idaho, the river turns southward. The wagon train was crossing into Idaho.

<sup>56</sup> For information on Soda (or Beer) Springs, see Robert L. Munkres, "Soda Springs: Curiosity of the Trail," *Annals of Wyoming*, XLIII (Fall, 1971), 215-235. The springs are now beneath the Soda Point Reservoir, Idaho.

<sup>57</sup> According to Ware, *Emigrants' Guide to California*, 29, "Steamboat Spring" derived its name from its resemblance to the "puffing of a steamboat." One emigrant attributed the name to the water's noise, "resembling steam escaping from an exhaust pipe"; see Webb, *Gold Rush Trail*, 112.



clearly hear the thunder and the roar of the falls. Many of our people, including myself, visited the falls. After we climbed over many dangerous crevices, we were able to sit on the bank of the river. The bank on both sides of the river rose about 200 feet with the river below roaring and hissing over mighty boulders. It was a magnificent display of nature and we were not disappointed that we had visited the place.<sup>58</sup>

On the twenty-second we reached Duck Creek,<sup>59</sup> which has its name because of the many ducks that stop in and around this area. We shot some ducks, which we found tasty.

On the twenty-fourth we camped at Trout or Gravel Creek.<sup>60</sup> Here dwelt many Mormon traders who sold provisions to emigrants while they demanded an atrocious price.<sup>61</sup> There were forty of them in number and all had a predatory and roguish appearance. All were armed to the teeth. When we counted our cattle the next morning, we found that five oxen and two horses were missing. We found the horses in a gully while a front and a hind

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<sup>58</sup> Probably a reference to the Black Canyon of the Bear River, south of Soda Springs.

<sup>59</sup> The name is no longer extant. Possibly the reference is to Marsh Creek, near Arimo. The train now was traveling Hudspeth's Cutoff, opened in 1849 by a company from Missouri. For further information, see Howard R. Cramer, "Geology and Hudspeth's Cutoff," *Idaho Yesterdays*, XIX (Fall, 1975), 14-24.

<sup>60</sup> The name is no longer extant. Possibly the reference is to Malad River in north central Oneida County.

<sup>61</sup> For further information on trail merchants, see Unruh, *Plains Across*, 267-301.



leg were so tied together that they could scarcely move from the place. We did not find the oxen as the thieving Mormons had undoubtedly driven them off.

On the twenty-seventh we broke one of our wagons as we had to go over a very steep mountain. The wagon could not endure the hard jolts.

On the twenty-eighth we reached the Raft River.<sup>62</sup> Because we found good water and grass here, we remained here two days. The river is very difficult to cross because the banks of the river are very swampy.

On the first of August we came through the Ruins of Jerusalem, a valley filled with boulders, almost all of which have the shape of ancient ruins of a city.<sup>63</sup> In the evening we pitched our tents on the bank of Goose Creek.<sup>64</sup>

On the night of the fourth, because our guard had apparently slept, Indians drove off fifty head of cattle. Toward morning we discovered the loss and also the tracks they had left behind. Six men and myself were sent out in order to bring back the cattle. Toward eight o'clock in the morning we got a view of them. They were grazing peacefully in a valley surrounded by mountains and were being watched by ten Indians. We rushed at the Redskins from different sides. As soon as the Indians noticed us, they quickly climbed on their small horses and quickly left a cloud of dust behind them. We brought all our cattle back to camp.

On the sixth we reached the Thousand Springs Valley.<sup>65</sup> This valley is remarkable because of the many springs found here. It gives the appearance that the ground below the surface is nothing but water. If one digs down more than six feet, one reaches water. It seems to be of bottomless depth. In several spots, the ground moves when one walks on it. Fish are found in these well-like springs.

On the seventh we reached the Headwaters of the Humboldt.<sup>66</sup> We traveled twenty-one days along the banks of this river. It is 300 miles long from its source to the place where we finally left it.

<sup>62</sup> Raft River runs northward in Cassia County, south central Idaho. The wagon train would have reached the river near Malta.

<sup>63</sup> The site, usually referred to as the City of Rocks, is near Almo.

<sup>64</sup> Goose Creek runs northward from Nevada into Cassia County, Idaho. The wagon train would have reached the creek near the Idaho-Nevada-Utah corner.

<sup>65</sup> The valley lies in Elko County in the northeastern corner of Nevada.

<sup>66</sup> The river begins in Elko County northeastern Nevada. Ware, *Emigrants' Guide to California*, 32, also lists its length as 300 miles.

On the eighteenth the oxen pulling the passenger-wagon became skittish and ran away wildly out of control. At the time, I was in the wagon. Because I feared an overturning of the wagon, I jumped off. Because I jumped too short in an unlucky manner, I was caught by the wheels and both went over me. Thanks to God, I sustained only a small contusion, from which I was soon restored.

On the twentieth we passed Rocky Point.<sup>67</sup>

On the twenty-sixth we reached Lost Valley.<sup>68</sup> We remained on the twenty-seventh and the twenty-eighth since we cut grass to take along on the trip. We had before us a stretch of seventy-five miles where not a blade of grass was to be found.

On the twenty-eighth we reached the Humboldt Sink.<sup>69</sup> At the place where it sinks, it forms a small land-lake which is eighteen miles long and eight miles wide at the widest place. On this lake are now found swarms of swans, geese, ducks and spoonbills. In short, the lake is alive with all kinds of waterfowl. We stopped here four hours and fed our draft-oxen and horses with the grass that we had brought along. We prepared ourselves to go through a fifty-mile desert, the Carson Desert.<sup>70</sup> So far as possible, our wagons were spared unnecessary things. So we threw away a wagonbox because it was empty. The journey proceeded twenty miles through this desert, and then traveled through a pestilent smell from the dead cattle which mostly were overcome, starved and died of thirst. When evening came and then the night, the cattle went the fastest and the best. The dew which fell at night brought some measure of relief to the burning thirst of the cattle.

We traveled through until about ten o'clock in the morning of the twenty-ninth. We remained stopped until two o'clock in the afternoon since we now had reached the sand. This sand is one and a half feet deep and is a fine mill-sand. Our people had to walk on foot through this stretch since some draft-oxen sank down dead in the sand on the way before the wagons because

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<sup>67</sup> Probably a reference to Stony Point, north of Battle Mountain, Nevada.

<sup>68</sup> Several valleys supplied grass for cattle. Lost Valley would have been located in Pershing County, Nevada.

<sup>69</sup> The sink is located in Pershing and Churchill counties, Nevada. Ware, *Emigrants' Guide to California*, 35, describes the sink as a "low marsh, surrounded with bullrushes and saline incrustations," which "emits a most disagreeable effluvia."

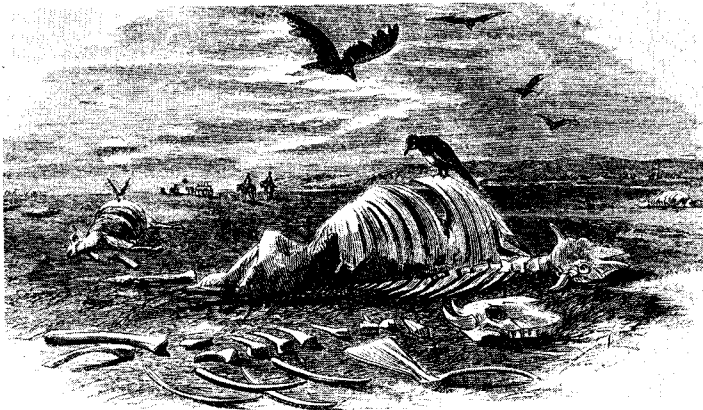
<sup>70</sup> The desert lies south from the Humboldt Sink in Churchill County, Nevada.

here they could not survive the overpowering strain. In this way we lost twelve draft-oxen. Also, I lost in this desert my faithful horse that had already carried me along for 2,000 miles. Here one sees the dead cattle stretched out everywhere, and innumerable bones bleached by the sun lay scattered around. The turkey buzzards, a type of bird the size of an eagle, had eaten the flesh from the bones. Because the air was quiet, there dominated here a piercing, pestilent odor. Innumerable broken wagonboxes, rifles, pistols, saddles and other things lay sprinkled about. Iron from wagons lay strewn about here in immense quantity. We could have taken along thousands of worthwhile objects, but we had, as said before, freed our wagons themselves of heavy objects. In a word, the whole desert looked like a desolate cemetery where everything remained lying where it once fell. About ten o'clock in the evening we reached the Carson River.<sup>71</sup> Here we found refreshment since we quenched our thirst in the Carson River. We camped near the river and stayed on the thirtieth and the thirty-first in order to rest from the outstanding hardship. From here on we had only 200 miles to Sacramento City.

On the first of September the journey continued on. On the way we came to the small town, Ragtown.<sup>72</sup> It consisted of seven tents wherein provisions were sold for enormous prices. Because our food supply was at an end, here we bought ten sacks of flour

<sup>71</sup> The Carson River, which originates in California, runs eastward into Churchill County, Nevada.

<sup>72</sup> In 1850, prices at Ragtown ranged from \$1.25 to \$2.50 for flour, 25¢ to \$1 for beef and \$1 to \$1.50 for bacon; see Unruh, *Plains Across*, 276. The trading post was located west of Fallon, Nevada.



at twenty cents a pound, bacon and salt, and also fresh beef-meat for which we had to pay twenty-five cents a pound.

On the fifth of September we reached Eagle Valley,<sup>73</sup> which is enclosed on one side by the Sierra Nevada Mountains and on the other side by the Eagle Hills. This is a beautiful and romantic valley fifteen miles long and ten miles wide. It is watered by many small brooks of very clear water springing up from the foot of the Sierra Nevada. We stayed here four days because we found good grass here for the cattle. We occupied ourselves with hunting since rabbits and pheasants are found here in great numbers. During our stop here we lived very well. In this valley there left us forty of our people who were proceeding on foot over this last stretch of 120 miles to Sacramento. We who remained had only to bring our train over the Sierra Nevada, which we had to pass. The highest summit of the Sierra Nevada Mountains is 8,000 feet above sea-level.

On the tenth we went a little farther and toward evening reached the Carson Valley,<sup>74</sup> a beautiful and level valley watered by the Carson River. The length of the valley stretches twenty miles, the width about seven miles.

We remained resting here until the twenty-second of September. During the time we occupied ourselves with going hunting since numerous rabbits and sagehens stay here. We lived this time exclusively on wild game.

One morning ten of us set out to climb the nearby Sierra Nevada Mountains. After four hours of climbing, we came to a height of about 4,000 feet where we found a fresh water spring in a beautiful spot made green with grass. We lay down in this place since we were tired from climbing. We stayed at the spring. We had not been here long when we heard an unusual sound. When we looked up, to our surprise we saw four well-armed Indians crouched down on the mountain and sneaking here. When they saw us, they stopped short. We immediately reached for our pistols. When they recognized this, they at once put down their weapons and came toward us and gave a sign of friendship. Whereupon we put away our weapons into their holsters again. They shook the hand of each of us and asked us in a mixture of English and Spanish whether we had not seen a large bear coming near us. To our great amazement, they showed us the fresh tracks at the

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<sup>73</sup> Possibly a reference to an area west of Mt. Siegel, Nevada.

<sup>74</sup> The valley brought the emigrants to the border of California.

spring, from which the bear had drunk. When we replied in the negative, they again shook our hands, took their arrows and bows, and followed the tracks of the bear. Soon they passed out of our view behind the boulders.

There are many bears and California lions here in the mountains. One often also meets here antelope, deer and mountain sheep. For the hunter, this is a perilous hunt.

When we had remained here a while and delighted in the romantic view which we had from this point, we made the trip back and arrived in our camp toward evening.

On the twenty-second we broke camp at eight o'clock in the morning and set out on our journey. About two o'clock in the afternoon we came into the Canyon, a gorge about five miles long situated between two mountains.<sup>75</sup> In this stretch the canyon rises 1,000 feet and is the most formidable place which we had during the entire journey. A person on foot has enough to do here in order to proceed, much more a caravan. The entire way was so filled with boulders that we had to spend the night here.<sup>76</sup> Because of exhaustion, the draft-animals could not be driven on with blows.

The next morning we started out at daybreak. After untold hardship we arrived about ten o'clock at the foot of the first summit.<sup>77</sup> Since there was good grass here, we stayed here a day.

On the twenty-fourth we covered the stretch to the first summit, six miles from our campsite. We had to battle also on the stretch again with innumerable hardships. The last stretch was the summit, which was about 800 feet high. To cross over this mountain we had to hook twelve yoke of oxen to each empty wagon. The oxen had to use their last strength to bring the wagons up. When we had the last wagon at the top, it was night. We saw that we would have to camp on the summit without food-supplies and water. We were also so weakened that we could not cook anything to eat.

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<sup>75</sup> The canyon would be Carson Canyon, near Woodfords, California.

<sup>76</sup> An 1850 diarist, Dr. George Reed, also complained of the boulders and the great difficulty of the canyon: "The mountains on either side rose to the height of 3 to 500 feet. 4 miles of this road was decidedly the worst road I ever passed over with a team. We passed over large granite rocks, made short turns by lifting our wagons around and finally reached the top of the Canyon more wearied and worn out than any other evening since we left home." Webb, *Gold Rush Trail*, 176.

<sup>77</sup> The summit would be Carson Pass, elevation 8,573 feet, crossed by Highway 88.

With the break of day on the next morning, we proceeded and came about eight o'clock to camp. We camped in a beautiful Sierra Nevada valley. This valley is remarkable because of a land-lake six miles wide and fifteen miles long, which is located, as it were, in a basin between the mountains. The water is clear and sweet and is full of wild geese, ducks, spoonbills and other waterfowl. In its depths move thousands of beautiful fish.

On the next day we covered the stretch over the second summit.

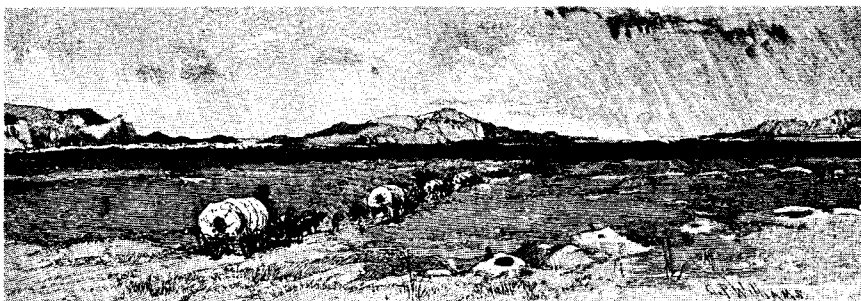
On the twenty-eighth we passed Diamond Spring,<sup>78</sup> a small mining village.

On the first of October 1854 we reached the goal of our long and arduous journey since we camped in Sacramento City,<sup>79</sup> the place of our determination. Having arrived here, two of our people died.

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<sup>78</sup> The mining camp was located south of Placerville, California.

<sup>79</sup> The *Sacramento Union*, for September and October 1854, did not mention the arrival of the wagon train nor did it record the two deaths.



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### Potato Rot Cure

Glasgow Weekly Times, September 28, 1851.

The following is considered by the old and experienced farmers as a pretty sure remedy for the potato rot:

"Select a suitable piece of ground, plow to the full depth of the good soil, and as the old farmers say, 'turn up a leetle yaller dirt,' or subsoil; manure as highly as possible—it doesn't matter much with what, so that it is rich and enough of it—and when you have done all this—plant with Indian corn!"

## HISTORICAL NOTES AND COMMENTS

### NEWS IN BRIEF

The Department of History at Central Missouri State University, Warrensburg, sponsored the 24th Missouri Conference on History, held April 16-17, in Excelsior Springs. Session papers of interest to Missouri historians included "The Venacular Building Process in Antebellum Missouri," "Louis Miller—Master Builder," "Attempts of the State of Missouri to Extradite Joseph Smith," "Missouri's Care of the Indigent Aged" and "In the Spotlight: Truman and Missouri During the White House Years."

Dr. Richard S. Brownlee, director of the State Historical Society, served as the moderator for a panel discussion on the Harry S. Truman Library.

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The State Historical Society of Missouri gratefully acknowledges recent gifts for the Alice Irene Fitzgerald Collection of Missouri's Literary Heritage for Children and Youth. The following authors made contributions to the collection: Gertrude Bell, Clyde Robert Bulla, Ida Chittum, Cena Christopher Draper, Edna McGuire and Marian Potter.

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On January 23, J. J. Graf, former publisher of the *Hermann Advertiser-Courier* and trustee of the State Historical Society of Missouri, received the distinguished citizen award at the annual Hermann Jaycee Awards Banquet. Graf, a life-long resident of Hermann, is a past president of the Missouri Press Association and the Hermann Chamber of Commerce. A member of many local organizations,

he retired as publisher of the *Advertiser-Courier* in May 1981. Tom Cabot presented the award to Mr. Graf for his support of worthy community projects through editorials and news stories, his efforts in locating the public library in Hermann and his assistance in raising funds for the Hermann Area Hospital.

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The Smith College Club of Kansas City sponsored a symposium, April 15, on the "History of Landscape Gardening" at the William Rockhill Nelson Gallery in Kansas City. The program featured three outstanding speakers who provided illustrated lectures on French gardens, historic American gardens and classical themes in gardens.

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On April 16, the University of Missouri-Columbia Black Studies Program presented a lecture-demonstration and performance on "Blind Boone and Ragtime." Featured speakers were Trebor Jay Tichenor, ragtime historian, performer and instructor at Washington University, St. Louis, and Dr. John A. Taylor, head of the Department of Fine Arts, Lincoln University, Jefferson City. Singleton Palmer and his Dixieland Six from St. Louis also participated.

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The Columbia Public Library featured a photographic exhibition, "Images From Columbia's Past, 1865-1945," April 1-30. Funded by the Boone

County Community Trust, Boone County National Bank, the exhibit was researched and compiled by Miriam Deutch, a Master's degree candidate in Library and Informational Science at the University of Missouri-Columbia. The State Historical Society of Missouri, University of Missouri Archives, National Archives, Columbia College, *Columbia Daily Tribune*, *Columbia Missourian*, Columbia Public Library, the Publication Office of *Missouri Alumnus*, Boone County Historical Society and several individual contributors provided photographs, information and other assistance for the project.

In conjunction with the exhibit, the State Historical Society and the Joint Collection, University of Missouri Western Historical Manuscript Collection-Columbia and State Historical Society of Missouri Manuscripts arranged a display of historic photographs for the library's display cases.

Two slide presentations also were held at the library in association with the exhibition. Mrs. Dorothy J. Caldwell, editor of the Society's *Missouri Historic Sites Catalogue* and retired associate editor of the MISSOURI HISTORICAL REVIEW, gave a talk on historic sites in Columbia on April 12. The illustrated program on April 28 featured the history of photography and guidelines for preservation and dating of historic photographs. Mrs. Leona S. Morris, research assistant for the REVIEW, with assistance from Mrs. Mary K. Dains, associate editor of the REVIEW, gave the program based on the Society's extensive photographic collection.

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On April 24, Kansas City Area Archivists, the Kansas City Federal Archives and Records Center and the Kansas State Historical Society sponsored a symposium, "The Lasting

Image: The Identification and Preservation of Historic Photographs" at the Ramada Inn, 87th Street and I-435, Kansas City. State Historical Society staff members in attendance included Mrs. Leona S. Morris and Mrs. Jo Ann Tuckwood, of the Editorial Office, and Mrs. Bonnie Wright, Acquisitions Department. Mrs. Paula Quirk, Claudia Powell and Margery Sly of the Joint Collection, University of Missouri Western Historical Manuscript Collection-Columbia and State Historical Society of Missouri Manuscripts staff also attended. The symposium addressed the appraisal and preservation needs of archivists, curators, librarians and individual collectors. The speakers included a noted freelance photograph conservationist, Henry Wilhelm, of Grinnell, Iowa; a nationally known fine arts curator, Keith F. Davis, Hallmark Cards, Kansas City; and the administrator of a major midwestern photographic collection, Thomas Southall, University of Kansas, Lawrence.

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Dr. E. Maurice Bloch presently is revising his *Catalogue Raisonné* of the paintings of George Caleb Bingham which is scheduled for publication by the University of Missouri Press in the near future. Dr. Bloch is the author of the two-volume study of Bingham, *The Evolution of an Artist*, first published in 1967, and of *The Drawings of George Caleb Bingham With a Catalogue Raisonné*, published in 1975 by the University of Missouri Press. He would welcome any information about Bingham's works which may be owned by members of the Society, or known to them. The author particularly is interested in paintings that did not appear in the earlier books. Such information should be sent directly to Dr. E. Maurice Bloch, Director, Grunwald



Center for the Graphic Arts, University of California, Los Angeles, California 90024.

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The Missouri Department of Natural Resources recently announced the members of the newly appointed Advisory Council on Historic Preservation. Appointees include Mrs. Erle Lionberger, St. Louis, chairman; Patrick Steele, Sr., Jefferson City, vice chairman; Mrs. Mary Patricia Abele,

Boonville; Robert Berkebille, Kansas City; Dr. Robert Flanders, Springfield; Stuart Hutchison, Kansas City; J. Nelson Happy, Kansas City; and Mrs. Joy Stevenson, Warrensburg. The council is responsible for approving sites being nominated to the National Register of Historic Places. It also assists Fred Lafser, the state historic preservation officer and director of the Missouri Department of Natural Resources, in planning the state's historic preservation efforts.

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### Pointed Paragraphs

*Pride of the West and Western Progress*, Aurora, April 15, 1905.

Another trouble with a cold day; people won't talk about anything else. When a man courts trouble he soon has an engagement on his hands.

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### A Chicago Precedent

*The Valley Magazine*, St. Louis, November, 1904.

By the common law a husband is allowed to chastise his wife moderately. That part of the common law nearly everywhere in the United States had been abrogated—by statute or public sentiment. In Chicago, however, a judge has adopted a happy medium, and gives us this precedent:

A slap with the left hand, \$1.

A right-handed slap, \$2.

A slap while sitting, \$4.

A slap while standing, \$5.

A slap while standing flat-footed, \$3.

Those rates, we must admit, are reasonable, but the lords and masters of Porkopolis are doubtless awaiting with some anxiety the judge's decision on the slap administered while standing tip-toed. A Mrs. Williams has testified as follows: "His ordinary slaps are not hard—but, O, my, when he stands on his toes, they do hurt!"

Which suggests a pointer to the Populists who recently nominated a candidate on a platform which may be termed a vacuum: Let Mr. Watson send out a telegram announcing that he is again' such a precedent. Then men who believe in wife-spanking, at least, will rally to his standard with a mighty rall, I opine.

## LOCAL HISTORICAL SOCIETIES

### **Afton Historical Society**

The Society held its spring meeting, April 22, at the Afton Presbyterian Church. Tom Purcell, executive director of Laclede's Landing Redevelopment Association, gave a program, entitled "What's Going On At Laclede's Landing."

Restoration work is proceeding at Oakland, the Society's historic home.

The Ladies of Oakland, who meet at Oakland, heard a program on antique dolls, April 20, presented by Mrs. Eva Meentimyer. Members brought a favorite old doll for display, and the speaker related information about each item.

On May 5, the Ladies held a lawn sale at Oakland.

### **Andrew County Historical Society**

The Society met on January 21 in the community room of the Andrew County Courthouse, Savannah. Bob Grubbs, of St. Joseph, presented a "One-Man Show" for the program. Mr. Grubbs has been interested in the performing arts for many years.

### **Audrain County Historical Society**

Members of the Society and the Mexico Jaycees held a "Clean-Up" Day, April 24, at the Society's Ross House and Saddle Horse Museum in Mexico. The Activities Committee provided coffee and doughnuts for refreshments.

On May 2, the Society sponsored a trip to Hannibal for a walking tour of several old homes not generally open to the public. The group also visited an art exhibit and reception, given by the Hannibal Council of Arts, and heard a Hand Bell Ringers Concert.

### **Barton County Historical Society**

More than 75 persons attended the quarterly meeting, April 18, in Law

Chapel at the United Methodist Church in Lamar. Dalton Harris told about the once thriving village of Kenoma, now a sparsely populated residential area. The community has one business, a worm producing farm. Mr. Harris is an area farmer. Max Lucas, the Society's museum curator, treasurer and corresponding secretary, reviewed the activities of the past quarter and announced the recent gifts to the Society.

### **Blue Springs Historical Society**

A program on "Old Cookbooks and Recipes" highlighted the April 6 monthly meeting in the Society museum. Leora Marker discussed unusual and tasty dishes.

Special guests at the May 4 meeting included Mayor John Michael and members of the Blue Springs City Council. They discussed ideas and suggestions for city improvements.

Several work days were held at the museum in May to prepare the Dillingham-Lewis House museum for opening on June 2. The building is open to the public on Wednesdays from 10 A.M. to 3 P.M. and from 1 to 5 P.M. on Saturdays. Admission is \$1 for adults; free to children and Society members; and special rates are available for group touring.

### **Butler County Historical Society**

On February 22, the Society met in the assembly room of Sacred Heart Schools, Poplar Bluff. The slide-tape program featured a nostalgic tour through the old town of Poplar Bluff and used recent photography, old photographs, cards and taped interviews with longtime residents. A grant from the Missouri Committee for the Humanities supported the project, and Drs. Jane Stephens, Arthur Mattingly and Frank Nickell of the Regional

History Department, Southeast Missouri State University, Cape Girardeau, assisted local residents with the program.

#### **Carondelet Historical Society**

Over 50 members and guests attended the March 7 meeting in the Southern Commercial Bank, Carondelet. Kathy Corbett of the Missouri Historical Society, St. Louis, spoke on "History to be Learned from Cemeteries." Slides illustrated her talk which featured the Bellefontaine and Calvary cemeteries.

Special fund-raising activities to benefit the Carondelet Historic Center included an annual spring dinner-concert, March 19, at the Carondelet Markham Memorial Presbyterian Church and a bake sale, April 3, at the National Food Store.

The Society held a luncheon meeting, April 18, at the Carondelet Historic Center. The program featured a tour of the center, which is presently undergoing restoration. Members also viewed slides of the September 20, 1981, plaque presentation.

On May 16, the Society marked two additional sites in Carondelet. Historic markers were placed on the Poepping Home at 313 Iron Street, now owned by Mr. and Mrs. Lenly Weathers, and the Richardson Home, 6205 Virginia, owned by Mr. and Mrs. John O'Connor.

#### **Cass County Historical Society**

At the April 25 meeting in the Youth Center, Harrisonville, Charles Warren Ohrvall presented the program. An archivist with the Truman Library, Independence, Mr. Ohrvall told about the Truman family.

#### **Chariton County Historical Society**

Thirty members attended the carry-in lunch and meeting, April 18, at the museum in Salisbury. Faye Farthing and Elwood Phelps gave the

program on "Shoes Through the Ages." Shoes from the museum costume collection illustrated the presentation.

Members conducted museum tours for children all day during the Salisbury Fun Festival, May 22.

#### **Civil War Round Table of Kansas City**

At the March 22 meeting in Twin Oaks Restaurant, Kansas City, Lowell Reidenbaugh addressed the Round Table on "Jackson at White Oak Swamp." The speaker examined Stonewall Jackson's incompetence after the Valley Campaign of 1862 and during the Seven Days Battle. A past president of the Civil War Round Table of St. Louis, Mr. Reidenbaugh is the senior editor of *The Sporting News*.

Stephen Starr, the author of a three-volume work on the Union Cavalry of the Civil War, was the guest speaker at the April 27 meeting. He discussed "Yankees on Horseback: Vermont Cavalry During the Civil War."

#### **Civil War Round Table of St. Louis**

Round Table members met February 24 at the Heritage House in St. Louis. Ed Bearss, chief historian for the National Park Service, presented a slide show recounting the raising of the *U.S.S. Cairo*. A Confederate torpedo sunk the boat in the Yazoo River in December 1862. It is now being restored in Vicksburg.

At the March 24 meeting, members heard a program on free blacks in the South.

On April 28, Stephen Z. Starr addressed the Round Table on "Yankees on Horseback: The 1st Vermont Volunteer Cavalry."

#### **Civil War Round Table of the Ozarks**

The Round Table met February 10 at the 89er Restaurant, Springfield.

Dr. Thomas P. Sweeney, a radiologist, and gun collector, spoke on a "Confederate Surgeon at Wilson's Creek." Portraying the role of Major Caleb Winfrey, M.D., Dr. Sweeney presented a personal account of the Battle of Wilson's Creek.

At the March 10 meeting, Dr. Lawrence J. Nelson addressed over 40 Round Table members on "Elijah P. Lovejoy; An Unofficial Civil War Casualty." Dr. Nelson is an associate professor of History at Evangel College, Springfield.

A program on "The Legacy of a Curious Scotsman: Allan Pinkerton" was given by Jack Randall at the April 14 meeting. He related an informative account of Allan Pinkerton who opened a detective agency in Chicago in 1850.

#### **Clark County Historical Society**

On March 23, the Society met in Sever Library, Kahoka. Scoutmaster James Neves presented the program on the "History of Boy Scouts." His scout troops gave demonstrations.

#### **Concordia Historical Institute**

The board of governors of the Concordia Historical Institute, St. Louis, elected new officers at its meeting on January 15. Harry L. Smith of St. Louis was elected president of the Institute. Smith, a retired senior vice president of Center Bank of St. Louis, has been a member of the Institute's board of governors since 1962 and treasurer since 1965. He is the seventh president of the Institute and the fourth layman to hold the position. Other officers elected were Harold A. Olsen, Springfield, Illinois, vice president; Dr. Gerald P. Birkmann, Washington, Missouri, secretary; and Mrs. Joyce Sauer, St. Charles, treasurer.

#### **Dallas County Historical Society**

Members met March 5 in the O'Bannon Community Building, Buffalo. In keeping with a St. Patrick's Day Party, the Buffalo High School Brass Band entertained with Irish melodies.

On April 2, an Easter Hat Parade highlighted the meeting. Members and guests modeled old hats and several original creations. Mrs. Patsy Viets sang Easter songs.

Mrs. Grace Southard presented the program at the May 7 meeting. In honor of Mother's Day, she read a paper on "Women of Missouri." Shirley Turner entertained with songs about mothers. Each mother present exhibited a "show and tell" item belonging to her or her mother, and each received a corsage.

#### **DeKalb County Historical Society**

The Society met January 17 at the county courthouse, Maysville. Mr. and Mrs. Eugene Newkirk presented the program on the "Importance and History of the Press." The Newkirks own and operate Farmer Printing in Maysville.

Mr. and Mrs. Loren Owen gave the program for the February 21 meeting. They showed slides and told about our National Park System for the program entitled "God Bless America."

A program on earth homes highlighted the March 21 meeting. Mr. and Mrs. Victor Walker of Union Star told about various types of earth homes and the advantages of each. They displayed pictures of their underground home. In addition, Dr. Carol Fry, chairman of the English Department of Northwest Missouri State University, Maryville, gave slide and tape presentations on folklore, music and ghost stories of Northwest Missouri.

#### **Ferguson Historical Society**

The Society held its general membership meeting, March 4, at the First

Presbyterian Church, Ferguson. Albert Phillips gave a slide program on county parks. He is deputy director of Parks and Recreation for St. Louis County.

#### **Florissant Valley Historical Society**

A slide program on "Official White House China" highlighted the May 16 meeting in Taille de Noyer, Florissant. From the collection of the Smithsonian Institution, the slides included china from the administrations of George Washington through that of Ronald Reagan. The examples reflected the nation's taste in folkwares through the decades and the growing skills of its manufacturers.

#### **Foundation for Restoration of Ste. Genevieve**

The Foundation held a dinner meeting, April 29, at Freda's Restaurant in Ste. Genevieve. Dr. Collins M. Henson addressed the group on "The Enemy Amongst Us," Prisoner of War Camps, W.W. II," with particular attention on the enemy alien internment camp at Weingarten, Missouri. Dr. Henson recently became superintendent of the Ste. Genevieve Public School System. Previously, he had been employed as a consultant for the U.S. Office of Education and had been a frequent speaker at national conventions for related organizations.

#### **Friends of Missouri Town-1855**

The Friends held their general meeting, February 21, in the First Baptist Church, Independence. The following officers were elected: Larry Simmons, president; Tom Gibson, vice president; Gloria Gibson, treasurer; and Carol Barnett, secretary.

One of the first activities of the spring season was Children's Day, April 25, at Missouri Town-1855. The event, sponsored by the Greater Kansas City Association for the Education

of Young Children and Friends of Missouri Town, began the Week of the Child. Seventeen activities, geared for the children's enjoyment, provided an opportunity to educate the visitors on the pastimes of children in the early 1850s. Special events included a pantomime, cooking, whittling and a chimney sweep.

#### **Greene County Historical Society**

The Society held its traditional Founder's Day dinner, February 25, at Calvert's cafeteria, Springfield. Robert Glazier, of the *Springfield Magazine*, addressed the group on "America's Founding Fathers and God."

Mrs. Mary Hatcher presented "Reminiscences of a Woman in Confederate Petersburg During the Siege," at the March 25 meeting. This dramatic presentation gave a vivid picture of life during the Civil War in a town on the battlefield.

On April 22, the Society met at the headquarters building of the Assemblies of God in Springfield. Professor Gary McGee, of the Central Bible College, spoke on the "History of the Assemblies of God in Springfield." He showed a film on the subject and conducted a tour of the headquarters building.

By special invitation, members of the Society attended a special "preview" of the new visitor's center at Wilson's Creek, near Springfield, May 13.

Dr. Katherine Lederer, professor of English at Southwest Missouri State University, Springfield, presented the program at the May 27 meeting in Calvert's cafeteria. She related information on the "Black Community in Springfield." A grant from the Missouri Committee for the Humanities enabled Dr. Lederer to collect and compile pictures and material on the black community.

### **William S. Harney Historical Society**

The board of directors recently approved the naming of the museum and library for the William S. Harney Mansion, Sullivan. They are the Leo B. Hollander Museum and the Arvid L. Anderson Library.

### **Harrison County Historical Society**

Society members met April 13 in the Bethany Trust Company Community Building. They heard a program on folklore of the area, entitled "Echoes of the Past," presented by Dr. Carrol Fry, chairman of the English Department of Northwest Missouri State University, Maryville. Consisting of film and tape, the presentation was produced with a grant from the Missouri Committee for the Humanities. During the past year, it was broadcast over five radio stations in Northwest Missouri.

The Society recently acquired a log cabin from James Collins. Located near Martinsville, it was dismantled and stored for future use.

### **Historic Kansas City Foundation**

On March 4, Macy's on Main in downtown Kansas City held a "Distinctively Kansas City" benefit for the Foundation. Proceeds from the event exceeding \$18,000 will be used to provide assistance to restore buildings in downtown Kansas City. Some 800 patrons attended the benefit which featured a sampling of everything that makes Kansas City renown, such as strip steak, jazz and Kansas City goods and services.

### **Historical Association of Greater Cape Girardeau**

On April 3, the Association sponsored a spring bus tour to Ste. Genevieve. A guide conducted the group to the Bolduc House, Guibourd-Valle House, Amoureux House, Green Tree Tavern and the Museum. The trip

included a noon meal at the Ste. Genevieve Hotel.

A recent gift to the Association was the 1857 James Reynolds House in Cape Girardeau. Mr. and Mrs. Burton J. Gerhardt, Tom H. Gerhardt and Mrs. Loy Welker deeded the property to the Association on March 3. Following restoration of the building, the Association held an open house for members and guests on April 25.

### **Historical Association of Greater St. Louis**

The Association sponsored a cocktail party for members, April 30, at the Cupples House, St. Louis University.

Martin Towey, associate professor of History, St. Louis University, presented the Association's Ralph P. Bieber Memorial Lecture, May 6, at the Busch Center, St. Louis University. His address was entitled "Depression Art in St. Louis."

### **Historical Society of Polk County**

Members held their March 25 meeting at the Gold Room, North Main and Locust in Bolivar. Dr. Margaret Kort, who is on the faculty of Southwest Baptist University, Bolivar, showed slides and told about Jordan, her native land.

### **Iron County Historical Society**

The Society met April 26 at the First Baptist Church, Ironton. Members participated in a "show and tell" program.

### **Jackson County Historical Society**

The executive committee unanimously chose Sally Fullerton Schwenk as the Society's executive director. The director of the Jail-Museum at Independence for the past two years, Mrs. Schwenk fills the vacancy caused by the resignation of Hazel Graham, the long-time coordinator and director. Mrs. Schwenk is a native of Jackson

County and has the B.A. degree in History from the University of Oklahoma, Norman. She taught history in city and county schools, served as assistant education director at Channel 19 (clerical) and clinic educator for Planned Parenthood. The representative of the historical society on the Independence Tourism Advisory Board, she also is administrative vice president of the Bingham-Wagoner Historical Society.

Other officers of the Society are Mrs. William Coleman Branton, president; Keith P. Bondurant, Rodney R. Choplin and Dr. Benedict K. Zobrist, vice presidents; Mrs. W. Edwin Basye, secretary; and Oliver Thornton, treasurer.

#### **Kansas City Westerners**

The Posse met March 9 at the Homestead Country Club in Prairie Village, Kansas. L. L. Edge, the author of a recently published book, spoke about his book, *Run the Cat Roads, A True Story of Bank Robbers in the 1930's*. Mr. Edge is a Kansas City newspaper columnist, television and radio host and travel writer.

Bob Priddy, news director of Missouri Network, Jefferson City, was the guest speaker at the April 13 meeting. His program, featuring radio western trivia, related excerpts from old radio broadcasts.

On May 11, Robert W. Richmond spoke on "The Loveliest of All Her Sister States—Kansas history viewed by a Native Son." Assistant executive director of the Kansas State Historical Society, Mr. Richmond gave a personal view of his state dealing with major historical phases.

#### **Laclede County Historical Society**

Members met March 22 at the Wyota Inn, Lebanon. Marty and Cindy Willadsen presented the program consisting of slides on the "Ozarks—its people, its land, its beauty." Officers,

elected for the coming year, are Robert Mayfield, president; Esther Griffin, Claudia Stubblefield and Vyra Hendrickson, vice presidents; Kay Conner, recording secretary; Dorothy Calton, treasurer; Flo Malaney, corresponding secretary; Kirk Pearce, publicity; and T. Victor Jeffries, historian.

The Society held its 6th Annual Spring Banquet, April 26. Professor Dale Freeman of Southwest Missouri State University, Springfield, spoke on "Ozarkanese." He emphasized Ozark culture.

The Laclede County Museum in Lebanon will be open from April 5 through October 29 from 10 A.M. to 3 P.M., Monday through Friday.

#### **Lawrence County Historical Society**

Members held their April 18 meeting in Jones' Memorial Museum, Mt. Vernon. Marionville orchardist and electrician E. E. Jackson presented the program. He told about "The Old Apple Orchards of Marionville." Bud Flournoy planted the first commercial apple orchard in 1885 and by the 1920s-1930s Marionville held an Apple Blossom Festival each spring.

To benefit Jones' Memorial Museum, the Society sponsored a concert by the Aurora Community Chorale Society on April 25 and an auction on May 8.

#### **Lexington Historical Association**

The Association held its spring banquet at Rivertown Inn in Lexington, April 21. Susan Mernitz of Columbia presented the program on the research she had done for her Master's thesis on "Industrialization of Lexington During the Period 1870 to 1900."

#### **Missouri Historical Society**

On April 15, the Society sponsored a luncheon lecture in the Jefferson Memorial Building, St. Louis. Kathleen Moenster, curatorial assistant of

the Society's pictorial history collection, spoke on "The Career of Jessie Beals: Official Photographer of the Louisiana Purchase Exposition."

Katharine Corbett, curator of Education for the Society, led two bus tours on May 11 and 26. Tourists visited respectively Bellefontaine and Calvary cemeteries of St. Louis.

Stix Baer & Fuller, Westroads, sponsored the Society's 25th annual Flea Market, May 19-21.

#### **Morgan County Historical Society**

A program on the history of baskets highlighted the April 26 meeting in the courtesy room of the Bank of Versailles. Kenneth Erickson displayed and described baskets from many parts of the world. Dorothy Erickson and Gladys Green assisted the speaker.

Members held work days, May 11-12, to clean the 28-room museum at Versailles in preparation for its opening on June 1. The museum will be open to the public daily, from 1 to 5 P.M., throughout the summer.

Officers of the Society for 1982-1983 are Robert J. Beckerdite, president; Gladys Green, first vice president; James D. Ritchie, second vice president; Betty Beckerdite, secretary; and Bill Williams, treasurer.

#### **John G. Neihardt Corral of the Westerners**

Bob Priddy of Jefferson City spoke at the December 10 meeting in the Flaming Pit, Columbia. He told about "Important Issues in Western History."

The January 14 meeting featured a program on "Inside China by Bicycle." Sue Gerard related her experiences on a recent trip to East Asia.

On February 11, Elder Anthony Lampe, of the Reorganized Church of Jesus Christ of Latter Day Saints, was the guest speaker. He addressed the members on "The Place of Joseph Smith in Western History."

Michael Wallis, a free-lance writer, presented a program on "Cowboy Boots" at the March 11 meeting.

A program, entitled "The Land Remembers," highlighted the meeting on April 8. Assistant Attorney General Robert M. Lindholm, a well-known photographer of Jefferson City, gave the presentation.

#### **Newton County Historical Society**

Members held their March 21 meeting in the Bank of Neosho Americana Room. Ruth Bush displayed and described her Kewpie doll collection. She gave an account of the life of Rose O'Neill, creator of the Kewpie, who lived for many years in the Branson area.

Work days on April 24 and May 1 prepared the museum for its opening on May 2.

Officers for 1982 are Sybil Jobe, president; Mary Ellen Dennison, vice president; Virginia Houchen, secretary; and Mary Louise Davis, treasurer.

#### **Old Mines Area Historical Society**

A grant from the National Endowment for the Humanities has enabled the Society to add valuable material to its history collection. Interviews, more knowledge of the Old Mines French language and popular folktales of the area provided the basis for Dr. Rosemary H. Thomas's book, *Its' Good to Tell You—Folktales of Missouri French*. Illustrated by Ronald W. Thomas and published by the University of Missouri Press, it is offered for sale by the Society.

On April 18 at St. Michael House, the public viewed, free of charge, a film on the Old Mines area. Produced by Andre Gladu from Quebec in 1976, the film featured interviews with residents and musicians of the Old Mines area for Quebec television. In addition to the film, the Society presented tape recordings of Joseph Medard Carriers's collection of wax records



made in the 1930s of songs and music in Old Mines and other French villages. Wax cylinders, mostly unintelligible, are in the University of Southern Louisiana archives and were loaned to the Library of Congress for processing. The NEH grant enabled the Society to procure these tapes.

Members and area residents began studying Old Mines French lessons on April 30 in St. Michael House. The course continued on each Friday night for eight weeks.

#### **Old Trails Historical Society**

The Society held its regular meeting, March 17, in Grand Glaize Library, Ballwin. Ettus Hiatt presented the program which consisted of slides on "China: Old and New."

#### **Pemiscot County Historical Society**

A program on "The History of Micola, Missouri" highlighted the February 26 meeting in the Colonial Federal Building, Caruthersville. Johnny Mac Alford was the guest speaker.

Josephine Van Cleve presented information about Caruthersville in 1917 at the March 26 meeting.

#### **Pike County Historical Society**

Members of the Society held a dinner meeting, April 15, at the Curryville Community Building. Murry Smith, superintendent for 21 years of the R-1 district schools, Bowling Green, was the guest speaker. He addressed the group on George Washington, "Father of our Country," whose 250th birthday anniversary was observed this year. Mr. Smith told some little-known facts about Washington's early life and traced his military activities and the events leading to his election as president.

#### **Platte County Historical Society**

The Society held its annual spring dinner meeting at the Platte County Vo-Tech School on April 4. The pro-

gram followed a buffet dinner, business meeting and installation of officers. Col. Von Schlemmer addressed the members on "My experiences while Chief of Ceremonies at the White House."

#### **Pony Express Historical Association**

Frank Popplewell discussed "Toy Trains in America" at the February 7 meeting in Patee House Museum, St. Joseph. The Association sponsored an autograph party for Mr. Popplewell, who is the author of a new book, *Teacher In Missouri*.

A Jesse James festival, April 2-4, in St. Joseph, marked the 100th anniversary of the killing of the noted outlaw. On April 3, visitors celebrated the 122nd anniversary of the beginning of the Pony Express. Highlights of the festival included a Jesse James look-alike contest, arts and craft show, the reenactment of the James shooting, a black-powder shoot, parade and a ball.

#### **Ray County Historical Society**

Officers of the Society for 1982 are Walter G. Stoenner, president; Miller VanPelt, vice president; Betty Gundy, secretary; and Alvah Renfro, treasurer. Garner Settle, director of the Society's museum in Richmond, reported that the Friends of the Museum donated 12 items for the Civil War room. The items include a Confederate uniform, Union coat, bullet mold, shoulder patches, bridle bit, Confederate cap box, bayonet sword, belt buckle, telescope and pistol. The exhibit in the Civil War room continues as one of the most popular in the museum. The Society wishes to acquire a Confederate flag to complete its display.

#### **Raytown Historical Society**

Members celebrated the 16th birthday of the Society at their quarterly meeting, April 28, at St. Matthew's Episcopal Church, Raytown. Jenine

Koger gave a slide presentation of old Kansas City postcards, compiled by Mrs. Sam Ray. Twelve life members received special recognition and certificates. In addition, the Society presented Art and Roberta Bonnewitz and Elma Kemp with a Big Wheel certificate, for their donation, and a Bullwhackers certificate to Mel Talpers for his efforts in securing the Society's tax-exempt status.

#### **St. Charles County Historical Society**

A "Howdy Neighbor" Party highlighted the Society's annual dinner, April 22, in Memorial Hall at Blanche Park, St. Charles. Bernard M. Brown, historian for the William S. Harney Historical Society, Sullivan, was the guest speaker. He is the author of *The General*, a sketch of the life and military career of Major General William S. Harney, a major figure in American history.

The Society opened the Newbill-McElhiney House Museum, April 14, for the 1982 season.

#### **St. Louis Westerners**

Dr. John A. Works addressed the Westerners at their March 19 meeting in the Salad Bowl cafeteria, St. Louis. He spoke on "Church and Society in Nineteenth-Century St. Louis." Dr. Works is an associate professor of History at the University of Missouri-St. Louis.

#### **Schuyler County Historical Society**

The Society held its second quarterly meeting, April 18, at the courthouse in Lancaster. Dr. James E. Pauling, of Northeast Missouri State University, presented an illustrated program on "The 20th Century," the second part of a series on our European cultural heritage. A grant from the Missouri Committee

for the Humanities made this program possible.

Membership in the Society totaled 262 in April.

#### **Smoky Hill Railway and Historical Society**

Thirty-six members attended the February 12 meeting in Farmland Industries in Kansas City. Harold K. Vollrath, long-time railroad photographer, showed 8 mm movies, taken in the Parsons, Kansas, area in the mid-1950s, which included steam power and passenger trains.

Ralph Creger, of Overland Park, Kansas, spoke at the March 12 meeting. A former chief dispatcher for the Rock Island Railroad, Mr. Creger has written a number of books about railroads. His latest, *Train Power*, provided the basis for his program.

On April 9, members met in the Capitol Federal Savings and Loan at 75th and State Line, Kansas City. Charles Pitcher, Larry McDonald and David J. Engle compiled a railroad trivia quiz and members participated by answering the questions and listening to the discussion that followed. Prizes were awarded for the highest scores.

#### **Tri-County Historical and Museum Society**

Mrs. Jerry Weaver presented the program at the March 1 meeting at the Senior Citizens' Center in King City. She showed slides of several museums she had visited and the Clydesdale 40-horse hitch at Bonner Springs, Kansas.

On May 3, at the Society's museum in King City, Dr. Carrol Fry gave the program. From Northwest Missouri State University, Dr. Fry spoke on Northwest Missouri folklore.

The Society held formal dedication of the new agricultural building at

the museum on May 31. The building had been completed late in 1981. Roderrick Turnbull, journalist and agribusinessman from Kansas City, was the guest speaker.

#### **Vernon County Historical Society**

A slide talk on the James Brothers' Homeplace highlighted the special meeting, April 18, at the City-County Community Center, Nevada. Milton Perry, superintendent of the James Farm, Kearney, was the guest speaker.

The Society opened the Bushwhacker Museum in Nevada for the 1982 season on April 18.

#### **Webster County Historical Society**

The Society met March 8 at the Older American Center in Marshfield. Several members presented the program of original and favorite poetry.

Officers for the coming year are Willis Case, president; Charles Boulson, Gilbert Smith, Dave Roper and Howard Fillmer, vice presidents; Nina Faye McGoon, secretary; I. L. Young, treasurer; Martha McGrath and Crump McClure, historians; and Nellie McClure, reporter.

#### **Webster Groves Historical Society**

A program on quilts and quilt making highlighted the March 9 meeting in the Webster Groves Presbyterian Church. Members displayed their favorite quilts.

On May 11, the Society held its annual meeting at the home of Mr. and Mrs. Robert R. Rust at 336 Hawthorne. The Gateway City Band provided musical entertainment. Refreshments included wine and cheese.

#### **Wellington Historical Preservation Association**

The Association met April 25 in the American Legion Hall in Wellington. Shelly Wims, a student in the Missouri history class in the Wellington High School, presented the program. It consisted of the history of Wellington, written by Miss Wims and two other students. Louise Fahrmeier assisted with the presentation. Members participated in a discussion of the city's history. Plans were made for forthcoming activities.

Officers for the coming year are Janis Edmonds, president; Louise Fahrmeier, vice president; Jean Hough, secretary; Pat Thurmon, treasurer; Joyce Schaberg, historian; Marylou Thurmon, publicity; and Mark Schroer, ways and means.

#### **Westport Historical Society**

Sandra G. Walton, a member of Missouri Mansion Preservation, Inc., was the guest speaker at the February 19 dinner meeting in the Westport United Presbyterian Church. Her slide presentation-narrative concerned "Missouri First Ladies: a behind-the-scenes look at their personalities, their lives before and during their life in the mansion and their contributions to Missouri's history."

The May 20 meeting featured a program on the history of the Jesse James family and farm home near Kearney. Milt Perry, curator of the home, was the guest speaker.

To raise money for the restoration and preservation of the Harris-Kearney house, the Society sponsored a Plant, Book and Bake Sale, held May 1-2, at the home.

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## GIFTS

**Donna Jean Alumbaugh, Tonasket, Washington, donor:**

*Allumbaugh-Alumbaugh Family, 1740-1981, by donor. R\**

**Ash Grove Cement Company, Kansas City, donor:**

*The First 100 Years 1882-1982, A brief history of Ash Grove Cement Company. R*

**John Thomas Banta, Sr., Glendale, Arizona, donor:**

*Memorial to John M. Deput and Thomas B. Gannaway, Members House of Representatives of Missouri. R*

**Joyce Blakemore, Sturgeon, donor:**

*Inscriptions from Riggs Cemetery near Sturgeon in Boone County, Mo. R*

**Mrs. Virginia M. Botts, Columbia, donor:**

*Robert Harmon Hazlett Papers, 1934-1936. M*

**Frances Burnett, Columbia, donor:**

*One mounted photograph of Nashville (Whoop-Up), Boone County, Graduating Class, ca. 1911-1912, in front of the University columns, loaned for copying. E*

**Mrs. Wesley Fay Christopher, Fulton, donor:**

*"Records of New Providence Cumberland Presbyterian Church, Guthrie, Callaway County, Missouri, Organized 1823," copied by donor. R*

**Concordia Historical Institute, St. Louis, donor:**

*American Lutherans Help Shape World Council, by Dorris A. Flesner. R*

**Patrick W. Costigan, Minneapolis, Minnesota, donor:**

*"The Making of a Missouri Rebel, John P. Webb, 1832-1913," by Joanne Webb Chiles Eakin. R*

**Ethel M. Coulson, Marceline, donor:**

*Copy and edited transcription of letter by Levi P. Machen, a Union soldier on "the Brest Works of Vicksburg" to relatives in Missouri, 1863. M*

**George A. Coulson, St. Catharine, donor:**

*Copy of Investigative Research Report on the Union Chapel Woodland and Archaic Indian Site (White Township, Macon County, Missouri), by Arnold D. McClain. E*

**Crestwood House, donor, through Kim Rheäume, Mankato, Minnesota:**

*Paddlewheelers, by H. R. Sheffer. R*

**George DeMay, Newberg, Oregon, donor:**

*Some Descendants of John Ketchem Watson, by Maybelle Watson DeMay. R*

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\* These letters indicate where the gift materials are filed at Society headquarters: R refers to Reference Library; E, Editorial Office; M, Manuscripts Collection; N, Newspaper Library; A, Art Room; and B, Bay Room.

**Louise Rust Driggs, Berkeley, California, donor:**

Clippings about Mollie Palmer, Hal Boyle and Mary Frances Young Boyle, N; information on the Blair-Palmer-Osborn families. R

**Dwight D. Eisenhower Institute for Historical Research, Washington, D.C., donor:**

Typescripts of Eastern newspaper items concerning Missouri. R

**Mr. and Mrs. Robert M. Eastman, Columbia, donors:**

53rd Annual Premium List of the Shelby County Fair, 1935. R

**Ft. Morgan Museum, Ft. Morgan, Colorado, donor, through Kansas State Historical Society, Topeka, Kansas:**

Seven colored postcard, ca. 1907, of Kansas City, Mo., scenes. E

**Chloe Foutz, Lincoln, Nebraska, and Joseph L. Haw, Caledonia, donors:**

*The Mc Spadden Family Ancestry*, by Joseph L. Haw III. R

**Mr. and Mrs. Shelby Fowler, Jamestown, donors:**

One black and white mounted photograph of John William "Blind" Boone at depot in Clarksburg, Mo., ca. 1900, loaned for copying. E

**Floyd Garrett, Conroe, Texas, donor:**

*Joe Garrett: A pictorial and Written History of the Joseph Luther Garrett Family 1860-1935.* R

**Mrs. J. Hurley Hagood, Hannibal, donor:**

"A History of the Hannibal Free Public Library," by donor. R

**James R. Hall, Kingsville, donor:**

*Then There Were Nine*, by donor. R

**Florence Heil, St. Louis, donor:**

Abstract of title for farm in St. Francois County, Mo., 1933. M

**Mrs. Frances S. Henry, College Station, Texas, donor:**

*Selected Bible and Family Records, Volume II*, compiled by donor. R

**Mrs. George R. Hickok, Eldon, donor:**

Photographic postcard of aftermath of fire in Kansas City Stockyards. E

**James Charles Higbie, Lincoln, New Hampshire, donor:**

Numerous photographs of Judge Roy D. Williams (1881-1972), of Boonville, and family and friends. E

**Kenneth Hilton, Greenville, North Carolina, donor:**

*The Hilton Family, 1700-1978, The Ancestors and Descendants of John Leonard Hilton, Born, Barry County, Missouri, 1856, Died, Stone County, Missouri, 1936*, compiled by donor. R

**Veryl D. Hoenig, Columbia, donor:**

"Some Descendants of May and Hannah (Medley) Burton of Orange County, Virginia, as of April 1982," by donor. R

**Dorothy Garesche Holland, St. Louis, donor:**

*The Fitzwilliam, O'Brien, and Watson Families: History and Genealogy*, and *The Garesché, De Bauduy, and Des Chapelles Families: History and Genealogy and Supplement*, by donor. R

**June Dimmitt Houston, Santa Rosa, California, donor:**

Information and photograph of a painting of Dr. Guilford Clark Houston, his wife Elizabeth S. Chinn Houston and son John Gavan Houston, by Alfred S. Waugh. E

**Mrs. Anton J. Hummel, St. Louis, donor:**

*Seventy-Fifth Anniversary, Clayton Methodist Church, June 1957* and other misc. publications. R

**Larry A. James, Neosho, donor:**

*The Feland Family, 1750-1979, The Mills Family of Southwest Missouri* and *The Perrier, Pinet and Poncot Families of Osage County, Missouri*, all compiled by donor. R

**Paul Kirkman, Columbia, and First National Bank & Trust Company of Joplin, donors:**

*Joplin: A Pictorial History*, by Kay Kirkman and Roger Stinnett. R

**Kay Frances Kizer, Columbia, donor:**

A 1909 double colored postcard of "Birds eye view of University of Missouri, Columbia, Mo." E

**Gilbert E. Knipmeyer Estate, donor, through Roy Wahlers, Columbia:**

Photostat of "Map of Jefferson City, Mo., and Vicinity, showing line of defense [Civil War]," *Alma Centennial 1878-1978*, misc. material and *75th Anniversary 1899-1974 St. Matthew Lutheran Church*, near Concordia, Mo. R

**Gary R. Kremer, Jefferson City, donor:**

*Missouri's Black Historic Sites: A Photographic Survey of the State*, Volume III of the Lincoln University Black Historic Sites Research Series, by Donald H. Ewalt, Jr., and donor. R

**Floriece H. LaBare, Clearwater, Florida, donor:**

Ancestral chart and "My Missouri Pioneer Ancestors: Tombstone Inscriptions Rural Private Cemeteries St. Francois County, Missouri," by donor. R

**Beverly Lancaster, West Bloomfield, Michigan, donor:**

"Miscellaneous Notes on the Stayton Family of Jackson County, Missouri," by donor. R

**Mr. and Mrs. Larry Lundien, Webb City, donors:**

*Through the Years: A History of Peace Church Cemetery [and] Sherwood Cemetery in Galena Township, Jasper County, Missouri*. R

**Maureen Cobb Mabbott, New York, New York, donor:**

*A Gravely Imagined Center*, by donor. R

**Ruby A. Mace, St. James, donor:**

*Veterans' Voice*, newsletter of the Federal Soldiers' Home of Missouri, St. James, July 1975-January 1982. R

**Mrs. Pearl B. Matthews, Ogden, Utah, donor:**

*Remember Who You Are*, by donor. R

**David G. McDonald, Columbia, donor:**

"Autobiography and Historical Reminiscences," by John W. Wilkinson. R

**Rose Collier Miller, Rockville, Maryland, donor:**

*Our Collier Story: A Work in Progress, The Collier-Allison-and Calloway Families*, by donor. R

**Ruth Minner, Columbia, donor:**

Pedigree charts for several Missouri families. R

**Faith Marie Moore, Independence, donor:**

"Blount Family of North Carolina (with allied families of England: Cornwall, Corbet, Croft, Beauchamp, and Owen Glendower, Welsh Chieftain, 1359-1416)," compiled by donor. R

**Mrs. Charles A. Morgenthaler, Columbia, donor:**

Framed watercolor portrait, *Dad Painted from Life*, 1935, by Charles Albert Morgenthaler. A; photograph of quilt made by donor, photographs of artist and his last painting, loaned for copying, E; scrapbook documenting Charles A. Morgenthaler's life and work. M

**Leona Morris, Columbia, donor:**

Misc. Missouri publications. R

**Arthur Paul Moser, Springfield, donor:**

*Directories of Towns, Villages and Hamlets Past and Present of Clark, Knox, Lewis, Lincoln, Ralls, St. Louis and Scotland Counties, Missouri*, compiled by donor. R

**National Park Service, U.S. Department of the Interior, donor, through Daniel J. Tobin, Jr., Seattle, Washington:**

*Comprehensive Management and Use Plan: Oregon National Historic Trail and Appendices I and II*. R

**Ann Neel, Columbia, donor:**

Copy of "United States Census 1830 Randolph County, Mo.," transcribed by donor. N

**Charles O'Dell, Columbia, donor:**

Twenty issues of the David H. Hickman High School, Columbia, *Purple and Gold*, 1929 and early 1930s, R; three letters about the Redmon and Hurst farms of Tipton, Mo. M

**E. R. Perry, San Diego, California, donor:**

*The Perry and Allied Families*, by donor. R

**Mrs. Authorene Phillips, Marshall, donor:**

*Times In and Around Marshall*, by donor's English II classes of 1980-81. R

**Gregg Potts, Mansfield, Louisiana, donor:**

"The Potts Book," by donor. R

**Mrs. Mary Ray, Columbia, donor:**

List of names in "Stories of Pioneer Days by An Old Timer," Gainesville  
*Ozark County Times*, December 4, 1925-July 2, 1926, compiled by donor. N

**Frederic Redeker, Jefferson City, donor:**

Misc. material on the Methodist church, Berger ordinances and fair program from Safe, Missouri. R

**Mrs. Virginia Hunt Robertson, Columbia, donor:**

Framed pastel portrait of Josiah Robertson by L. A. Hagan, dated 1898, A;  
addition to the Robertson papers, concerning the aviation career of George  
S. Robertson. M

**Charles E. Ross, Huntington, West Virginia, donor:**

Sheet music, including some by Missouri composers and/or publishers. R

**Elizabeth Gentry Sayad, St. Louis, donor, through Western Historical Manuscript Collection-St. Louis:**

Correspondence and publicity materials relating to Bingham Sketches,  
Inc. M

**Kevin D. Scantlan, Columbia, donor:**

"Tombstones of Oak Ridge Cemetery, Crawford County, Mo." R

**Bert Sheldon, Chevy Chase, Maryland, donor:**

*Leonard Wood: A Biography*, by Hermann Hagedorn. R

**Maitland Stanley, San Francisco, California, donor:**

Map of "Southwest Land District of Missouri" and "Diagram of the Northern Part of the Salt River or Palmyra Land District South of the Indian Boundary." R

**Gladys M. Tuttle, Columbia, donor:**

Typescript on the Tuttle, Totehyll, Tootill, Toothill, Tothill family. R

**Larry Tyler, Cassville, donor:**

*Them Thar Days*, by Norval H. Taylor; *M. C. Messer Papers*, *Ozark Arrowheads* and *Cassville* booklets, all by donor. R

**University of Missouri Press, Columbia, donor:**

*It's Good To Tell You: French Folktales From Missouri*, by Rosemary Hyde Thomas. R

**Vida S. Vance, Mexico, donor:**

"Allied Families of the Kentucky-Missouri Surbers," by donor. R

**James E. Vaughan, Lakewood, California, donor:**

Information on the Vaughan family. R

**George L. Warfel, Glenn Dale, Maryland, donor:**

Photographs of portraits, by donor, of Jesse James, his colleagues and family. E



**John T. Wayland, Jr., Longview, Texas, donor:**

"The Carpenter Family," and "The Wayland Family," by B. C. Holtzclaw;  
*Wayland Families of Nineteenth Century Missouri*, by donor. R

**Western Historical Manuscript Collection-Rolla, donor:**

"Manuscript Collections at the University of Missouri-Rolla," a descriptive inventory. R

**Western Historical Manuscript Collection-St. Louis, donor:**

Copy of biographical sketch and "My Trip to California in '49," by James E. Carstarphen, Louisiana, Mo. M

**Dale Wilson, Sarasota, Florida, donor:**

*Flashbacks of a Missouri Town* [Corder], by donor. R

**Ilene Sims Yarnell, Versailles, donor:**

"Parrish Family," and notes on items from Lake of the Ozarks area newspaper files. R

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## News from the Past

*The Resume*, from the Historical Society of Polk County, November, 1981.

June, 1858—The steamboat "Thomas L. Crawford" has docked at Osceola.

Oct., 1858—The first Polk County Fair was held on the 7th and 8th.

Nov., 1905—The McKee-Drake Telephone office was moved from Drake's Drug Store to rooms over W. S. White's Furniture Store.

1912. Brighton—We have two telephone switch boards at present. We are glad to say the operator at the new switch is giving satisfaction.

1912. Wishart—Two Israelitish ministers preached at the Christian Church the other night. They claim that time will end in 1912.

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## Through the Seventies

*Iron County Brought Into Focus*, January, 1982.

Jan. 3, 1874—"A plank side walk four feet wide is being constructed from the Ironton House to the depot."

Jan. 31, 1874—"A dancing class has been started in Ironton. . . . Two lessons for ladies and two for gentlemen are given each week. A practicing party is given every Friday evening for the benefit of both sexes. They are held at the American House."

March 12, 1874—"Paid off—The workmen at the Granite Quarry received their monthly pay last Saturday. About \$30,000 was distributed."

July 9, 1874—"Mrs. Dr. Gideon having returned desires to thank the citizens of Ironton for their heretofore liberal patronage, and hopes that her success has been such as to insure a return to the same."

—*Iron County Register*

## MISSOURI HISTORY IN NEWSPAPERS

### **Adrian Journal**

February 4, 11, 18, 25, March 4, 11, 18, 25, April 1, 8, 15, 1982—"Historical Notes," a series by Reva Stubblefield.

### **Advance News**

March 31, 1982—"The Round Pond [Civil War] Massacre," by Ann Withers.

### **Boonville Daily News**

February 3, 10, 17, 24, March 3, 17, 24, 31, April 7, 14, 1982—"Remembrances from the Friends of Historic Boonville," a series, featured historic sites, old photos and personalities.

### **Butler Bates County News-Headliner**

February 4, 1982—"Heritage of Gertrude Pearce is recounted." This and the articles below, by Reva Stubblefield.

February 11—"Chance meeting sparks reminiscence [of Opal Briscoe Darr]."

February 25, March 4—A two-part article featured several centenarians in the Bates County area.

March 18—"Butler woman [Mrs. W. W. Graves] names Missouri's flower."

March 25—"John Ludwick first druggist in Butler."

March 25—"One bullet or two? Butler man clears up puzzle of Jesse James' murder," by James Barnhart.

April 1—"Judge W. W. Graves: A true American," by Reva Stubblefield.

### **Cabool Enterprise**

March 25, 1982—"Cedar Bluff, Forerunner of Cabool," by Jack E. Johnson.

### **Canton Press-News Journal**

April 8, 1982—"LaGrange's 'lover's leap' colorful past," by Joann Leeser, reprinted.

### **Columbia Missourian**

March 25, 1982—"Landmark, Red Top [Christian] Church may be cited as historic site," by Allison Mayer.

May 1—"Celebrating 150 years, First Christian [Church] anniversary brings to mind years of change," by Fran Dalton.

### **Crane Stone County Republican**

March 25, 1982—"I Remember When Memories of the Portland Hotel [in Crane]," from an interview with Allene (McCullah) Parsons, by Kathy Dearing.

### **El Dorado Springs Sun**

February 4, 11, 1982—"One More Peek At The Past," a series on the history of the town, by Virginia Strain.

### **Eldon Advertiser**

February 4, 1982—"1937 article outlines progress [of Eldon]," reprinted.

April 8—"Eldon lost landmark when big R.I. [Rock Island] depot was razed," reprinted.

**Ellington Courier-Press**

*April 15, 1982*—"Red Brick [School] Building: A Landmark of Memories."

**Fulton Kingdom Daily Sun-Gazette**

*April 1, 1982*—"Fulton Heritage Week" featured the Kingdom of Callaway Historical Society Museum, the former Tuttle house, and the James C. Renshaw house.

**Gainesville Ozark County Times**

*February 4, 11, 18, 25, March 11, 18, 25, April 1, 8, 15, 1982*—"Ozark Reader Fireside Stories of the Early Days in the Ozarks," a series by Silas C. Turnbo.

*February 18, 25, March 18, 25*—A series on Ozark County's old water mills, by Ruby M. Robins.

**Hale Leader**

*March 3, 1982*—"Old Log Cabin Built in 1849 is Situated Near Hale."

**Hamilton Advocate-Hamiltonian**

*March 31, 1982*—"Account chronicles hard times of Caldwell County pioneers [William and Nancy McCray]," by Mrs. Mary McCray Cowley.

**Hannibal Courier-Post**

*March 13, 1982*—"In days gone by" featured Hannibal's streetcar barn.

*April 10*—"19th-century homes built with an eye to detail," by Esley Hamilton.

**Jefferson City Sunday News & Tribune**

*April 4, 1982*—"The legends remain alive 100 years after the death of . . . Jesse James."

**Kansas City Times**

*February 5, 19, 26, March 26, April 2, 9, 1982*—"Post Card From Old Kansas City," by Mrs. Sam Ray featured respectively: John Taylor Dry Goods Co.; Grand Avenue, north from 12th; Y.M.C.A., 18th and Paseo; Linwood Boulevard, looking east, early 1900s; Main Street toward "the Junction" at 9th Street, 1907, all in Kansas City; and street scene and Temple Lot, Independence.

**Kimberling City Table Rock Gazette**

*March 18, 25, April 1, 8, 15, 1982*—"The infamous of the Ozarks Revisited," a series by Jim Lair.

**Lamar Democrat**

*April 8, 1982*—"Towns from the past . . . Zodiac and Wise," by Opal Sims.

**Lexington News**

*February 12, 1982*—Old area photograph.

**Scott City Jimplicute**

*April 8, 1982*—"The Round Pond [Civil War] Massacre," by Ann Withers.

*April 15*—"Restoration of Historic Cemetery [in Commerce] Planned," by Russell Mertz, photos by Pam Venable.

**Steele Enterprise**

*February 25, 1982*—"Culbertson [Homemakers'] Club History," by Oma L. Smith.

**Versailles Leader-Statesman**

April 1, 1982—"Killed 100 years ago, Jesse James—Missouri's Robin Hood," by Jim Ritchie.

**Washington Missourian**

March 31, 1982—"Early Settlers of Franklin County, James H. Barnes," compiled and edited by Ralph Gregory.

**Waynesville Sunday Guide**

February 7, 1982—"Early History of Pulaski County," by Emma Page Hicks.

## Carnivore Facts

*Bull Shoals Gazette*, Forsyth, September, 1951.

The least weasel is the smallest American Carnivore, weighing but one ten-thousandth as much as the largest carnivore, the Alaskan Brown bear.

## A Trip Through Missouri

*Bull Shoals Gazette*, Forsyth, September, 1951.

. . . Did you ever stop to think . . . you can find a town in Missouri that will express almost any feeling . . . designate just about any situation?

For instance, suppose you've had trouble with your wife . . . man, you're in Deepwater . . . and if you're in a humanitarian mood and in accord with your fellow man . . . go to Humansville. If per-chance you are flush with money and have a desire to be real nice . . . it's Liberal you are. On the other hand if someone wants to fight and you're not just in the mood . . . take them to Pacific. . . . From the standpoint of sports, there is just about any place you could desire. For instance . . . in bowling it's Bowling Green; if you're in the mood for animals . . . take your pick of the Bison as shown by Buffalo, or if you need something to wash the car . . . they say one of the best to be had comes from the animal by the name of Chamois. You can even find a bird if you want one . . . it's Crane . . . or fruit, go to Appleton.

At about this time . . . we find ourselves wanting to make a few close ones like our teen agers are prone to do. For instance . . . Bucklin on the saddle on the old pinto, or wish we had a Butler to help keep our clothes in shape. Then to fall in step with theme a little further . . . there's the song possibilities . . . "California here I come." And now we'll give you a little Independence from any more of this . . . because we can't Stanberry much of it either . . . but some people can Seymour of these things than others. If you're feeling Hale and hearty and want to keep going get out your old Essex or DeSoto and Salem all around the state to places you want to go.

—*Tri-County News*, Mountain Grove, (Mo.)

## MISSOURI HISTORY IN MAGAZINES

*American Heritage*, April/May, 1982: "The Very Odd Vision of F. W. Guerin [St. Louis photographer]."

*American History Illustrated*, April, 1982: "Portfolio, Henry Lewis, 'Landscape painter of more than ordinary merit,'" by Patricia C. Johnston.

*American West*, May/June, 1982: "Smoking Ozark style, Corncob pipes, an American tradition," by Michael Wallis.

*Annals of Iowa*, Winter, 1982: "Seeking a Prairie Farm: A Scotsman's [George Rae] Search through Missouri to Iowa in 1865," edited by Brian P. Birch.

*Bancroftiana*, March, 1982: "The Writing of My Uncle Dudley [book by Wright Morris]," by Wright Morris; "'Dear Mommer' [Phoebe Apperson Hearst]."

*Bittersweet*, Spring, 1982: "Sawmilling Process in the Ozarks," by Dwayne Sherer; "Prairie Land, History and Habitat of Ozark Prairies," written and illustrated by James Heck; "Happy Holidays, Easter, Arbor Day and May Day," by Vickie Hooper and Kirsten Ksara; "Old-Time Fiddling, A Traditional Folk Art With Four Ozark Musicians," edited and photography by Allen Gage; "A Green Country Boy on the Radio, Jimmy Gage."

*Branding Iron, Westerners Los Angeles Corral*, December, 1981: "Carry A. Nation," by Earl F. Nation.

*Catholic Missourian*, September 11-December 18, 1981: "Our story Diocese of Jefferson City, 1956-1981," a series featured histories of the parishes of the diocese.

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\_\_\_\_\_, January 8-March 19, 1982: "Our story Diocese of Jefferson City, 1956-1982," a continuation of the series.

*Carondelet Historical Society Newsletter*, April, 1982: "Susan Blow Commemorative Stamp Is Proposed."

*Chariton County Historical Society Newsletter*, April, 1982: "The Story of One Country Doctor, Dr. J. D. McAdam."

*Civil War Times Illustrated*, May, 1982: "The Children's Crusade, Vinnie Ream: The Girl Who Sculpted Lincoln," by Harold Holzer and Lloyd Ostendorf.

*Clayton Magazine*, Spring, 1982: "Clayton Traffic: A Surprising Perspective"; "Frogs in the Holy Water: Centennial Churches Revive the Past"; "Fontbonne's [College] French Connection: Making the Most of a Second Chance."

*Crossroad*, January/February, 1982: "100 years of independence, A 'new' Prier Brass [Manufacturing Co.] for a new century"; "A century of change."

*DeKalb County Heritage*, April, 1982: "Early Days on the Farm," by Clarence F. Morgan; "The Sharp Family," submitted by Roberta Dice; "Grandpa's House, Chapter Two, Grandpa [Absalom H. Riggs]."

*Diggin' History*, October, 1981: "My Father, John Harrington," by Leta Fulmer.

*Farm & Home Go-Getter*, February, March, April, 1982: "Legends of Farm & Home [Savings Association]," a series.

*Fence Painter*, Spring, 1982: "The Sculpture's Lessons: Examination of Tom & Huck [Statue in Hannibal]"; "[Mark Twain] Recalls 1902 Visit"; "Cardiff Hill [in Hannibal] And Its Name"; "Graves of [Sam] Clemens Family in Hannibal."

*Filson Club History Quarterly*, January, 1982: "Young Mrs. Wiggs [Alice Hegan Rice] Meets The Old Connecticut Yankee [Mark Twain]," by Mary Boewe.

*Gateway Heritage*, Winter, 1981/1982: "Louis Schultze: A Lost Artist Rediscovered," by Lincoln Bunce Spiess; "Clubs and Fairways: Golf Grows Up in St. Louis," by Henry J. Scherck; "Estate Builders in the Missouri Ozarks: Establishing a St. Louis Tradition," by Lynn Morrow, photographs by Russell Keeling.

*Historic Kansas City Foundation Gazette*, January/February, 1982: "1908 Main Street [Headquarters of Thomas J. Pendergast]: A Synonym for Power," by Elaine B. Ryder; "Defining Downtown Kansas City, The Civic Center District," by George Ehrlich.

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, March/April, 1982: "Defining Downtown Kansas City, The Commercial District Examined," by George Ehrlich; "Quality Hill: An Historic Neighborhood With a Future"; "Significant Interiors: Saint Mary's Episcopal Church," by Emily F. Woodward; "A Kansas City Architect: Clifton B. Sloan," by Sherry Piland.

*Independence Neighbors*, April, 1982: "Twenty Years of Progress in the All America City [Independence]," by Michelle McQuinn; "Independence Heritage, Heritage in the All America City," by Stephanie Wilson.

*Independent, Kansas City's Weekly Journal of Society*, February 13, 1982: "Profile [of the Kansas City Museum of History and Science]."

*Interim*, February, 1982: "Know your Diocese, St. Barnabas' [Episcopal Church], Moberly, embarks on five-year plan of ministry," by the Rev. Llewellyn Heigham.

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, March, 1982: "Know your Diocese, Christ [Episcopal] Church, Cape Girardeau, has early missionary roots," by the Rev. Stephen Bergmann.

*Iron County Brought Into Focus*, April, 1982: "John V. Logan First Presiding Judge of the County Court of Iron County, Mo.," reprinted.

*Kansas City Genealogist*, Fall, 1981: "DeWitt, [Carroll County] Missouri," compiled by Nita Neblock; "My Favorite Ancestor: About Thomas C. Lea," by Claudine Sowell Chandler; "History of the Church of Christ, Lone Jack, Missouri, 1840-1908," by Romulus L. Travis.

*Keys to Springfield*, February, 1982: "Stampin' Grounds, 'Black Jack's' [John J. Pershing] Sixth Star," by Bob Hammack.

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- \_\_\_\_\_, March, 1982: "Stampin' Grounds, Lindy's [Charles Lindbergh] Hop Non-Stop," by Bob Hammack.
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- \_\_\_\_\_, April, 1982: "Stampin' Grounds, Ike [Levi Morrill] and the Surrey," by Bob Hammack.
- Laclede County Historical Society Newsletter*, March 23, 1982: "First 196 Pages of Old Ledger at Recorder's Office Marked 'D'."
- Maramec Miner*, February, 1982: "Maramec History," a series.  
 ship: The Twelve Pioneer Families [Boucher, Brite, Cagle, Hewlett, Mann, Moody, Morris, Pruitt, Schooling, Spilman, Woods and Wormington]," by Fred G. Mieswinkel; "Civil War Battle-1864: Eye-Witness Describes Battle of Upshaw's Farm [in Barry County]."
- Maramec Miner*, February, 1982: "Maramec History," a series.
- Midwest Motorist*, May/June, 1982: "Missouri's [state] parks, old and new, are dressed for summer, to welcome you," by Julie Blattner; "Over 80 Years, Automobile Club, Missouri, 1902-AAA-1982, A helping hand for 80 years."
- Missouri Alumnus*, January-February, 1982: "A Photo Album [of Columbia] (Circa 1900)."
- Missouri Journal of Numismatics*, July, 1981: "Blackjack [John J.] Pershing, Missouri's Six Star General"; "A Numismatic History of the Kingdom of Callaway," by Michael G. Pfefferkorn; "A Directory of Callaway County Place Names"; "A Missouri Record."
- Missouri Life*, March/April, 1982: "Missouri Homes [Lafayette Square, St. Louis] A Most Elegant Slum," by N. L. Hammen; "The Legend Of Jesse James," by Mary Proctor; "The Legend [of Jesse James] Lives On," by Cathy Johnson; "Across our wide Missouri [Art in the Capitol] What A Capitol Idea," by Bob Priddy; "[Sid Larson] Doctor of the Arts," by Sharon Hanson; "Omar Bradley: 'GI's general'," by Marilyn Silvey Tatlow.
- Missouri Municipal Review*, February, 1982: "Community Profile—Fulton, Missouri," by Yvette Silk.
- 
- \_\_\_\_\_, April, 1982: "The Missouri River," by Philip L. Rotert.
- Missouri Press News*, February, 1982: "Edgar Snow Fellowship Program Brings Chinese Journalists to Columbia," by Qizhong Liu.
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- \_\_\_\_\_, March, 1982: "Albany, Stanberry Papers Sold to King City Publishers [Mr. and Mrs. Bob Cobb]"; "Fulton Newspaper Restoring Historic Building," by Jane Flink.
- Missouri Ruralist*, February 13, 1982: "Celebrating 20th year at [Kansas City] Western Farm Show, Shows a Missouri tradition," by Larry Harper.
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- \_\_\_\_\_, February 27, 1982: "Mike Houle Makes Odessa's cold, sweet delight [at the Odessa Ice Cream Company]," by Suzanne Sayre.

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- \_\_\_\_\_, March 13, 1982: "Little House in the Ozarks [featured the Mansfield Boys Good Roads Club, 1915]," by Laura Ingalls Wilder, reprinted.
- Montana The Magazine of Western History*, Winter, 1982: "Montana Episodes, The 1855 Blackfeet Treaty Council a memoir by Henry A. Kennerly," edited by David A. Walter.
- Museum Of The Fur Trade Quarterly*, Winter, 1981: "A Note on the Accounts of James Lakenan and Jacob Hawken With the Superintendent of Indian Affairs, Missouri Territory, 1820-1821," by James E. Potter.
- Nebraska History*, Spring, 1982: "Flood Control and the Corps of Engineers in the Missouri Valley, 1902-1973," by Edward C. Cass.
- North Dakota History, Journal of the Northern Plains*, Winter, 1982: "Brandon House and the Mandan Connection [of John Mackay]," by John C. Jackson.
- Northwest Discovery*, November-December, 1981: "John McClellan in the Montana Rockies 1807, The First Americans after Lewis and Clark," by Harry M. Majors; "McClellan Ascends The Lower Missouri River 1806."
- Of Extra Interest*, Volume 1, No. 1: "Centerre Bank [of Columbia, Missouri] 95th Anniversary."
- Olivet Church News*, March, 1982: "The Tom Turner Home [of Boone County]."
- Ozarks Mountaineer*, March-April, 1982: "Secret Civil War Cave Found [in Oregon County]," by David V. Powell; "Thelma and Lonnie [Robertson]," by Gussie Casteel; "The Saloonkeeper [Chris Schroeder] and Pawpaw Lodge [near Richland]," by Bonnie Howlett Bilisoly; "Father's [James Gaston] First Auto Buggy," by Gladys Gaston; "Rose O'Neill—Neither Saint Nor Sinner," by Fern Shumate; "A Schoolteacher's [Mary Kessee Scott] Monuments," by John Scott.
- Panhandle Magazine*, No. 4, 1981: "Fulton, Missouri: The [Winston] Churchill Connection, Where the age of the 'Iron Curtain' was born."
- Pemiscot County Missouri Quarterly*, January, 1982: "Allie Mae Cameron Green, Reflections From Then Until Now"; "Jessie Ellen Williams Markey."
- Pioneer Wagon*, Winter, 1981: "Howard: The Mother of the Counties," submitted by Robert L. Grover; "Lafayette County (Lillard), Missouri Research Sources," by Robert L. Grover; "Missouri Almanac: Early Roads in the State"; "Records of the Antioch Baptist Church of Lawrence County, Missouri," by Gary R. Toms.
- Platte County Historical & Genealogical Society Bulletin*, Winter, 1982: "Hoy Family," by Daisy Hoy Bell; "Up to Date at Old General Store [Bartlett Mercantile Company, Platte City]," by Jean Haley, reprinted.
- Ray County Mirror*, March, 1982: "Orrick High School Memories [1910-1914] Are Shared," by Kim Burnham; "Henrietta Honors Its George Hicks," by Lee Meador; "1852 Letter [by Walter Scott Darneal] Tells of Route To California Via Mexico"; "Chicken Roasts for the Good Times," by Lee Meador.



*Red River Valley Historical Review*, Summer, 1981: "The Routes of French and Spanish Penetration into Oklahoma," by Karen Curths; "The Santa Fe Trail," by Joseph A. Stout, Jr.; "The Butterfield Overland Mail in Indian Territory, 1858-1861," by Susan Peterson; "Miles of Track: The Coming of Railroads To Oklahoma," by W. Edwin Derrick and James Smallwood.

*Reporter*, Genealogical Society of Central Missouri, Volume 2, Issue 1: "William Newland—Legislator of Ralls [County, Missouri]."

*Saddle & Bridle*, March, 1982: "Hoofbeats from the past, A tale of two museums [Louisville, Kentucky, and Mexico, Missouri, American Saddle Horse Museums]," by Dale Ruff.

*St. Louis*, February, 1982: "A Vision For Midtown [Revival]"; "Mr. [Mark] Twain's Big [Mississippi] River A Day in the Life," by Wayne Lanter.

*St. Louis Bar Journal*, Winter, 1982: "Four Score And Ten Years Ago . . . [at the United States Court of Appeals for the Eighth Circuit]," by Christine A. Gilsinan, edited by Keltner W. Locke.

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*Saint Louis Commerce*, February, 1982: "publishers of the holy word, St. Louis is a leading center for religious publications," by Guin Tuckett; "Another of the city's distinctive neighborhoods . . . Fairground," by Norbury Wayman.

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\_\_\_\_\_, March, 1982: "[General Metal Products Co.] going strong at 92," by Nancy Seliger; "Two more of city's distinctive neighborhoods. . . . Arlington and Walnut Park," by Norbury Wayman; "[Hank Renz's South Side Bakery] customers clamor for his old-fashioned cookies," by Ray Vodicka, photo by Julie Dueber.

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\_\_\_\_\_, April, 1982: "the other Buckingham Palace [at St. Louis University]"; "Century of Commerce Club honors 4 new members [Schwarz Studio Inc., Combustion Engineering Inc., Champ Spring Company, Todd Uniform Co.]; "Two more of city's distinctive neighborhoods. . . . Oak Hill and Morganford," by Norbury Wayman; "Missouri's inventor of the year [Walter Moehlenpah]," by Harry N. D. Fisher.

*St. Louis Genealogical Society Quarterly*, Spring, 1982: "The Heirs Of Lucy Fitzgerald," by Maryhelen Wilson and Virginia L. Guinther; "Whatever Happened To Mary Bell Faris?" by Maryhelen Wilson.

*Saint Louis Rehabber*, February, 1982: "St. Louis: 1803-1891, *An Architectural Essay*," by John Brod Peters; "Chasing The Dream, *Transportation's Role In St. Louis Development*," by Wayne Mehrhoff; "Landmarks: *Rivoli (Towne) Theatre, 210 North Sixth Street*."

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\_\_\_\_\_, April, 1982: "Landmarks: [Charles] Schlichtig House"; "Our City Parks," by Nini Harris; "Victorian Gardens [of St. Louis]," by Paul C. Kyorlie.

*Saints Herald*, March 1, 1982: "John Whitmer: Scribe, Preacher, Leader, Historian . . . and Historical Association," by Richard P. Howard.

*School & Community*, March, 1982: "Bus Stops, Destination: Jefferson City," by Sandy Barks.

*Show-Me Libraries*, February, 1982: "The Mae M. Whitaker Library of the St. Louis Conservatory of Music," by Marion Sherman; "The Missouri Geological Survey Library [in Rolla]," by Marcia Cussins; "Missouri School for the Deaf Library Its Past and Present [in Fulton]," by Patsy McCray; "Special Collections of Children's Literature in Missouri," by Mary E. Bogan.

*Soulard Restorationist*, February, 1982: "The Story of Barr Branch Library [St. Louis]."

*Southeast Missouri Area Agency on Aging Reports*, April, 1982: "History of St. Francois County Senior Fellowship Center," by Irene Crawford.

*Springfield! Magazine*, February, 1982: "Ralph Foster Museum: The Smithsonian of the Ozarks," by Sherlu Walpole; "Your Neighbor's Faith [Methodist churches in Springfield]," by Robert C. Glazier; "To Radio with Love, Part IV, The Beginnings of Broadcast News," by Lane Davis, caricatures by John Kennedy.

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\_\_\_\_\_, March, 1982: "From Horsecars to Electric Streetcars, The Golden Age Of Mass Transit In Springfield," by Milton Rafferty; "Gene Everett Believes: Banking Business Facing Five Years Of Greatest Changes in Its History," by Ann Fair Dodson; "1982 Ideas of Louren G. Davidson, No Slowdown For 'Racy' In Retirement," by Lloyd Purves; "Three Careers of Bob Lee: Boxing, Sports Announcing, Law Enforcement," by Gail Root; "With Oscar Hammerstein in the Audience, The Night [November 3, 1949] Richard Rodgers Conducted His First Symphony Orchestra Here," by Don Burns; "Your Neighbor's Faith [St. Paul Methodist Episcopal Church, South and Grace Methodist Episcopal Church]," by Robert C. Glazier.

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\_\_\_\_\_, April, 1982: "Rose O'Neill Lives on Through Springfield Dramatist [Carolyn Fay]," by Lloyd Purves; "From Horsecars to Electric Streetcars, The Golden Age of Mass Transit in Springfield, Part II," by Milton Rafferty; "Your Neighbor's Faith [Methodist churches in Springfield]," by Robert C. Glazier.

*SunStone*, November/December, 1981: "Zion, The Structure of a Theological Revolution, An anthropologist traces the development of a key Mormon concept," by Steven L. Olsen.

*Town Squire*, March, 1982: "Daytrips Independence Square," by Shifra Stein.

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\_\_\_\_\_, April, 1982: "Daytrips St. Joseph, A City with Character," by Shifra Stein.

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\_\_\_\_\_, May, 1982: "Mary-Rockwell Hook: An architect and lady who left her mark in K.C. [Kansas City]," by Sherry Piland.

*The 216 Jewish Hospital Of St. Louis*, January/February, 1982: "[The Jewish Hospital of St. Louis] 80 Years Into the Past."

*Waterways Journal*, February 6, 1982: "Steamer White Eagle Still Lives as A Model," by James V. Swift.

\_\_\_\_\_, March 27, 1982: "Rivermen and Changing Times," by Susan H. Eastman.

\_\_\_\_\_, April 10, 1982: "Missouri River Towing Scene in June, 1888," by James V. Swift.

\_\_\_\_\_, April 17, 1982: "Familiar St. Louis Riverfront Scene in 1920s [Streckfus Steamers]," by James V. Swift.

\_\_\_\_\_, April 24, 1982: "Writer Believes Mississippi River Has Interesting Story Behind Every Spot," by Dan Hanson; "The Exporter—St. Louis/New Orleans Connection," by James V. Swift.

*We Proceeded On*, November, 1981: "'The Names of the Nations': Lewis and Clark As Ethnographers," by James P. Ronda; "Symbol of Peace; Sign of Allegiance; Banner of Pride, The Flags Of The Lewis and Clark Expedition," by Bob Saindon.

*West Plains Gazette*, March-April, 1982: "The Advent of the Railroad: Opening the Door to the Ozarks," by Michael Cochran; "[Joe Martin, Jr.] A Boy's Dream . . ."; "West Plains Livestock Auction Barn, 1958"; "Airplane Crashes into Bond Building on Washington Avenue, January 31, 1926"; "Missouri—Denmark of America?"; "West Plains High School Class of 1935—Hobo Day"; "The Sky's the Limit,' Adventures of Roy Neal Coats," by Jim Cox; "Ed Coats, Vera Coats"; "Bob Neathery, Missouri's Radio Pioneer, 'Distinguished Broadcaster,'" "Whatever Became of Bettye Janie [(Tiner) Kinser]?"

*Westporter*, February, April, 1982: "Early Days of Westport's History Recalled," reprinted.

*White River Valley Historical Quarterly*, Winter, 1982: "Childhood Memories," by Gladys McPherson Norman; "Molly, the Visitin' Doll (A Footnote on History) [in Stone County]," by Mary Scott Hair; "Forsyth in 1837 and the Early Settlement of Swan Creek," by Silas C. Turnbo; "I've Found You, William Burton!!!" by Laura M. Lee; "Otto Kohler," by Viola Hartman.

*Wisconsin Magazine of History*, Winter, 1981-1982: "One More Civil War Memoir [of George W. Peck and Mark Twain]," by Marilyn Grant.

*Word and Way*, March 11, 1982: "[J. R.] Bogart's Ministry Spans 50 Years in Wright County," by Mike Chute.

*Yankee Magazine*, November, 1980: "Mark Twain's Incredible Nightmare," by Bartlett Gould.

## IN MEMORIAM

## WALTER WILLIAM DALTON

Walter William Dalton, a lawyer, retired Air Force Reserve officer, brother of the late Missouri Governor John M. Dalton and trustee of the State Historical Society of Missouri, died April 15, 1982, in his home in Ladue. Mr. Dalton was born on May 16, 1908, in Nevada, Missouri, to Frederick A. and Ida Jane (Poage) Dalton. He attended Westminster College, Fulton, and received the B.A. degree, 1931, the LL.B. degree, 1932, and the M.A. degree, 1933, from the University of Missouri, Columbia. Admitted to practice in the courts of Missouri, from 1933 to 1935 he served as assistant and then active prosecuting attorney for Boone County. In 1936 Mr. Dalton moved to St. Louis and began service as general attorney for the St. Louis-San Francisco Railroad. He became general solicitor for the company in 1958 and continued in that capacity until his retirement in 1973. After his retirement he was associated with the Clayton law firm of Fordyce & Mayne.

During World War II, Mr. Dalton served as an attorney for the War Department and then as an officer in the Air Force. He entered the United States Army Air Force as a captain in 1942 and served until 1946, reaching the rank of lieutenant colonel. Mr. Dalton retired from the Air Force Reserve as a colonel in 1968, after 30 years as an active and reserve officer. His military decorations included the Army Commendation Medal with one Oak Leaf Cluster, World War II Victory Medal, Armed Forces Reserve Medal, the Citation of the Secretary of the Air Force and the Air Force Commendation Medal.

On June 6, 1959, he married Margaret Clotilda Brown in St. Louis.

She preceded him in death. Active in civic, historical and legal organizations, Mr. Dalton was a member of the Press Club of St. Louis, Missouri Athletic Club and the Noonday Club, of St. Louis, the Society of Colonial Wars, the Sons of the American Revolution, the Civil War Roundtable of St. Louis, and the St. Louis, Missouri and American Bar associations, the American Judicature Society and Blue Key, Phi Delta Phi legal honorary fraternity, Mystical Seven and Phi Gamma Delta. He also was a Mason, a member and trustee of the Congregational Church, a trustee of the Missouri Law School Foundation and a fellow of the American College of Trial Lawyers. A life member of the State Historical Society of Missouri, Mr. Dalton had been elected a trustee of the Society at the October 2, 1971 Annual Meeting. At the time of his death, he also served as a member of the executive committee and was a past president of the Friends of the University of Missouri Libraries and the State Historical Society of Missouri Library.

A sister, Mrs. W. L. Bradford, of Rochester, New York, survives as well as several nieces and nephews.

## JOHN LONGWELL

John Longwell, former Columbia mayor and dean of the College of Agriculture, University of Missouri-Columbia, died March 25, 1982, at Columbia. Born July 11, 1895, near Spaulding, Missouri, he was the son of John Kilgore and Julia Megowan Longwell.

Dr. Longwell received the bachelor's and master's degrees in animal husbandry from the University of Missouri in 1917 and 1920 respectively.

In 1941, he received the doctoral degree in human nutrition and biochemistry from the University of Illinois. After teaching in Washington, West Virginia, Illinois and North Dakota, he returned to the University of Missouri in 1948 as dean of the College of Agriculture. After retirement from that position in 1960, he became the college's director of special studies and programs. Because of his interest in young people and education, the Longwell Leadership Award was established in his honor at the university's College of Agriculture. In 1963, Dr. Longwell began serving two terms as mayor of Columbia.

Long active in Boy Scouts of America, he served as president of the Great Rivers Council of Scouting. In 1980, he received the council's first Distinguished Citizen Award for community service.

Dr. Longwell was a member of Kiwanis Club, the Service Men's Center and a life member of the State Historical Society of Missouri. He was a member and cofounder of the Alpha Gamma Rho fraternity and an organizer and member of the Agricultural Hall of Fame.

On August 14, 1919, he married Lorna Montgomery. She survives, along with a son, Robert C. Longwell of Cape Girardeau, and a daughter, Lorna Johnson of Columbia.

#### EDWARD W. SOWERS

Edward W. Sowers, founder and publisher of the *Rolla Daily News*, died April 21, 1982, at Barnes Hospital in St. Louis. Born April 1, 1905, in a Lafayette County farm home at Waverly, he was the oldest son of William and Laura Sowers. A 1924 graduate of Higginsville High School, he received a Bachelor's degree in Journalism from the University of Missouri in 1928. On June 10, 1937, Mr.

Sowers married Alma Skerik in Silver Lake, Minnesota. He had been a newspaper publisher in Rolla since 1942, when he and two silent partners bought the weekly *Rolla New Era*. A short time later, Mr. Sowers purchased full interest in the paper, changed it to a daily and renamed it. He continued as publisher of the *Rolla Daily News*, in partnership with his wife and three sons, until his death. During his 54-year newspaper career, he had edited and/or owned and published eight Missouri newspapers. Mr. Sowers served as president of the Missouri Associated Dailies, a U.S. delegate to the Press Congress of the World, 1959, and president of the University of Missouri-Columbia Alumni Association in 1962-1963. He also was a member of the Rolla Rotary Club, the First Presbyterian Church, the Rolla Area Chamber of Commerce, the national journalism fraternity, Sigma Delta Chi, and a life editor member of the State Historical Society of Missouri.

Mr. Sowers is survived by his wife, Alma, of the home in Rolla; three sons, Stephen E. Sowers, Thomas S. Sowers and James R. Sowers, all of Rolla; five brothers; two sisters; and nine grandchildren.

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BARRAND, ROBERT K., Kansas City: May 25, 1922-December 10, 1980.

BURKE, WILLIAM C., De Soto: June 14, 1910-September 6, 1980.

BUTTERWORTH, CHESTER H., Kansas City: March 18, 1902-July 9, 1981.

CLODFELTER, MRS. AUGUSTA A., Versailles: November 14, 1900-April 5, 1982.

CREASY, E. T., Columbia: March 5, 1908-November 29, 1981.

DYER, HELEN, St. Louis: August 20, 1898-November 22, 1981.

DYKES, MATTIE M., Maryville: January 16, 1887-March 11, 1982.

EASLEY, WILLIAM H., Columbia: November 2, 1899-January 20, 1982.

EUBANK, MRS. LEROY B., Slater: December 17, 1886-February 13, 1982.

FINK, OLIVER F., Columbia: July 27, 1900-April 25, 1982.

FULP, CHARLES TED (JOHNNY), Aurora: August 9, 1905-October 19, 1981.

GOODRICH, MRS. MARION E., Columbia: December 4, 1911-March 30, 1982.

HELM, MAUDE, New Haven: July 24, 1888-August 20, 1981.

HESS, MRS. JANE DALTON, Macon: October 19, 1921-January 19, 1981.

HILLGARTNER, FRANK E., Fulton: Died January 12, 1982.

JOHNSON, LLOYD ED, Jefferson City: Died January 20, 1982.

LAURGAARD, GLENN, Oakland, California: December 4, 1912-August 23, 1981.

MACMORRIS, DANIEL L., Kansas City: April 1, 1893-August 26, 1981.

RIDGEWAY, DR. MARIAN E., Columbia: September 20, 1913-February 14, 1982.

SCHOONOVER, FLOYD, Clarence: July 29, 1898-May 31, 1981.

SHUMATE, WILLIAM L., New York, New York: June 26, 1898-November 2, 1981.

SMITH, BEN N., Boonville: March 2, 1890-January 9, 1982.

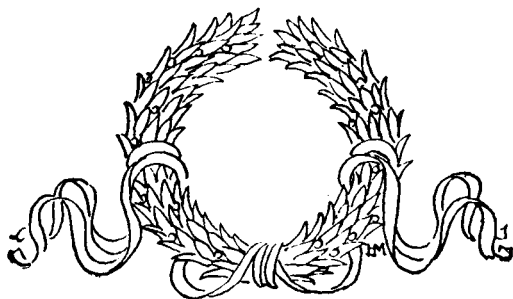
SULLINGER, CLARA B., Independence: Died August 18, 1981.

TAINTER, MILTON COOKE, Prairie Village, Kansas: July 11, 1905-April 7, 1982.

TURNER, MRS. ROSE MERYDITH, Higgins, Texas: November 12, 1888-February 17, 1981.

WALTHER, ELIZABETH, Cape Girardeau: December 9, 1899-October 20, 1981.

WINCHESTER, MRS. W. L., Carthage: June 16, 1905-April 13, 1981.





## BOOK REVIEW

***Lion of the Valley, St. Louis, Missouri.* By James Neal Primm (Boulder, Colorado: Pruett Publishing Company, 1981). 592 pp. Illustrated. Maps. Sources. Indexed. \$19.95.**

Neal Primm, professor at the University of Missouri-St. Louis, has written the first comprehensive history of Missouri's great eastern city since Walter B. Stevens produced *St. Louis the Fourth City*, in 1909. Primm's book is delightful to read and is extremely well organized. Indeed, it is so well written the reader may overlook the tremendous amount of research the author undertook in presenting his subject.

As an American city, especially a midwestern city, St. Louis is very old. It was a great metropolitan center of the prehistoric Indians as far back as the thirteenth century, but in 1764, when Auguste Chouteau founded the town, only a few explorers from the American Eastern seaboard had ventured beyond the Appalachians. Because of its location near the juncture of the great Mississippi and Missouri rivers, St. Louis became the literal "Gateway to the West." The city also became the focal point of settlement and economic development of what was to become the state of Missouri.

Primm carries the story of St. Louis from a colonial military-trading post to the present, and along the way describes in great detail the periods which contributed most to the community's development. The reader will see a frontier town, a base for the exploration and exploitation of western America; a community wracked by Civil War; a great industrial, educational and cul-

tural center supported by many ethnic groups; the transportation base for the West for a century; and, in Primm's opinion, a city doomed finally by an "insurmountable barrier" against sustained growth by the rigid separation between it and St. Louis County. This separation has caused the county metropolitan areas to become more successful economic units than the central city. Confined to a sixty-one-square-mile area, unable to expand its limits and surrounded by bustling suburban communities, present St. Louis finds it difficult, if not impossible, to plan or discipline its future growth and development.

*Lion of the Valley* is a sound urban history, but beyond that it deals with a fascinating array of Missouri men and women who shaped not only the destiny of the city but that of the entire state—even a great part of a continent. From Madame Chouteau and her enterprising sons and daughters, through Manual Lisa, the Blair family, the Lucases, Benton, the Fremonts, Generals Sherman and Lyon, the Eliots, the Buschs, to contemporary community leaders, Primm presents a series of delightful biographical sketches. Without exception, the historical figures of St. Louis, men and women, are brought to life by the author. Primm writes also with an ever-present tone of humor and great wit.

The interpretations Primm draws and defends ably from his research on St. Louis will, in some instances, be subject to criticism or doubt. However, correction or revision will be difficult because of the depth of his research. As to factual error, which must always be indicated in a review, it would be helpful if Primm could explain two statements at least in his book. Were there really British "Enfield rifles" in the St. Louis Armory in 1861? Secondly, was \$900,000 in gold "lost" to the Union when Mulligan's Brigade was captured at Lexington during the Civil War? Or, rather had Colonel Mulligan not removed this gold from the Farmers Bank there to which it was returned by Missouri's Confederate General Sterling Price? Could it be that the author's earlier work in glorifying the Grand Army of the Republic in Missouri colored his conclusions in this instance? As a graduate student Primm was noted for his rather blind defense of his home county and other Missouri Union Militia units during the Civil War. Of course, this was before he became a recognized scholar.

The reviewer has known Neal Primm since they were both veterans of World War II attending the graduate school of the University of Missouri at Columbia. In those lost days it was



common for certain young ex-officers to repair to local recreational facilities frequented by veterans and to speculate at great length as to whether it was really worthwhile to overcome the endless academic hurdles necessary to obtain graduate degrees. In Primm's case it was very worthwhile. His subsequent distinguished career as a teacher and scholar has provided knowledge and pleasurable reading for many people.

*Lion of the Valley* is a fine contribution to the history of Missouri, written by a great Missourian. It belongs in the library of everyone interested in the history of our state.

*State Historical Society of Missouri*

*Richard S. Brownlee*

### **A Cheap Barometer**

Glasgow Weekly Times, October 5, 1854.

A bottle of camphor is said to be an excellent substitute for a barometer, a writer in The Country Gentleman says:

"It answers my purpose as well as a barometer that would cost me from \$25 to \$50. When there is to be a change of weather from fair to windy and wet, the thin flakes of the gum will rise up, and sometimes, when there was to be a great storm, I have seen them at the top. When they settle down clearly at the bottom, then we are sure of grand weather. Any farmer who will watch his wife's camphor bottle for a season will never have occasion to watch the birds or locusts for indication of a change in the weather."

### **Looking Backward into the Past**

*The Resume*, from the Historical Society of Polk County, January, 1982.

Sentinel-Mohawk, March, 1918—An airship was seen to fly across the sky here on the night of March 3, from east to the northwest. Some of our citizens got tangled up with the star Mars in the eastern sky and did not see the light of the airship at all.

Jan., 1924—A freight train wreck occurred at the watering tank near Wishart. . . . The northbound passenger train had arrived at Willard but was backed to Springfield and re-routed over the "Leaky-Roof" tracks to Tracy Junction near Vista. It was then switched onto the "High Line" tracks and continued on to Kansas City.

## BOOK NOTES

*Corinthian Hall: An American Palace.* By Lenore K. Bradley (Kansas City, Missouri: The Lowell Press, 1981). 32 pp. Illustrated. Not indexed. \$3.95.

Lenore K. Bradley's brief story of Robert Alexander Long and his regal Corinthian Hall (the present-day Kansas City Museum) will be well received by those interested in prominent Kansas City businessmen and her city's architectural heritage. Long, who became a multimillionaire through the lumber business, enjoyed an opulent life-style. A noted Kansas City civic leader, he donated money to finance public monuments and churches. He also was the principal sponsor for the construction of Longview, Washington, the first planned city in that state.

Besides the portrayals of Long, his family and some of their day-to-day activities, Bradley presents the highlights of the architectural history of Corinthian Hall in all its "Gilded Age" splendor. The written explanations of the rooms and their furnishings are visually enhanced by black and white photographs and line drawings.

*Corinthian Hall: An American Palace*, a paperback, may be purchased for \$3.95, from the Kansas City Museum, 3218 Gladstone, Kansas City, Missouri 64123.

*Everton Missouri, 1881-1981.* By the Centennial Book Committee (n.p., 1981). 174 pp. Illustrated. Indexed. \$12.50.

The Everton Centennial Committee used recollections, scrapbooks and photographs to prepare this Dade County community history. Although the town of Everton was laid out in 1881, a history of the area in the years preceding the founding of Everton is included.

Those interested in Everton's history will discover professional, business, fraternal, school and church histories in this hardbound volume. Over one hundred family histories also are included. A number of excellent historic photographs augment the text, as well as a listing of events that took place during the centennial celebration.

This history of Everton may be purchased for \$12.50, plus \$1.50 postage and handling, from the Everton Centennial Book Committee, Route 1, Box 50, Everton, Missouri 65046.

*Corder, Missouri 1881-1981.* By the History Committee (n.p., n.d.). 76 pp. Illustrated. Maps. Not indexed. \$5.00.

First named Mitchell, then Cordella, a Lafayette County post office was renamed Corder in September 1879. George Corder had platted the town and donated the streets and alleys. On February 7, 1881, the village of Corder was incorporated.

Included in this paperbound history are sections devoted to churches, schools, businesses, cemeteries, city government, organizations, entertainment and pastimes. Coal mines and agriculture also receive mention. A number of historic and present-day photographs complement the written history.

*Corder, Missouri 1881-1981* may be purchased for \$5.00, plus \$1.00 postage and handling, from J. M. Crick, Box 217, Corder, Missouri 64021.

*The Story of the St. Louis Post-Dispatch.* By Harry Wilensky (St. Louis, Missouri: Pulitzer Publishing Company, 1981). 58 pp. Illustrated. Bibliography.

This 58-page paperback booklet presents a brief but informative history of the *St. Louis Post-Dispatch*, one of the important liberal newspapers in the United States. Besides history, the author Harry Wilensky incorporates into the story the journalistic philosophy of the men who have guided the newspaper since its beginnings. They represent three generations of one family—the Pulitzers.

Wilensky begins his narrative with Joseph Pulitzer (1847-1911) and the birth of the *Post-Dispatch* in the late 1870s. His son, also named Joseph (1885-1955), edited and published the newspaper for forty-three years. Today the *Post-Dispatch* flourishes under the able leadership of Joseph Pulitzer, Jr., and Michael Pulitzer.

Highlights of the *Post-Dispatch's* history and its crusading spirit are presented. Photographs and editorial cartoons add immeasurably to the vignettes. A list of Pulitzer Prizes won by the *Post-Dispatch* and its employees is included. Readers should remember the names of Daniel R. Fitzpatrick, Bill Mauldin, Robert Lasch, Marquis Childs and Frank Peters.

While supplies last, single copies may be obtained, at no charge, from William J. Isam, Director of Public Affairs, St. Louis Post-Dispatch, 900 North Tucker Boulevard, St. Louis, Missouri 63101.

*Partners With God: Biographical Sketches of Our Ministers 1832-1982.* By Mary K. Dains (Columbia, Missouri: Waters Publications, Inc., 1982). 108 pp. Illustrated. Not indexed. \$3.00.

This paperback book presents the biographies of twenty-one senior ministers of Columbia's First Christian Church during its one hundred fifty-year history. Church records, correspondence and minutes, plus relevant periodicals, newspaper articles and oral history interviews, provided most of the source material for the sketches. Materials from the collections of the Disciples of Christ Historical Society, Nashville, Tennessee, also were consulted.

Clarence E. Lemmon served the longest term as pastor of First Christian, 1930-1963. During that time he married 916 couples and officiated at more than 1,770 funerals. James Shannon, the senior minister from 1850 to 1856, probably was the most controversial of the ministers. He also served as the University of Missouri's second president. Shannon's colorful career as a Columbia minister and educator particularly is interesting.

Photographs of each senior minister and pictures of the churches used by the Christian congregation are included among the illustrations.

*Partners with God* may be purchased for \$3.00, plus 92 cents postage and handling, from The First Christian Church, 101 North Tenth, Columbia, Missouri 65201.

*Reminiscing in the Rush Hill Area.* By the Rush Hill Centennial Committee (Mexico, Missouri: K & M Printing, 1981). 76 pp. Illustrated. Map. Not indexed. \$7.00.

Mr. and Mrs. Robert Riley compiled this booklet for the Rush Hill Area Centennial History Book Committee. Personal reminiscences, newspaper articles and Missouri and county histories provided the source materials for this segment of Audrain County history. Among the subjects covered in this paperbound booklet are frontier beginnings, founders' biographies and other standard topics found in county and community histories. A number of historic photographs add to the interest of the booklet. A schedule of events for the area centennial is included.

*Reminiscing in the Rush Hill Area* may be purchased for \$7.00, from the Rush Hill Community Center, c/o Mr. and Mrs. Robert Riley, Box 13, Rush Hill, Missouri 65280.

# INDEX TO VOLUME LXXVI

COMPILED BY HIROKO SOMERS

## A

- Abele, Mrs. Mary Patricia, 449  
 Adair County Historical Society, 79, 202  
 Adams, Charles, 383  
 Adrian, Mo., art. on, listed, 466  
 Advance, Mo., arts. on, listed, 347  
 Affleck, Capt. Albert, 76  
 Affton Historical Society, 79, 202, 329, 471  
 Alamo, Texas, art. on, listed, 225  
 Albany, Mo., art. on, listed, 471  
 Albert, Anselm, 176, 189  
 Albertini, Dolores and Virgil, *Towers in the Northwest: A History of Northwest Missouri State University, 1956-1980*, noted, 363  
 Alton, Mo., art. on, listed, 352  
 American Association for State and Local History, 200  
 American Battle Monuments Commission, art. on, listed, 102  
 American Fur Company, 283, 288-292, 294, 297, 301  
 American Missionary Association, 121-124, 127, 128, 135  
 American Saddle Horse Museum, Louisville, Ky., art. on, listed, 473  
 American Saddle Horse Museum, Mexico, Mo., art. on, listed, 473  
 Amish, art. on, listed, 104  
 Anders, Dr. Leslie, 63  
 Anderson, Bill, art. on, listed, 106  
 Andrew County, 409; Empire Prairie, art. on, listed, 100  
 Andrew County—A Community, by the Andrew County Historical Society, noted, 237  
 Andrew County Historical Society, 450  
 Anheuser-Busch Brewery, art. on, listed, 225  
 "Antoine Valentin de Gruy: Early Missouri Explorer," by Carl J. Ekberg, 136-150; (illus.)  
 Arcadia (steamboat), 70  
 Architects, Kansas City, arts. on, listed, 103, 224, 349, 470, 474  
 Architecture, St. Louis, book on, noted, 362  
 Arkansas Traveler, 24, 25  
 Arlington neighborhood, St. Louis, art. on, listed, 473  
 Armour, Charles W., 37  
 Armour Packing Co., Kansas City, 34, 35, 37, 45, 46, 51, 33; (illus.)  
 Armour-Swift-Burlington Bridge, art. on, listed, 103  
 Arnold, Stanley, art. on, listed, 102  
 Arrow Rock, Mo., 130  
 Asboth, Gen. Alexander, 176, 177  
 Ash Grove Commonwealth, art. on, listed, 98  
 Ash Hollow, Neb., 434  
 Ashland, Mo., art. on, listed, 219  
 Ashley County, 279  
 Astor, John J., 288, 289, 370  
 Atchison, Sen. David Rice, arts. on, listed, 226, 351  
 Atherton, Dr. Lewis E., 193, 195, 198, 327; 193-195 (illus.)  
 Atkins, Farron, art. on, listed, 224  
 Atwater, Caleb, 379  
 Audrain County, art. on, listed, 351; hist. of, book on, noted, 484  
 Audrain County Historical Society, 202, 329, 450  
 Aufrère, Marie Thérèse, 140  
 Aull, William, III, 193  
 Aurora Missouri Historical Society, 202, 329  
 Austin, Moses, 140; art. on, listed, 226  
 Automakers, St. Louis, art. on, listed, 351  
 Automobile Club of Kansas City, 398  
 Automobile Club of Missouri, 394, 399, 401; art. on, listed, 471

## B

- Babb, Tony O., 29  
 Baden Historical Society, 79, 202, 329  
 Bagnell Dam, arts. on, listed, 100, 104, 227  
 Bailey, David, obit., 108

- Bailey, E. D., 126  
 Bailey family, Miller Co., art. on, listed, 351  
 Bailey, J. N., 284, 287, 288  
 Bailey, John R., obit., 108  
 Baker, Newton, 307  
 Baker, Gov. Sam A., 391, 392; 393 (illus.)  
 Bank of Niagara, 284  
 Banks, Gen. Nathaniel, 190  
 Baptist Historical Studies, Center for, 200  
 Barkley, Sen. Alben W., 307, 308, 312, 318, 326; 312 (illus.)  
 Barn, round, Platte Co., art. on, listed, 226  
 Barnard Community Historical Society, 79, 202  
 Barnard, George D., and Co., St. Louis, 7  
 Barnes, Rep. Francis M., III, 193  
 Barnes, James H., art. on, listed, 468  
 Barnett family, art. on, listed, 352  
 Barr Branch Library, St. Louis, art. on, listed, 474  
 Barrand, Robert K., obit., 477  
 Barry County, arts. on, listed, 225, 352, 471  
 Bartlett Mercantile Co., Platte City, art. on, listed, 472  
 Bartley family, art. on, listed, 347  
 Barton County, art. on, listed, 100  
 Barton County Historical Society, 203, 329, 450  
 Baseball  
 —Kansas City Monarchs, thesis on, noted, 229  
 —St. Louis Cardinals, art. on, listed, 351  
 Basler, Lucille, *District of Ste. Genevieve, 1725-1980*, noted, 115  
 Basswood Lakes, Platte Co., art. on, listed, 105  
 Bates County, arts. on, listed, 98, 347, 466  
 Bates County Historical Society, 203, 329  
 Bates, William, 193  
 Battle of Athens, art. on, listed, 221  
 Battle of Upshaw's Farm, Barry Co., art. on, listed, 471  
 Battle of Wilson's Creek, 54; arts. on, listed, 221, 226  
 Bauer, Wilhelm, 75  
 Beaman, Mrs. Lois, obit., 230  
 Beard, George P., 125, 129  
 Beaubien, Jean Baptiste, 290-292, 295  
 Bee Creek, Mo., 407  
 Beef Prairie Mine, 148  
 Beef Trust, art. on, 31-52; (illus.)  
 Behrens, Pvt. Claus, 68, 69  
 Belknap, W. W., 132  
 Bell, Ellen and Randy, *The Town That Coal Built, Rich Hill, Missouri, 1880-1980*, noted, 236-237  
 Bell, Gertrude, 447  
 Belleville, Ill., 54, 55, 57-59, 76  
 Bellevue Valley Historical Society, 330  
 Bellmer, John, 423  
 Belton Historical Society, 79, 330  
 Bem, Gen. Josef, 177  
 Benjamin, Alfred, Memorial, Kansas City, art. on, listed, 100  
 Benner, Fred J., obit., 108  
 Bennett Springs, art. on, listed, 226  
 Bent, Silas, 256  
 Benton Barracks, St. Louis, 68, 75, 76  
 Benton County Enterprise, art. on, listed, 348  
 Benton, Thomas Hart (artist), art. on, listed, 350  
 Benton, Thomas Hart (senator), 175  
 Berghofer, Herman, 75  
 Bernhard, Karl, 371, 379  
 Bertet, Chevallier de, 139, 142, 144, 145  
 Bethel German Communal Colony, 203, 330; art. on, listed, 220  
 Beukema, William J., obit., 230  
 Bieber, Dr. Ralph P., obit., 230  
 Big Oak Tree State Park, art. on, listed, 104  
 Bilker, Alois, 37  
 Bitter, Karl, statue by, 251 (illus.)  
 Black Pond Township, arts. on, listed, 105  
 Blacks  
 —arts. on, listed, 106, 350

—education, art. on, 121-135; (illus.)  
 Blackwell, Sally, art. on, listed, 223  
 Blaine, James G., 304  
 Blair, Francis P., 174, 175  
 Blair, Frank P., Jr., 185, 186, 188; 186  
 (illus.)  
 Blair, James T., Jr., 400, 401, 404  
 Blair, Montgomery, 175  
 Blane, William, 370, 371, 380  
 Bloch, Dr. E. Maurice, 448  
 Bloomfield, fort at, art. on, listed, 222  
 Blow, Susan, stamps, art. on, listed, 469  
 Blue Springs Historical Society, 450  
 Board of Charity of St. Joseph, Mo., 32  
 Bode, Edward, "Charles Kleinsorge: Mis-  
 souri To California, 1854," 421-446;  
 (illus.)  
 Bodmer, Charles, 245; painting by, front  
 cover, April issue (illus.)  
 Bogart, J. R., art. on, listed, 475  
 Boley Building, Kansas City, art. on, listed,  
 221  
 Bolin, C. T., art. on, listed, 228  
 Bollivar, Mo., 179, 181, 183; Ozark Hotel,  
 art. on, listed, 98  
 Bollinger County, 260  
 Bollinger County Historical Society, 203  
 Bollinger Mill, art. on, listed, 221  
 Bond, Carolyn, art. on, listed, 225  
 Bonfoey, Lawrence, 16  
 Bonnots Mill, art. on, listed, 228  
 Book Notes, 112-120, 234-239, 359-363, 482-  
 484  
*Book of Yesteryears*, by Walter W. Snel-  
 son, noted, 113-114  
 Book Reviews, 109-111, 231-233, 355-358,  
 479-481  
 Boone County, 269; arts. on, listed, 351,  
 472  
 Boone County Historical Society, 203  
 Boone, Daniel, 260, 266, 268  
 Boone, J. W. "Blind," art. on, listed, 219  
 Boone's Lick, Mo., 261  
 Boone's Lick Road, 266, 267  
 Boonslick Historical Society, 80, 203  
 Boonville, Mo., 123, 124, 126, 128, 264,  
 427; arts. on, listed, 98, 219, 299, 347, 466  
 Boorstin, Daniel, 152  
 Boothell, 269; arts. on, listed, 221, 225  
 Boucher family, art. on, listed, 471  
 Bowden, Mrs. Rose M., obit., 230  
 Bowles, Mrs. Carrie K., art. on, listed, 103  
 Boy Scout Band, Springfield, arts. on,  
 listed, 106  
 Boyd, Walter Alvin "Junior," art. on,  
 listed, 221  
 Boyes, Caroline, art. on, listed, 351  
 Boyle, Dr. Paul O., obit., 230  
 Bradley, Lenore K., *Corinthian Hall: An  
 American Palace*, noted, 482  
 Bradley, Marilynne, *Packets On Parade*,  
 noted, 236  
 Bradley, Nick M., 401  
 Bradley, Gen. Omar, art. on, listed, 471  
 Bradshaw, William L., 281  
 Bragdon, Dr. George H., art. on, listed, 223  
 Brandon family, art. on, listed, 228  
 Brandsville, Mo., art. on, listed, 352  
 Branson, Mo., art. on, listed, 105  
 Brawford, Z. T., 18  
 Brick, Koeltztown, art. on, listed, 348  
 Bridges  
 —Armour-Swift-Burlington, art. on, listed,  
 103  
 —Big Black River Railroad, 57  
 —Eads, St. Louis, 28 (illus.)  
 —Gasconade, disaster, art. on, listed, 350  
*Brief History of Philanthropy in Kansas  
 City*, by Douglas Kingsbury, noted, 117-  
 118  
 Brill, Pvt. Mathias, 73  
 Brite family, art. on, listed, 471  
 Britton, Maj. Roy F., 401; 382 (illus.)  
 Broadway Hotel, Kansas City, 128  
 Brookfield, Mo., 406  
 Brotherhood of Railway Trainmen, 395  
 Brown, James, art. on, listed, 352  
 Brown, Joseph C., 256, 274  
 Brown, Norman L., 258 (illus.)  
 Brown, Sharon A., "Creating the Dream:  
 Jefferson National Expansion Memorial  
 1933-1935," 302-326; (illus.)

Brown, William T., inside back cover, Oct.  
 issue  
 Brownlee, Dr. Richard S., 193-195, 198, 208,  
 447; book review by, 479-481  
 Brunswick, Mo., 412  
 Brush and Palette Club, 80  
 Bryant, Dan, 26  
*Building Art in St. Louis: Two Centuries*,  
 by George McCue, noted, 362  
 Bulla, Clyde Robert, 447  
 Bunion Derby, art. on, listed, 107  
 Bureau of Refugees, Freedmen and Aban-  
 doned Lands, 122, 132, 135  
 Burgess, Gavon D., 44  
 Burgess, Nehemiah S., art. on, listed, 228  
 Burke, Jenny Virginia, art. on, listed, 107  
 Burke, William C., obit., 477  
 Burlington Railroad, 406, 409, 410  
 Burt, Henry, 260, 270  
 Burton, William, art. on, listed, 475  
 Bushwhackers, art. on, listed, 100  
 Businesses  
 —American Fur Company, 370; 371  
 (illus.)  
 —Anheuser-Busch, art. on, listed, 225  
 —Armour Packing Co., Kansas City, 34,  
 35, 37, 45, 46, 51; 33 (illus.)  
 —automakers, St. Louis, Dorris, Moon &  
 Gardner, art. on, listed, 351  
 —barber shop, Fayette, art. on, listed, 99  
 —Bartlett Mercantile Co., Piatte City,  
 art. on, listed, 472  
 —Center Bank, Columbia, art. on,  
 listed, 472  
 —Champ Spring Co., St. Louis, art. on,  
 listed, 473  
 —Citizens National Bank of Sedalia, art.  
 on, listed, 227  
 —Cochran, W. J., Construction Co., art.  
 on, listed, 98  
 —Combustion Engineering Inc., St.  
 Louis, art. on, listed, 473  
 —Doering's Bakery, Carondelet, art. on,  
 listed, 102  
 —Doniphan State Bank, art. on, listed,  
 220  
 —Duffner's Ice Cream Co., De Soto, art.  
 on, listed, 99  
 —Eagle Packet Co., books on, noted, 119-  
 120, 236  
 —Farm & Home Savings and Loan As-  
 sociation, arts. on, listed, 103, 224, 349,  
 470  
 —Gaebler's Black and Gold Inn, Colum-  
 bia, art. on, listed, 104  
 —General Metal Products Co., St. Louis,  
 art. on, listed, 473  
 —Golden Eagle Ferry, art. on, listed, 227  
 —Harzfeld's Parisian clothing store, Kan-  
 sas City, art. on, listed, 347  
 —Howard, L. H., Drug Co., Unionville,  
 5, 16  
 —Independent Electric Machinery Co.,  
 Kansas City, art. on, listed, 224  
 —Kemper Meat Market, Clinton, 50  
 (illus.)  
 —McDonnell, James S., Co., art. on,  
 listed, 224  
 —Monroe Drug Company, art. on, 1-21;  
 (illus.); art. on, listed, 348  
 —Morris, Nelson, & Co., 34, 45, 46; 36,  
 43 (illus.)  
 —Odessa Ice Cream Co., art. on, listed,  
 471  
 —Ozark Airlines, hist. of, thesis on,  
 noted, 229  
 —Ozark Fisheries, Inc., Stoutland, art.  
 on, listed, 105  
 —Penney, J. C., art. on, listed, 98  
 —Prier Brass Manufacturing Co., art.  
 on, listed, 469  
 —Putnam Fadeless Dye, art. on, 1-21;  
 (illus.); trademark, front cover, Oc-  
 tober issue; (illus.)  
 —Renz's, Hank, South Side Bakery, St.  
 Louis, art. on, listed, 473  
 —Reyco Industries Inc., Springfield, art.  
 on, listed, 227  
 —Schwarz Taxidermy Studio, St. Louis,  
 arts. on, listed, 104, 473  
 —Stark & Co., art. on, listed, 221

- Swift Packing Co., 34, 41, 45, 46, 51; 43 (illus.)
- Todd Uniform Co., St. Louis, art. on, listed, 473
- Welsert, John, Tobacco Co., St. Louis, art. on, listed, 106
- Butchers' National Protective Association, 34
- Butler, Mo., arts. on, listed, 347, 466
- Butler County, 260
- Butler County Historical Society, 450
- Butler Weekly Times*, art. on, listed, 347
- Butterfield Overland Mail, art. on, listed, 473
- Butterworth, Chester H., obit., 477
- Byington, Gertrude, art. on, listed, 223
- C
- Cabanne neighborhood, St. Louis, art. on, listed, 227
- Cabool, Mo., art. on, listed, 466
- Cabool History Society, 80, 204
- Cabot, Tom, 447
- Cagle family, art. on, listed, 471
- Cairo, Mo., 132, 175; art. on, listed, 107
- Caldwell County Historical Society, 204, 330
- Caldwell County pioneers, art. on, listed, 467
- Caldwell, Mrs. Dorothy, 448
- Callaway County, 127, 128, 269, 401; arts. on, listed, 351; place names, art. on, listed, 471
- Camden, Mo., art. on, listed, 106
- Camden County, 279
- Camden County Historical Society, 204, 330
- Cameron, Simon, 186
- Cammerer, Arno, 312
- Camp Dubois, 243, 246, 252
- Canton, Mo., art. on, listed, 219
- Cape Girardeau, Mo., 175, 243, 261, 265, 266, 402; Fort D, art. on, listed, 99
- Cape Girardeau County Historical Society, 80, 330
- Cardiff Hill, Hannibal, art. on, listed, 470
- Carl Junction, Mo., art. on, listed, 219
- Carondelet Branch Library, art. on, listed, 224
- Carondelet, Mo., Doering's Bakery, art. on, listed, 102
- Carondelet Historical Society, 80, 204, 330, 451
- Carr, Capt. Eugene, 182
- Carr, Lucien, 258, 259, 368
- Carroll County
  - arts. on, listed, 225, 352
  - DeWitt, art. on, listed, 470
- Carroll County Historical Society, 80
- Carrollton, Mo., 249
- Carson Desert, 423, 442
- Carson Valley, 423, 444
- Carter, Amon G., 307
- Carthage, Mo., Morrow Mill, art. on, listed, 98
- Carver, George Washington, book on, reviewed, 355-358
- Cass County Historical Society, 80, 204, 330, 451
- Cass County, Kingdom of Amarugia, hist. of, art. on, listed, 219
- Castlewood, Mo., 27
- Cattanco, Capt. Antonio, 176
- Caulfield, Gov. Henry S., 393, 397, 404; 383, 400, 403 (illus.)
- Caves, art. on, listed, 104
- Cedar Bluff, Mo., art. on, listed, 466
- Cedar County, Hendricks family, art. on, listed, 220
- Cedar County Historical Society, 80, 204, 331
- Cedar Creek, 251
- Cedar Grove, Mo., art. on, listed, 101
- Census, 1880, St. Louis, art. on, 151-163; (illus.); 1830, 271
- Center Bank, Columbia, art. on, listed, 472
- Central Missouri State University, Dept. of History, 78, 447
- Central West End neighborhood, St. Louis, art. on, listed, 351
- Centralia Historical Society, 81, 204, 331
- Century of the Symphony*, by Richard E. Mueller, noted, 235-236
- Chamois, Mo., 249
- Champ Spring Co., St. Louis, art. on, listed, 473
- Chance, F. Gano, obit., 108
- Chancellor, Louis, 140
- Chariton County, 127, 261, 278, 401; infirmary, art. on, listed, 102
- Chariton County Historical Society, 81, 205, 331, 451
- "Charles Kleinsorge: Missouri To California, 1854," ed. and trans. by Edward Bode, 421-446; (illus.)
- Cheltenham, Mo., art. on, listed, 104
- Chicago and Alton Railroad, 43-44
- Chicago & Northwestern Transportation Co., 419
- Chicago Daily News*, 154
- Chicago Great Western Railroad Co., 415
- Chicago Great Western Railway Company (CGW), art. on, 405-420; (illus.)
- Chicago, St. Paul & Kansas City Railroad (CST&KC), 407, 409; ad., 408 (illus.)
- Child of an Eagle*, by William Robert White, noted, 119-120
- Chimney Rock, Neb., 434; 435 (illus.)
- Christensen, Dr. Lawrence O., 198; 195 (illus.); "Schools for Blacks: J. Milton Turner in Reconstruction Missouri," 121-135; (illus.)
- Christian County, Parchcorn Hollow, art. on, listed, 104
- Christmas, frontier, art. on, listed, 349
- Churches
  - Antioch Baptist, Lawrence Co., art. on, listed, 472
  - Baptist, Springfield, arts. on, listed, 106
  - Bethany Christian, Nodaway Co., art. on, listed, 227
  - Bethany First Christian, art. on, listed, 219
  - Bethel Baptist, Cape Girardeau Co., art. on, listed, 351
  - Bethlehem United Methodist, Anabel, art. on, listed, 98
  - Bunker Union, art. on, listed, 99
  - Calvary Episcopal, Louisiana, art. on, listed, 349
  - Carondelet United Church of Christ, art. on, listed, 102
  - Center Point Christian, Jasper Co., art. on, listed, 352
  - Christ Episcopal, Cape Girardeau, art. on, listed, 470
  - Church of Christ, Lone Jack, hist. of, art. on, listed, 470
  - Churches of Christ, Springfield, art. on, listed, 227
  - Clayton, arts. on, listed, 102, 469
  - Corinth Baptist, Henry Co., hist. of, art. on, listed, 105
  - Cumberland Presbyterian, Lexington, inside back cover, April issue; (illus.)
  - Des Peres Presbyterian, St. Louis, art. on, listed, 227
  - First Baptist, Mountain Grove, art. on, listed, 222
  - First Christian, Columbia, art. on, listed, 466; book on, noted, 484
  - First Presbyterian, Marshall, inside back cover, Jan. issue; (illus.)
  - Grace Methodist Episcopal, Springfield, art. on, listed, 474
  - Immanuel Lutheran, Lockwood, inside back cover, July issue; (illus.)
  - Johns Chapel Fundamental Methodist, Greene Co., hist. of, art. on, listed, 227
  - Methodist, Springfield, arts. on, listed, 352, 474
  - Missouri, hist. of, art. on, listed, 105
  - Mt. Leonard Baptist, art. on, listed, 100
  - New Hope Primitive Baptist, inside back cover, Oct. issue; (illus.)
  - North Bluffton Baptist, inside back cover, Oct. issue
  - Oakland Christian, Carroll Co., art. on, listed, 352
  - Omaha Baptist, Putnam Co., art. on, listed, 107
  - Pine Street Presbyterian, St. Louis, art. on, listed, 226

- Pleasant Hill Memorial Methodist, De-  
fiance, art. on, listed, 106
- Presbyterian-Christian, Stewartsville,  
art. on, listed, 349
- Presbyterian, St. Louis, art. on, listed,  
351
- Red Top Christian, art. on, listed, 466
- Sacred Heart Catholic, Columbia, book  
on, noted, 116-117
- St. Andrew's Episcopal, Northwoods,  
art. on, listed, 349
- St. Barnabas' Episcopal, Moberly, art.  
on, listed, 470
- St. Joseph's Catholic, art. on, listed,  
98
- St. Joseph's Catholic, St. Louis, art. on,  
listed, 351
- St. Mark's Episcopal, St. Louis, art.  
on, listed, 225
- St. Mary's Episcopal, Kansas City, art.  
on, listed, 470
- St. Matthew's Episcopal, Mexico, art.  
on, listed, 103
- St. Paul Methodist Episcopal, South,  
Springfield, art. on, listed, 474
- Trinity Episcopal, Hannibal, art. on,  
listed, 103
- Trinity Lutheran, Egypt Mills, art.  
on, listed, 227
- Westboro Methodist, art. on, listed, 223
- Churchill, Winston, art. on, listed, 106
- Citizens National Bank of Sedalia, art. on,  
listed, 227
- Civil War, 121-123, 406
  - arts. on, 53-77, 174-192; (illus.)
  - arts. on, listed, 102, 221, 223, 226, 351,  
475
  - Battle of Athens, art. on, listed, 221
  - Battle of Pea Ridge, 56, 58
  - Battle of Upshaw's Farm, Barry Co.,  
art. on, listed, 471
  - Battle of Wilson's Creek, 54; arts. on,  
listed, 221, 226
  - Benton Barracks, St. Louis, 68, 75, 76
  - cave, Oregon Co., art. on, listed, 472
  - Confederate Trans-Mississippi Dept.,  
art. on, listed, 104
  - Illinois regiments, 62, 72
  - Iowa regiments, 62, 66
  - Kirkwood, arts. on, listed, 104, 350
  - Missouri Home Guard, 62
  - Missouri Infantry regiments, 53, 54,  
58, 62, 74, 75-77
  - Missouri State Guard (Confederate),  
179
  - Neosho, art. on, listed, 224
  - Ozarks, art. on, listed, 350
  - Round Pond Massacre, arts. on, listed,  
466, 467
  - 12th Missouri Infantry Regiment, art.  
on, 53-77; (illus.)
  - Union army, 57, 62, 65, 76, 174, 184,  
187-189, 191
  - Yazoo Pass Expedition, 57, 67, 68
- Civil War Round Table of Kansas City, 81,  
205, 331, 451
- Civil War Round Table of St. Louis, 205,  
331, 451
- Civil War Round Table of the Ozarks, 81,  
205, 331, 451
- Claborn, James R., 308
- Clark, Sen. Bennett Champ, 305, 308, 313,  
318, 322, 323
- Clark County Historical Society, 81, 205,  
452
- Clark, George Rogers, 243, 303, 304; Me-  
morial Commission, 306
- Clark, J. C., art. on, listed, 219
- Clark, William, 29; art. on, 241-252; (illus.)
- Clay County, 260, 261
  - arts. on, listed, 103
  - historic sites, art. on, listed, 103
  - James Farm, book on, noted, 239
- Clay County Historical Society, 205, 332
- Clay, Gen. Lucius, 168
- Clay Seminary, art. on, listed, 348
- Clayton, Mo.
  - arts. on, listed, 102, 469
  - Forsyth Boulevard, art. on, listed, 224
- Cleaveland, Judge Alton B., obit., 230
- Clemens, Sam, family graves, Hannibal,  
art. on, listed, 470
- Cleverdon, Mrs. C. W., 328
- Clifford, Clark, 168, 169; 169 (illus.)
- Clifton neighborhood, St. Louis, art. on,  
listed, 351
- Cline, Louey, 132
- Clinton, Mo., arts. on, listed, 98, 219
- Clinton County Historical Society, 332
- Clinton County, John K. Lincoln, home,  
art. on, listed, 100
- Clodfelter, Mrs. Augusta A., obit., 477
- Cloud, Col. Lee, 179
- Coates, Sara W., art. on, listed, 349
- Coats, Ed and Vera, art. on, listed, 475
- Coats, Roy Neal, art. on, listed, 475
- Cobb, Mr. and Mrs. Bob, art. on, listed, 471
- Cochran, Bert, 166
- Cochran, Rep. John, 305-308, 322, 323
- Cochran, W. J., Construction Co., art. on,  
listed, 98
- Cockrell, Ewing, 388
- Codd, Benjamin, 66
- Cole Camp Area Historical Society, 81, 206
- Cole County Historical Society, 206, 332
- Cole, Hannah, art. on, listed, 226
- Cole, Rev. J. Preston, obit., 108
- Colfax, Schnuyler, 188
- Columbia, Mo.
  - art. on, listed, 471
  - Center Bank, art. on, listed, 472
  - Gaebler's Black and Gold Inn, art. on,  
listed, 104
  - hist. of, art. on, listed, 219
- Columbia Public Library, 447
- Columbus, Mo., doctors office, art. on,  
listed, 101
- Combustion Engineering Inc., St. Louis,  
art. on, listed, 473
- Commerce, Mo., 132; cemetery, art. on,  
listed, 467
- Complete History of Sullivan County, Mis-  
souri: Volume II 1900-1979*, by Robert  
Wood Wilson and Gladys Wells Crum-  
packer, noted, 119
- Compton Hill neighborhood, St. Louis, art.  
on, listed, 227
- Conception Junction, Mo., 412-414, 416-419
- Concordia Historical Institute, 206, 332, 452
- Confederate Memorial Literary Society, 200
- Conley, John C., art. on, listed, 219
- Constant, Mrs. Alberta Wilson, obit., 230
- Constitution of United States, 255
- Constitutional Convention, 1845, 273
- Cook, Charles, 59
- Cook Settlement Restoration Society, 333
- Coolidge, Pres. Calvin, 303
- Cooper, Dr. Claude W., arts. on, listed, 107,  
226
- Cooper County, 125, 129, 266, 269, 282, 300;  
arts. on, listed, 105, 219
- Cooper, J. H. G., obit., 353
- Cooper, Mrs. Margaret D., obit., 230
- Cord, E. L., art. on, listed, 350
- Corder, *Missouri 1881-1981*, by the History  
Committee, noted, 483
- Corinthian Hall: An American Palace*, by  
Lenore K. Bradley, noted, 482
- Corncob pipes, art. on, listed, 469
- Cotton, Bootheel, art. on, listed, 225
- Coulter, E. Merton, obit., 230
- Courthouse Rock, Neb., 434
- Courthouses
  - arts. on, listed, 102, 227
  - Barry Co., art. on, listed, 225
  - book on, reviewed, 109-111
  - Missouri, art. on, listed, 101
  - Polk Co., art. on, listed, 98
  - Stone Co., art. on, listed, 348
  - Texas Co., art. on, listed, 220
  - Worth Co., art. on, listed, 99
- "Courting the Great Western Railway: An  
Episode of Town Rivalry," by H. Roger  
Grant, 405-420; (illus.)
- Coy family, Taney Co., art. on, listed, 107
- Coyle, Elinor Martineau, *The Cupples  
House: A Turn of the Century Roman-  
esque Mansion*, noted, 118-119
- Crane, Mo., arts. on, listed, 219, 220; Port-  
land Hotel, art. on, listed, 466
- Crane Creek, Mo., 180



Crawford County, art. on, listed, 101  
 Creasy, E. T., obit., 477  
 "Creating the Dream: Jefferson National Expansion Memorial, 1933-1935," by Sharon A. Brown, 302-326; (illus.)  
 Creve Coeur Chesterfield Historical Society, 333  
 Cross, Asa Beebe, art. on, listed, 103  
 Crow, Edward C., 44, 47, 51; 46 (illus.)  
 Crow, Wayman D., obit., 353  
 Croy, Homer, art. on, listed, 347  
 Crumppacker, Gladys Wells, *The Complete History of Sullivan County Missouri: Volume II 1900-1979*, noted, 119  
 Crystal City, Mo., art. on, listed, 99  
 Cudahy Packing Company, 45, 51  
 Culbertson Homemakers' Club, hist. of, art. on, listed, 467  
 Cummings, Homer, 320-324  
 Cummins, Earl H. C., 13  
 Cunningham, Dr. Noble, 193  
*Cupples House: A Turn of the Century Romanesque Mansion*, by Elinor Martineau Coyle and Maurice B. McNamee, S. J., noted, 118-119  
 Curtis, Gen. Samuel R., 56, 61, 63, 67, 187

## D

Dade County Historical Society, 81, 333  
 Daguerre, Louis, 22, 23  
 Dains, Mary K., 448; book reviews by, 109-111, 231-233; *Partners With God: Biographical Sketches of Our Ministers 1832-1982*, noted, 484  
 Dale, Robert S., 193  
 Dallas County, arts. on, listed, 98  
 Dallas County Historical Society, 82, 206, 452  
 Dallmer, Pvt. Benjamin, 66  
 Dalton, Walter William, obit., 476  
 D'Arcy, William, 308, 309, 314, 316  
 Dark, Harris and Phyllis, *Springfield of the Ozarks: An Illustrated History*, noted, 360-361  
 Darneal, Walter Scott, letter of, art. on, listed, 472  
 Darr, Opal Briscoe, art. on, listed, 466  
 Daum, C., 429  
 Davidson, Louren G., art. on, listed, 474  
 Davis, J. Lionberger, 307  
 Davis, Sen. James J., 307  
 Davis, Keith F., 448  
 De Gruy, Antoine Valentin, art. on, 136-150; (illus.)  
 De Soto, Mo.  
   —arts. on, listed, 223, 347  
   —Duffner's Ice Cream Co., art. on, listed, 99  
 de Vazin, Pierre-Francois Olivier, 139  
 Dean, Edward L., 188  
 Dearmont, Russell, 402  
 Decatur County, 279  
 Defiance, Mo., 247  
 DeKalb County, arts. on, listed, 103, 349  
 DeKalb County Historical Society, 452  
 Delano, Frederic A., 307  
 Democratic National Committee, Nationalities Division, 173  
 Dempsey, L. Walter, 383  
 Dennis, Maria Louisa, 26  
 Dent, Alice, obit., 230  
 Dent County Historical Society, 82, 207, 334  
 Depression, Great, 304  
 Deramus, William N., III, 419  
 Des Moines, Iowa, 409, 411, 412, 414, 416-418, 420  
 Descloseau, Bobé, 138  
 Deutch, Miriam, 448  
 DeWeese, June L., *The History of the Library, University of Missouri-Columbia, 1928-1946*, noted, 113  
 Dewey, Thomas E., 165, 166, 170, 171, 173; 172 (illus.)  
 DeWitt, Mo., art. on, listed, 470  
 Dexter, Mo., Otto School, art. on, listed, 99  
 Dickmann, Bernard F., 303, 305, 306, 308, 310, 311, 313, 315-318, 320, 322, 323, 326; 309, 322, 325 (illus.)  
 Dickson, Rev. William, inside back cover, Jan. issue

Dirsing, Henry, 431  
 Disney, Walt, art. on, listed, 104  
*District of Ste. Genevieve, 1725-1980*, by Lucille Basler, noted, 115  
 Divoll, Ira, 135  
 Dobozzy, Peter, 176  
 Doctors, World War II, art. on, listed, 102  
 Dodge County, 279  
 Dodge, E. D., art. on, listed, 349  
 Dodwell, Mrs. Emma, 130  
 Doering's Bakery, Carondelet, art. on, listed, 220  
 Doniphan State Bank, art. on, listed, 220  
 Douglas County, arts. on, listed, 107  
 Doyle, Dr. David, art. on, listed, 350  
 Draper, Cena Christopher, 328, 447  
 Dray, Ernest A., obit., 230  
 Dreiser, Theodore, art. on, listed, 350  
 Dreyer, Jorgen, art. on, listed, 224  
 Duchesne, Mother Philippine, art. on, listed, 351  
 Duden, Gottfried, 270  
 Duffer, Lucas, art. on, listed, 99  
 Duffner's Ice Cream Co., De Soto, art. on, listed, 99  
 Dulles, John Foster, 171  
 Duncan, Mrs. Alice, obit., 353  
 Dunham, John D., obit., 230  
 Duralde, M. Martin, 255  
 Dyer, Helen, obit., 477  
 Dykes, Mattie M., obit., 478

## E

Eads Bridge, St. Louis, 28 (illus.)  
 Eagle Packet Co., books on, noted, 119-120, 236  
 Eagle Valley, Nev., 444  
 Easley, William H., obit., 478  
 Eaton, David W., 278  
 Edgar, David W., 278  
 Edgerton, Mo., art. on, listed, 220  
 Education  
   —arts. on, listed, 277, 351, 352  
   —blacks, art. on, 121-135; (illus.)  
 Egbert family, art. on, listed, 221  
 Eichler, Cinda, 198; 194 (illus.)  
 '81 Club, art. on, listed, 349  
 Ekberg, Carl J., "Antoine Valentin de Gruy: Early Missouri Explorer," 136-150; (illus.)  
 El Dorado Springs, Mo., art. on, listed, 466; hist. of, arts. on, listed, 99, 220  
 Eldon, Mo., arts. on, listed, 466  
 Eldridge, Mo., art. on, listed, 349  
 Election, 1948, presidential, art. on, 164-173; (illus.)  
 Elixir, Mo., art. on, listed, 224  
 Elks Club, Kansas City, art. on, listed, 347  
 Ellington, school, art. on, listed, 467  
 Elliot, Chester B., obit., 108  
 Ellis, Lewis, 382 (illus.)  
 Elson, J. Hugh, 1, 3-6, 10-12, 17, 18  
 Emergency Relief Appropriation Act, 1935, 311, 321, 326  
 Empire Prairie, Andrew Co., art. on, listed, 100  
*Encyclopedia of Missouri Courthouses*, by Marian M. Ohman, reviewed, 109-111  
 Engelmann, Lt. Anthony, 74  
 Engleman, Bob, art. on, listed, 103  
 English, William Francis, obit., 108  
 Epperson, Robert B., obit., 230, 307  
 Eslinger family, art. on, listed, 107  
 Eubank, Mrs. Leroy B., obit., 478  
 European Recovery Program, see Marshall Plan  
 Everett, Gene, art. on, listed, 474  
 Eversole, Judge E. T., obit., 353  
*Everton Missouri, 1881-1981*, by Everton Centennial Book Committee, noted, 482  
 Ewell, Gen. Richard, 190  
 Ewing, Rev. Finis, inside back cover, April issue  
 Excelsior Springs, Mo., Siloam Spring, art. on, listed, 106  
 Exporter (boat), art. on, listed, 475

## F

F. X. Aubrey (steamboat), 425  
 Faberge, Tip-Top Division, 19  
 Fairbanks, Charles, 183

*Fairfax, 1881—Bridging the Green Years—1981*, by Centennial Book Committee, noted, 359-360  
 Fairground neighborhood, St. Louis, art. on, listed, 473  
*Fall City* (steamboat), art. on, listed, 352  
 Faris, Edgar, art. on, listed, 224  
 Faris, Mary Bell, art. on, listed, 473  
 Farley, Thomas, 19  
 Farm & Home Savings and Loan Association, arts. on, listed, 103, 224, 349, 470  
 Farms, art. on, listed, 469  
 Fay, Carolyn, art. on, listed, 474  
 Fayette, Mo., arts. on, listed, 99, 220  
 Federal Lead Company, 383  
 Feintuch, Burt H., 200  
 Felker, H., 425  
 Felker, Mrs. H., 434  
 Felmeden, Pvt. Henry, 68  
 Felton, Samuel Morse, 415  
 Fences, arts. on, listed, 224  
 Ferguson Historical Society, 82, 207, 452  
 Festus, Mo., art. on, listed, 99  
 Fiala, Col. John, 176, 189  
 Figyelmessy, Philip, 176, 189  
 Fink, Oliver F., obit., 478  
 Finley, Virginia L., and Walter S. *Hume . . . Coal, Corn and Cattle 1880-1980*, noted, 116  
*First Hundred Years, 1879-1979, Novinger, Missouri*, by Novinger Planned Progress, Inc., noted, 112-113  
 Fitzgerald, Dr. Alice Irene, 328; *Missouri's Literary Heritage for Children and Youth: An Annotated Bibliography of Books about Missouri*, reviewed, 231-233  
 Fitzgerald, Lucy, art. on, listed, 473  
 Fitzgibbon, John H., art. on, 22-30; (illus.)  
 Fitzgibbon, Mrs. John H., 29  
 Fitzgibbon-Clark, Maria, see Fitzgibbon, Mrs. John H.  
 Flanders, Dr. Robert, 449  
 Flint, Timothy, 268, 368, 380  
 Flood  
   —Lamar, art. on, listed, 221  
   —Missouri River, art. on, listed, 103  
   —Ray Co., 1903, 1951, arts. on, listed, 225  
 Florissant Valley Historical Society, 207, 334, 453  
 Foley, Capt. James L., 181, 183  
 Folk, Joseph W., 47  
 Fontbonne College, art. on, listed, 469  
 Fornet, Cornelius, 176  
 Forsyth, Mo., art. on, listed, 475  
 Fort Bellefontaine, 378  
 Fort D. Cape Girardeau, art. on, listed, 99  
 Fort de Chartres, 136-139, 142-146, 149, 150  
 Fort Don Carlos, 246  
 Fort Jefferson, 243  
 Fort Kearney, Neb., 422, 432  
 Fort Laramie, Wyo., 434, 436  
 Fort Leavenworth, art. on, listed, 103  
 Fort Mandan, 246  
 Fort Orleans, 246  
 Fort Osage Historical Society, 207  
 Foster, Mrs. Elgie Woods, obit., 108  
 Foster, Ralph, Museum of the Ozarks, art. on, listed, 474  
 Foundation for Restoration of Ste. Genevieve, 207, 334, 453  
 Fowlkes, Zula Stephens, art. on, listed, 105  
 Francillon, Rene J., *McDonnell Douglas Aircraft Since 1920*, noted, 235  
 Frank, Mrs. Agee, obit., 353  
 Franklin, A. Faye, obit., 353  
 Franklin County, 260, 266; arts. on, listed, 222, 223, 348, 468  
 Franklin County Historical Society, 82, 207, 334  
 Fredericktown, Mo., 124, 125  
 Freeman, Arthur L., Jr., obit., 353  
 Freie Gemeinde, 62  
 Freimuth, Pvt. George, 68  
 Fremont, Gen. John C., 54, 56, 58, 175-179, 181, 182, 184-192; 189 (illus.)  
 French Royal Indies Company, 137  
*Frenchtown*, by John Rodabough, noted, 238-239  
 Frericks, G. L., 19  
 Friends of Historic Boonville, 83

Friends of Missouri Town-1855, 83, 334, 453  
 Frisco Railroad, art. on, listed, 224  
 Fritz, William, 59  
 Fuerhoff, Henry, obit., 230  
 Fulp, Charles Ted (Johnny), obit., 478  
 Fulton, Mo., 122, 127, 130  
   —arts. on, listed, 467, 471, 472  
   —Board of Education, 127  
   —historic building, art. on, listed, 471  
   —Missouri School for the Deaf Library, art. on, listed, 474  
 Fur trading, art. on, listed, 219

## G

Gaebler's Black and Gold Inn, Columbia, art. on, listed, 104  
 Gage, Jimmy, art. on, listed, 469  
 Gall, Jeffrey L., "A Search for the Rising Tide: The Letters of Nathaniel Leonard," 282-301; (illus.)  
 Gallup Poll, 165, 167, 170  
 Gardens, Victorian, St. Louis, art. on, listed, 473  
 Gardner family, Barren County, Ky., art. on, listed, 351  
 Gardner, Gov. Frederick D., 383  
 Gasconade Bridge, disaster, art. on, listed, 350  
 Gasconade County  
   —art. on, listed, 222  
   —hist., book on, noted, 114  
   —hist. of, art. on, listed, 222  
   —schools, art. on, listed, 348  
 Gasconade County Historical Society, 83, 207, 334; art. on, listed, 222  
*Gasconade County History, Owensville, Missouri, Volume One, 1979*, by Gasconade County Historical Society, noted, 114  
 Gaston, James, auto buggy, art. on, listed, 473  
 Gateway Arch, St. Louis, art. on, 302-326; (illus.)  
 Gearhart family, art. on, listed, 228  
 Geaslin, Ben, 309, 320, 323  
 Geerling, Ed, 416 (illus.)  
 General Electric Company, 48  
 General Metal Products Co., St. Louis, art. on, listed, 473  
 Gentry, Carl R., painting by, front cover, Jan. issue; (illus.)  
*George Washington Carver: Scientist and Symbol*, by Linda O. McMurry, reviewed, 355-358  
 Gerhardt, Mr. and Mrs. Burton J., 454  
 Gerk, Joseph A., 382 (illus.)  
 Gerlach, Pvt. Joseph, 68  
*German-Americans In The Washington, Missouri Area*, by Ralph Gregory, noted, 362-363  
 Gifts, 93-97, 215-218, 344-346, 460-465  
 Gill, Mrs. Ethel G., obit., 353  
 Gillespie, Walter W., obit., 353  
 Gilmartin, Tom, 303  
 Glass, Forrest & Oneta, art. on, listed, 228  
 Glen, Pvt. Ludwig, 68  
 Gloyd, Elman, art. on, listed, 105  
 Gobler, Mo., hist. of, art. on, listed, 105  
 Godsey, Roy, 258  
 Golden Eagle Ferry, art. on, listed, 227  
 Goldfish, art. on, listed, 105  
 Goldman, Eric, 166  
 Goldsby, Leo F., obit., 230  
 Goll, Judge Charles H., obit., 230  
 Gooden, Lionel C., 414, 415, 418  
 Goodrich, Dr. James W., 78, 92  
 Goodrich, Mrs. Marion E., obit., 478  
 Goodson, E. O., Jr., obit., 230  
 Gorden, J. A., 416  
 Gottfried Tower, Springfield, art. on, listed, 106  
 Graduate Theses Relating to Missouri History, 229  
 Graf, J. J., 447  
 Graham, Mrs. Ruth, 330  
 Grand Gulf Canyon, Oregon County, arts. on, listed, 105, 228  
 Grand Opera House, Kansas City, art. on, listed, 347  
 Grand River Historical Society, 83, 335

Grand Tower, Mississippi River, 243, 245  
 —see also Tower Rock  
 —vicinity of, map, 245 (illus.)  
 Grandpre, Louis de, 138  
 Grandview Historical Society, 208, 335  
 Grant, Col. Carl E., obit., 230  
 Grant City, Mo., 409, 410  
 Grant, H. Roger, "Courting the Great Western Railway: An Episode of Town Rivalry," 405-420; (illus.)  
 Grant, Gen. Ulysses S., 57; art. on, listed, 102  
 Grant, Mrs. Ulysses S., art. on, listed, 102  
 Graves, Judge W. W., art. on, listed, 466  
 Graves, Mrs. W. W., art. on, listed, 466  
 Great Lakes, 136, 138, 283, 287-289, 301  
 Green, Allie Mae Cameron, 88; art. on, listed, 472  
 Greene County, arts. on, listed, 98, 106, 469  
 Greene County Historical Society, 83, 208, 335, 453  
 Greenfield, Mo., hist. of, art. on, listed, 220  
 Greer Spring, art. on, listed, 107  
 Gregory, Ralph, 335; *German-Americans In The Washington, Missouri Area*, noted, 362-363  
 Greiner, Ottie, art. on, listed, 100  
 Grice, Clarence Lee, obit., 230  
 Grigsby, Tom, art. on, listed, 107  
 Grimes, Mrs. Robert B., obit., 353  
 Grist Mills, Shannon County, art. on, listed, 105  
 Grundy County Historical Society, 84, 208  
 Guensche, Charles W., obit., 108  
 Guerin, F. W., art. on, listed, 469  
 Guitar, Mrs. E. H., obit., 353

## H

Hadley, Gov. Herbert S., 391  
 Haerle, Mrs. F. R., obit., 353  
 Haggard, Mrs. P. H., art. on, listed, 102  
 Hale, Mo., log cabin, art. on, listed, 467  
 Hall, David N., obit., 230  
 Halleck, Gen. Henry W., 184  
 Hamilton, Mo., art. on, listed, 98  
 Hammerstein, Oscar, art. on, listed, 474  
 Hammond, G. H., Packing Co., 34, 51  
 Hannibal, Mo., 10  
 —arts. on, listed, 99, 220, 350  
 —Cardiff Hill, art. on, listed, 470  
 —Clemens, Sam, family graves, art. on, listed, 470  
 —police station, art. on, listed, 99  
 —streetcar barn, art. on, listed, 467  
 —Tom & Huck statue, art. on, listed, 470  
 —Twain, Mark, museum, art. on, listed, 220  
 Happy, J. Nelson, 449  
 Hardin, Mo.  
 —High School, arts. on, listed, 101, 222  
 —Ivaloe Park, art. on, listed, 106  
 —school, art. on, listed, 226  
 Harney, William Selby, Historical Society, 84, 335, 454  
 Harrington, John, art. on, listed, 470  
 Harrison County Historical Society, 454  
 Harzfeld's Parisian clothing store, Kansas City, art. on, listed, 347  
 Haskell, Leonidas, 176, 189  
 Havig, Dr. Alan R., 198; 194 (illus.)  
 Hawken, Jacob, art. on, listed, 472  
 Hawkin's Bank area, art. on, listed, 223  
 Hay, Charles M., 317-320; 317 (illus.)  
 Hayes, Pres. Rutherford B., 156  
 Hazard, Leland, obit., 230  
 Hazard, Tom R., 387  
 Hearst, Phoebe Apperson, art. on, listed, 469  
 Hearst, Phoebe Apperson, Historical Society, 335  
 Heisinger family, art. on, listed, 106  
 Helferstine, M. H., 2  
 Helm, Maude, obit., 478  
 Hemp crop, art. on, listed, 103  
 Henderson, Sen. John Brooks, art. on, listed, 350  
 Hendricks family, Cedar County, art. on, listed, 220  
 Hennings, Rep. Thomas C., Jr., 308  
 Hennings, Thomas J., 398, 399; 398 (illus.)  
 Henrietta, Mo., art. on, listed, 472

Henry County, 278  
 Henry County Historical Society, 84, 208  
*Henry Marquand* (transfer boat), art. on, listed, 107  
 Henry, Patrick, 278  
 Heritage Seekers of Palmyra, 84  
 Herlinger, John E., obit., 230  
 Hermann, Mo., 264, 426; 264 (illus.)  
*Hermann Maifest Pageants 1952-1964*, by Anna Hesse, noted, 234-235  
 Hermitage, Mo., art. on, listed, 220  
 Herrick Drugstore, Unionville, 16  
 Hess, Earl J., "The 12th Missouri Infantry: A Socio-Military Profile of A Union Regiment," 53-77; (illus.)  
 Hess, Mrs. Jane Dalton, obit., 478  
 Hesse, Anna, *Hermann Maifest Pageants 1952-1964*, noted, 234-235  
 Hewlett family, Mt. Pleasant, art. on, listed, 471  
 Hicks City, art. on, listed, 349  
 Hicks, George, art. on, listed, 472  
 Higbee Area Historical Society, 84  
 Higdon, G. E., inside back cover, Oct. issue  
 High Bluff Spring, picnic at, art. on, listed, 349  
 Hildebrand, Sam, art. on, listed, 220  
 Hillgartner, Frank E., obit., 478  
 Hills, A. Stephen, 281  
 Historic Kansas City Foundation, 454  
 Historic Missouri Churches  
 —Cumberland Presbyterian Church, Lexington, inside back cover, April issue; (illus.)  
 —First Presbyterian Church, Marshall, inside back cover, Jan. issue; (illus.)  
 —Immanuel Lutheran Church, Lockwood, inside back cover, July issue; (illus.)  
 —New Hope Primitive Baptist Church, inside back cover, Oct. issue; (illus.)  
 Historic Sites Act, 324, 326  
 Historical Association of Greater Cape Girardeau, 84, 208, 335, 454  
 Historical Association of Greater St. Louis, 85, 208, 336, 454  
 Historical Society of Polk County, 85, 209, 336, 454  
 Historical Society of University City, 85, 209  
*History of Rockville, Bates County Missouri and Surrounding Area*, by Joe Wesley Robinson, noted, 362  
*History of the Library, University of Missouri-Columbia, 1928-1946*, by June L. DeWeese, noted, 113  
 Hodges, R. Earle, 401  
 Hoffman, J. A., 41  
 Hogan, John Joseph, art. on, listed, 350  
 Holidays, arts. on, listed, 102, 224, 349, 469  
 Holt, Glen E., "St. Louis's Transition Decade, 1819-1830," 365-381; (illus.)  
 Holtschneider, C. W., 422, 425  
 Holtschneider, H., 429  
 Hombs, Mrs. Martha, obit., 353  
*Home of the Punkin Show: Skidmore, Missouri 1880-1980*, by Skidmore History Book Committee, noted, 112  
 Homes  
 —Berger, Samuel, Laclede County, art. on, listed, 348  
 —Blickensderfer, Jacob, Mansion, Laclede County, art. on, listed, 350  
 —Bonebrake, art. on, listed, 101  
 —Bowen, John S., art. on, listed, 224  
 —Brandon, art. on, listed, 473  
 —Bronaugh, W. C., Henry County, art. on, listed, 219  
 —Buford Cabin, Reynolds County, art. on, listed, 219  
 —Campbell, Robert, St. Louis, art. on, listed, 352  
 —Cupples, St. Louis, book on, noted, 113-119  
 —Dalton, James L., Poplar Bluff, art. on, listed, 225  
 —Day, Springfield, art. on, listed, 224  
 —DeKalb County, art. on, listed, 103  
 —Dick-Kobel Cabin, Cooper County, art. on, listed, 219  
 —Florissant, art. on, listed, 349  
 —Governor's Mansion, art. on, listed, 225

- Hoff Manor, Stockton, art. on, listed, 348
- Holmes-Mitchell, art. on, listed, 350
- Hunter-Dawson, New Madrid, art. on, listed, 221
- Lafayette Square, St. Louis, art. on, listed, 471
- Lemp Mansion, St. Louis, art. on, listed, 226
- Lincoln, John K., Clinton County, art. on, listed, 100
- Log Cabin, Hale, art. on, listed, 467
- MacIay Mansion, Tipton, art. on, listed, 347
- Marbut, Curtis Fletcher, Barry County, art. on, listed, 352
- Ravenswood Mansion, Cooper County, 282; 300 (illus.)
- Riggs, Absalom H., DeKalb County, arts. on, listed, 349, 469
- St. Charles, art. on, listed, 350
- Saxon Log, Perry County, 339 (illus.)
- Schlichteg, Charles, St. Louis, art. on, listed, 473
- Thornburgh, West Plains, art. on, listed, 228
- Turner, Tom, Boone County, art. on, listed, 472
- Hook, Mary Rockwell, art. on, listed, 474
- Hopkins, Harry L., 310-313, 316, 318, 320, 323
- Horak, Ella Lilly, art. on, listed, 107; obit., 108
- Hord, Marie, obit., 353
- Horses, famous, art. on, listed, 226
- Hospitals
  - Jewish Hospital of St. Louis, art. on, listed, 475
  - St. Anthony's Hospital, St. Louis, 12
  - St. Joseph Hospital, art. on, listed, 101
- Hotels
  - Broadway Hotel, Kansas City, 128
  - Lindell Hotel, St. Louis, 28 (illus.)
  - Maple Hotel, Independence, art. on, listed, 347
  - Owensville, art. on, listed, 222
  - Ozark Hotel, Bolivar, art. on, listed, 98
  - Portland Hotel, Crane, art. on, listed, 466
  - Travelers Hotel, Kirksville, art. on, listed, 221
  - Webster Hotel, Marshfield, art. on, listed, 226
  - Westmorland Hotel, St. Louis, 39
- Houle, Mike, art. on, listed, 471
- Hound dogs, art. on, listed, 102
- Howard, Benjamin A., 259, 261
- Howard, C. H., 127, 128
- Howard County, 125, 261, 266, 268
  - art. on, listed, 472
  - slavery, art. on, listed, 99
- Howard, L. H., 5, 10; Drug Co., Unionville, 5, 16
- Howard, Oliver Otis, 122, 123, 132, 135; 124 (illus.)
- Howell County, art. on, listed, 107
- Hoy, Daisy, art. on, listed, 351
- Hoy family, art. on, listed, 472
- Hudson Bay Company, 292
- Humboldt Sink, Nev., 442
- Hume . . . Coal, Corn and Cattle 1880-1980*, noted, 116
- Hungarian Society, 192
- Hunt, Cliff P., obit., 230
- Hunter, Gen. David, 187
- Hunter family, art. on, listed, 107
- Huntsville, Mo., 124, 125
- Hutchison, Margaret, 300
- Hutchison, Stuart, 449
- Hyde, Gov. Arthur Mastick, 384-390; 384 (illus.)
- I
  - Iberia, Mo., art. on, listed, 220
- Ickes, Harold, 308, 310-313, 316, 318, 320, 321, 323; 322 (illus.)
- Illinois Country, 136-138, 140, 141
- Independence, Mo., 128-129, 376
  - arts. on, listed, 103, 349, 470
  - Maple Hotel, art. on, listed, 347
  - North Pleasant St., art. on, listed, 221
  - Square, art. on, listed, 474
  - Temple Lot, art. on, listed, 467
- Independent Electric Machinery Co., Kansas City, art. on, listed, 224
- Indiana Territory, 281
- Indians
  - arts. on, listed, 103, 222
  - Blackfeet Treaty, art. on, listed, 472
  - Chippewa, 291, 292
  - Clay County, art. on, listed, 103
  - Delaware, 243
  - Fox, 139, 146, 292
  - Inco, art. on, listed, 107
  - map of Territory, art. on, listed, 347
  - Menominee, 292
  - Osage, 143, 259, 273
  - Ottawa, 291, 292
  - Pawnee, 433
  - Platte County, art. on, listed, 103
  - Potawatomi, 291, 292
  - Shawnee, 243, 259, 265
  - Sioux, 139, 146, 435
  - Winnebago, 292
- Ingenhron, Elmo, 92
- International Cattle Range Association, 34
- Irish Dragoons, 183, 184
- Iron County, 260; art. on, listed, 470
- Iron County Historical Society, 85, 209, 336, 454
- Ivaloo Park, Hardin, art. on, listed, 106
- J
  - J. S. (steamboat), art. on, listed, 107
- Jackson, Mo., art. on, listed, 221
- Jackson, Gov. Claiborne Fox, arts. on, listed, 351
- Jackson County Historical Society, 85, 209, 336
- Jackson, Dr. Donald, 252
- Jackson, S. H., 10, 18
- Jackson, Gen. Thomas "Stonewall," 190
- James Farm, Clay County, book on, noted, 239
- James, Jesse, arts. on, listed, 103, 225, 466, 467, 468, 471
- James, Willard F., 88; art. on, listed, 226
- Jamieson, James, arts. on, listed, 102, 224
- Jasper County, 401
- Jasper County Historical Society, 337
- Jefferson Barracks, St. Louis, 378 (illus.)
- Jefferson City, 44, 56, 58, 130, 132, 179, 264, 391, 400, 426
  - arts. on, listed, 104, 347, 474
  - Diocese, arts. on, listed, 469
- Jefferson City Capital News*, 387, 394, 397, 402
- Jefferson County, 266; De Soto, art. on, listed, 223
- Jefferson Memorial, Washington, D.C., 315
- Jefferson National Expansion Historical Association, 328
- Jefferson National Expansion Memorial Association, art. on, 302-326; (illus.)
- Jefferson National Expansion Memorial, St. Louis, art. on, 302-326; (illus.)
- Jefferson, Pres. Thomas, 254, 255, 302, 304, 307, 310, 313, 324, 326
- Jensen, Mrs. Walter, obit., 108
- Jerico Springs, Mo., arts. on, listed, 99
- Jewish Hospital of St. Louis, art. on, listed, 475
- Jezzard, Paul H., obit., 230
- Jim, the wonder dog, art. on, listed, 106
- Job High School, Shannon County, art. on, listed, 105
- "Jockey Row," Liberty, art. on, listed, 348
- Johnson County, 401; art. on, listed, 348
- Johnson County Historical Society, 209
- Johnson, Ida Collins, art. on, listed, 105
- Johnson, Lloyd Ed, obit., 478
- Jolly Mill, Newton County, art. on, listed, 105
- Jones, Joseph L., obit., 353
- Jones, Langdon, 402
- Jones, Oscar, art. on, listed, 349
- Jonesburg, Mo., Wright Smith Plantation, art. on, listed, 100
- Joplin Historical Society, 209, 337
- Journalists, Chinese, art. on, listed, 471
- Junghaus, Louis H., 59
- K
  - KWTO-KGBX, Springfield, arts. on, listed, 352

- Kaercher, Jacob, 59, 61  
 Kahoka, Mo., art. on, listed, 221  
 Kansas City, 39-41, 45, 48, 51, 123, 128, 262, 405-407, 412, 414, 417-419; 419 (illus.)  
   —architects, arts. on, listed, 103, 224, 349, 470, 474  
   —Armour Packing Co., 34, 35, 37, 45, 46, 51; 33 (illus.)  
   —arts. on, listed, 100, 102, 221, 350  
   —Benjamin, Alfred, Memorial, art. on, listed, 100  
   —Boley Building, art. on, listed, 221  
   —book on, noted, 118  
   —Broadway Hotel, 128  
   —City Hall, art. on, listed, 221  
   —City Market, art. on, listed, 225  
   —Civil Center district, art. on, listed, 470  
   —commercial district, art. on, listed, 470  
   —Elks Club, art. on, listed, 347  
   —Grand Avenue, arts. on, listed, 100, 467  
   —Grand Opera House, art. on, listed, 347  
   —Harzfeld's Parisian clothing store, art. on, listed, 347  
   —Independent Electric Co., art. on, listed, 224  
   —Linwood Boulevard, art. on, listed, 467  
   —Loretto Academy, 221  
   —Main Street, art. on, listed, 467  
   —Mount Washington Park, Swan Lake, art. on, listed, 221  
   —Municipal Stadium, art. on, listed, 100  
   —Odd Fellows Temple, art. on, listed, 347  
   —Pendergast, Thomas J., headquarters, art. on, listed, 470  
   —Penn Valley Park, art. on, listed, 221  
   —philanthropy in, book on, noted, 117-118  
   —Police headquarters, art. on, listed, 221  
   —Quality Hill neighborhood, art. on, listed, 470  
   —Swope Park, art. on, listed, 100  
   —Taylor, John, Dry Goods Co., art. on, listed, 469  
   —trolley lines, art. on, listed, 100  
   —Union Station, art. on, listed, 347  
   —University Club, arts. on, listed, 347-349  
   —Western Farm Show, art. on, listed, 471  
   —Westport Main School, art. on, listed, 100  
   —Y.M.C.A., art. on, listed, 467  
 Kansas City Area Archivists, 448  
 Kansas City Federal Archives and Records Center, 448  
 Kansas City Livestock Exchange building, art. on, listed, 347  
 Kansas City Monarchs, thesis on, noted, 229  
 Kansas City Museum of History and Science, art. on, listed, 470  
 Kansas City-Smithville Race Track, art. on, listed, 100  
 Kansas City Southern Railway, 419  
 Kansas City Stockyards, 31 (illus.); art. on, listed, 100  
 Kansas City Westerners, 86, 209, 337, 455  
 Kansas City, Wyandotte & North-Western Railroad, 407  
 Kansas State Historical Society, 448  
 Kapp, Pvt. Jacob, 66  
 Kaskaskia, Ill., 136, 138, 140, 141, 148  
 Kean, Gen. Jefferson Randolph, 307  
 Keller, Rep. Kent Ellsworth, 307, 308  
 Kemper Meat Market, Clinton, 50 (illus.)  
 Kemper, William T., 307  
 Kennerley, Henry A., art. on, listed, 472  
 Keytesville, Mo., 127  
 Kincaid, Tom, art. on, listed, 225  
 Kinderhook County, 279  
 Kingdom of Amarugia, Cass County, hist. of, art. on, listed, 219  
 Kingdom of Callaway, hist. of, art. on, listed, 471  
 Kingdom of Callaway Historical Society, 210, 337  
 King's Highway, 265  
 Kingsbury, Douglas, *A Brief History of Philanthropy in Kansas City*, noted, 117-118  
 Kinley, I. H., 51  
 Kinser, Bettye Janey Tiner, art. on, listed, 475  
 Kipp, Capt. James, art. on, listed, 103  
 Kircher, Henry, 66, 71; 66 (illus.)  
 Kirkpatrick, A. R., obit., 353  
 Kirksville, Mo., Travelers Hotel, art. on, listed, 221  
 Kirkwood, Mo.  
   —art. on, listed, 350  
   —Civil War, arts. on, listed, 104, 350  
   —High School, art. on, listed, 104  
   —Seminary, art. on, listed, 348  
 Kirkwood Historical Society, 86  
 Kleinsorge, Augustus, 422  
 Kleinsorge, Charles, art. on, 421-446; (illus.)  
 Kleinsorge, Henry Louis, 425  
 Kleinsorge, Herman Heinrich Christoph Juergen, 422  
 Knipmeyer, Gilbert, obit., 108  
 Knob Noster, Mo., Airbase, art. on, listed, 102  
 Knowlton, Iowa, 411-412  
 Knox County, hist. of, art. on, listed, 99  
 Knox family, art. on, listed, 228  
 Knox, Philander C., 39, 48; 40 (illus.)  
 Kohler, Otto, art. on, listed, 475  
 Kolbe, Pvt. Gustave, 73  
 Kraus, Albert, 62  
 Kremer, Gary R., book review by, 355-358  
 L  
 La Beume, Louis, 304, 307-309, 320  
 La Bonte Creek, Wyo., 436  
 La Follette, Sen. Robert M., 415  
 La Rue Royale, St. Louis, 265  
 Laclede County Historical Society, 210, 337, 455  
 Laclede County, Recorder's Office, art. on, listed, 471  
 Lademann, Capt. Otto C., 76  
 Ladies Anti-Beef Trust Association, 48  
 Ladies of Oakland, 450  
 Lafayette County, 279; art. on, listed, 472  
 Lafayette County Historical Society, 86, 210  
 Lafayette Square, St. Louis, art. on, listed, 104  
 Lafser, Fred, 449  
 LaGrange, Mo., art. on, listed, 466  
 Lakenan, James, art. on, listed, 472  
 Lakes  
   —Basswood Lakes, Platte County, art. on, listed, 105  
   —Great Lakes, 136, 138, 283, 287-289, 301  
   —Lake Erie, 284  
   —Lake Michigan, 287, 294  
   —Lake of the Ozarks, art. on, listed, 100  
   —Lake Ontario, 284  
   —Lake Superior, 288  
 Lalley, Kenneth J., obit., 230  
 Lamar, Mo., arts. on, listed, 221  
 Lamar, Dr. Robert F., obit., 353  
 Lambert Field, St. Louis, art. on, listed, 104  
 Lamkin, Adrian, 200  
 Land Ordinance, 1785, 255  
 Landis, Mrs. Clyde H., obit., 353  
 Landmarks Association of St. Louis, 86  
 Lane, Dr. William Carr, 368  
 Larson, Carl, obit., 230  
 Larson, Sidney, 87; art. on, listed, 471  
 LaSalle Park neighborhood, St. Louis, book on, noted, 238-239  
 Lathrop, Mo., art. on, listed, 221  
 Lauer, Jeanette C., and Robert H., "St. Louis and the 1880 Census: The Shock of Collective Failure," 151-163; (illus.)  
 Laugaard, Glenn, obit., 478  
 Lavelle, Joseph, 281  
 Lawrence County Historical Society, 86, 210, 337, 455; museum, 87 (illus.)  
 Lawson, V. Lonnie, "Public Advocacy and the Establishment of the Missouri State Highway Patrol," 382-404; (illus.)  
 Lea, Thomas C., art. on, listed, 470  
 Leavenworth & St. Joseph Railway, 407  
 Lebanon, Mo., arts. on, listed, 221, 224  
 Ledbetter, Rev. Allen, art. on, listed, 352  
 Ledergerber, Fred Tell, 59, 76  
 Lee, Bob, art. on, listed, 474  
 Lee, Robert E., art. on, listed, 226  
 Leech, Howard Wray, obit., 353  
 Lee's Summit Journal, art. on, listed, 100

Leonard, Abiel, 283-285, 298-301; 285 (illus.)  
 Leonard, Benjamin, 284, 299, 300  
 Leonard, Charles, 282  
 Leonard, Margaret, 288  
 Leonard, Nathaniel, art. on, 282-301; (illus.)  
 Levine, Issac Don, art. on, listed, 102  
 Lewis and Clark Expedition, 241, 252  
   —art. on, 241-252; (illus.)  
   —arts. on, listed, 224, 350, 475  
 Lewis, Henry, art. on, listed, 469  
 Lewis, Meriwether, 242, 243, 245, 247, 249,  
 252, 264, 304; art. on, listed, 107  
 Lexington, Mo., 365, 372  
   —arts. on, listed, 100, 221, 467  
   —Masonic College, art. on, listed, 349  
   —thesis on, noted, 229  
 Lexington Library and Historical Association,  
 87, 328, 455  
 Liberty, Mo., 128  
   —high school, art. on, listed, 221  
   —"Jockey Row," art. on, listed, 348  
   —Missouri Street, art. on, listed, 348  
**Libraries**  
   —Barr Branch, St. Louis, art. on, listed,  
   474  
   —Carondelet Branch, art. on, listed, 224  
   —Columbia Public, 447  
   —Mercantile, St. Louis, 157; art. on,  
   listed, 351  
   —Missouri Geological Survey, Rolla, art.  
   on, listed, 474  
   —Rich Hill Memorial, hist. of, art. on,  
   listed, 100  
   —University of Missouri-Columbia, book  
   on, noted, 113  
   —Whitaker, Mae M., St. Louis Conserva-  
   tory of Music, art. on, listed, 474  
   —Wright, Harold Bell, Pierce City, art.  
   on, listed, 351  
 Lillard (Lafayette) County, 278; art. on,  
 listed, 472  
 Lillard, James, 278  
 Lincoln, Pres. Abraham, 74, 175, 187-190;  
 art. on, listed, 351  
 Lincoln University (Institute), 129, 132  
 Lindbergh, Charles A., arts. on, listed, 104,  
 471  
 Lindell Hotel, St. Louis, 28 (illus.)  
 Lindenwood Colleges, St. Charles, art. on,  
 listed, 106  
 Linn, Margaret, *Hume . . . Coal, Corn and*  
*Cattle, 1880-1980*, noted, 116  
 Linnean House, art. on, listed, 104  
*Lion of the Valley, St. Louis, Missouri*, by  
 James Neal Primm, reviewed, 479-481  
 Lionberger, Mrs. Erle, 449  
 Litchman, William M., 200  
*Livingston County History: Celebrating 150*  
*Years, 1821-1981*, by Retired Senior Vol-  
 unteer Program, noted, 360  
 Lloyd, Rev. George, 50  
 Lobban, Mabel, family, art. on, listed, 102  
 Lockhart, Lora R., *Preserving Yesterday*  
*for Tomorrow: A History of DeKalb*  
*County, Missouri Maysville the County*  
*Seat, Camden Township, Family Histories*,  
 noted, 361  
 Logan, Rev. J. B., inside back cover, April  
 issue  
 Logan, John V., art. on, listed, 470  
 Lone Elm Prairie, 129  
 Long, Robert Alexander, book on, noted,  
 482  
 Longwell, John, obit., 476-477  
 Lonsdale, John G., 303  
 Lord, Francis, 71, 74  
 Loretto Academy, Kansas City, art. on,  
 listed, 221  
 Louisiana, Mo.  
   —art. on, listed, 221  
   —fair, 1878, art. on, listed, 221  
 Louisiana, District of, 254, 260, 281  
 Louisiana, Province of, 136, 137, 139; 142  
 (illus.)  
 Louisiana Purchase, 260, 269, 304, 313;  
 Map, 254 (illus.); Treaty, 254  
 Louisiana, Territory of, 260, 261  
 Love, A. Wallace, art. on, listed, 349  
 Lubell, Samuel, 172  
 Lucas, John B. C., 280  
 Ludwick, John, art. on, listed, 466

Luebbering, Maria Dorteia, 423  
 Lyceum Building, Manchester, art. on,  
 listed, 226  
 Lynching, arts. on, listed, 106  
 Lyon, Nathaniel, 54, 174  
**Mc**  
 McAdam, Dr. J. D., art. on, listed, 469  
 McAlister, Larry, 204  
 McClain, Mrs. Mabel E., obit., 230  
 McClary, John H., art. on, listed, 228  
 McClellan, Gen. George B., 174, 187  
 McClellan, John, arts. on, listed, 472  
 McCoy, Mrs. Bruce R., obit., 354  
 McCray, William and Nancy, art. on, listed,  
 467  
 McCue, George, 193; *Building Art in St.*  
*Louis: Two Centuries*, noted, 362  
 McDonald County, 279  
 McDonald, Jesse, 303, 307  
*McDonnell Douglas Aircraft Since 1920*, by  
 René J. Francillon, noted, 235  
 McDonnell, James S.  
   —art. on, listed, 224  
   —Company, art. on, listed, 224; book on,  
   noted, 235  
 McDowell, Joseph Nash, 28 (illus.)  
 McDowell School Association, 327  
 McGrane, Martin, 1842-1882: *Forty Years*  
*of History at the James Farm, Kearney,*  
*Missouri*, noted, 239  
 McGuire, Edna, 447  
 McIntyre, Colonel, 323  
 McKee, Dora, obit., 108  
 McKinley, Pres. William, 31  
 McLaughlin, Stephen Webster, art. on,  
 listed, 106  
 McMurry, Linda O., *George Washington*  
*Carver: Scientist and Symbol*, reviewed,  
 355-358  
 McMurtrey, Dr. Jasper Newton, art. on,  
 listed, 101  
 McNair, Alexander, 280  
 McNamee, Maurice B., *The Cupples House:*  
*A Turn of the Century Romanesque*  
*Mansion*, noted, 118-119  
**M**  
 Macarty, Maj. Barthelmy Daniel, 139, 140  
 Macfadden, Bernarr, art. on, listed, 349  
 Mackay, James, art. on, listed, 224  
 Mackay, John, art. on, listed, 472  
 Mackenzie, Lt. William, 73  
 Mackinac Island, 288-291, 293, 294, 297,  
 299, 301; 289 (illus.)  
 MacMorris, Daniel L., obit., 478  
 Madison County, 124, 125, 137, 259, 266  
 Maestre, Sidney, 303  
**Magazines**  
   —*Missouri*, 392, 399  
   —*St. Louis And Canadian Photographer*,  
   29  
   —*St. Louis Practical Photographer*, 26, 29  
 Maitland, Missouri, 1880-1980: *Blue Grass*  
*Mecca II*, by the Maitland Centennial  
 Committee, et. al., noted, 115-116  
 Malden, Mo., art. on, listed, 221  
 Manchester, Mo., arts. on, listed, 226  
 Manchester, William, 166  
 Mann family, Mt. Pleasant, art. on, listed,  
 471  
 Mansfield Boys Good Roads Club, art. on,  
 listed, 472  
 Maple Hotel, Independence, art. on, listed,  
 347  
 Maramec, Mo., hist. of, arts. on, listed,  
 225, 471  
 Marble Hill, Mo., art. on, listed, 221  
 Marbut, Concha, 327  
 Marceline, Mo., 406  
 March, Dr. David D., 198, 212, 213; 194  
 (illus.)  
 Maries County, Vichy Springs, art. on,  
 listed, 223  
 Marquette-Cherokee neighborhood, St. Lou-  
 is, art. on, listed, 106  
 Marr, George, 37  
 Marshall, George, 168, 171  
 Marshall Plan, 164, 169, 172, 173  
 Marshallfield, Mo., medicinal spring, art. on,  
 listed, 105  
 Marthasville, Mo., art. on, listed, 222

- Martin, Joe, Jr., art. on, listed, 475  
 Maryville, Mo., 414  
 Masonic College, Lexington, art. on, listed, 349  
 Mast Creek, 251  
 Mathias, Richard F., obit., 230  
 Matthews, C. D., 382 (illus.)  
 Maximillian, Prince Alexander Philip, 245, 246  
 May, Morton J., 303  
 Mayes, Martin, art. on, listed, 351  
 Meachum, Rev. John Berry, art. on, listed, 227  
 Meentmeyer, Mrs. Eva, 450  
 Melom, Halvor, 369  
 Mencken, H. L., art. on, listed, 225  
 Meramec Highlands, art. on, listed, 106  
 Mercantile Library, St. Louis, 157; art. on, listed, 351  
 Merchants' Exchange, St. Louis, 161  
 Mercurio, Mrs. J. K. L., obit., 230  
 Mernitz, Susan, 455  
 Merriam, Dr. Charles E., 307  
 Meta, Mo., art. on, listed, 225  
 Mexico, Mo., 122; American Saddle Horse Museum, art. on, listed, 473  
 Meyer, Carl F. G., 303  
 Meyer, Lt. Frederick, 75  
 Miller County Historical Society, 210, 338  
 Miller, Robert E., "Zagonyi," 174-192; (illus.)  
 Mills, Howard, 413, 414  
 Milroy, Gen. Robert H., 190  
 Mine Au Breton Historical Society, 210, 338  
 Mine La Motte, 125, 141, 145, 148  
 Mines, lead, art. on, 136-150; (illus.)  
 Misse, Fred B., "Truman, Berlin and the 1948 Election," 164-173; (illus.)  
 Mississippi County, 278  
 Mississippi River, 56, 57, 70, 132, 136-138, 140, 141, 143, 144, 146, 150, 175, 241, 246, 252, 253, 256, 259, 262, 264, 266, 269, 289, 300, 371, 375, 377-379, 406  
   —arts. on, listed, 227, 473, 475  
   —maps, 242-245; 142, 149, 242, 244, 245, 247 (illus.)  
   —packetboat travel, book on, noted, 236  
   —steamboat trade, book on, noted, 119-120  
 Mississippi Valley, 137, 153, 174  
 Missouri  
   —arts. on, listed, 225, 475  
   —book on, noted, 238  
   —Capitol art, art. on, listed, 471  
   —caves, art. on, listed, 104  
   —children's literature, art. on, listed, 474  
   —church hist., art. on, listed, 105  
   —counties, art. on, 253-281; (illus.); maps, 271, 272 (illus.)  
   —courthouses, art. on, listed, 101; book on, reviewed, 109-111  
   —education, blacks, art. on, 121-135; (illus.)  
   —Fish and Game Department, 385  
   —General Assembly, 309, 374, 385, 389-391, 393, 394, 397, 399  
   —German-American Folklore, art. on, listed, 225  
   —Governor's Mansion, art. on, listed, 225  
   —House, 392, 395, 396, 400, 402; Committee on Municipal Corporations, 392; Committee on Roads and Highways, 395, 397, 400  
   —lowlands, map, 277 (illus.)  
   —names, art. on, listed, 225  
   —parks, art. on, listed, 471  
   —prairie, map, 275 (illus.)  
   —railroads, map, 276 (illus.)  
   —rivers, map, 263 (illus.)  
   —roads, map, 265 (illus.); art. on, listed, 472  
   —Senate, 391, 392, 397, 401, 402; Committee on Roads and Highways, 401; Committee on the Criminal Code, 391, 392  
   —Territory of, maps, 267 (illus.)  
 Missouri (magazine), 392, 399  
 "Missouri and the Beef Trust: Consumer Action and Investigation, 1902," by Steven L. Plott, 31-52; (illus.)  
 Missouri Arts Council, 328  
 Missouri Association for Criminal Justice, 383, 391, 398  
 Missouri Banker's Association, 394  
 Missouri Baptist Convention, Historical Commission, 200  
 Missouri Board of Charities, 388  
 Missouri Committee for the Humanities, Inc., 200  
 Missouri Company, 370  
 Missouri Compromise, 269  
 Missouri Conference on History, 78, 447  
 "Missouri County Organization 1812-1876," by Marian M. Ohman, 253-281; (illus.)  
 Missouri Crime Survey, 383, 391  
 Missouri Dental Association, art. on, listed, 104  
 Missouri Department of Natural Resources, 449; Historic Preservation Program, 328  
 Missouri Equal Rights League, 123  
 Missouri Federation of Labor, 395, 400  
 Missouri Folklore Society, 200  
 Missouri Geological Survey Library, Rolla, art. on, listed, 474  
 Missouri Historical Society, St. Louis, 210, 338, 455  
 Missouri History in Magazines, 102-107, 224-228, 349-352, 469-475  
 Missouri History in Newspapers, 98-101, 219-223, 347-348, 466-468  
 Missouri Home Guard, 62  
 Missouri Pacific Railroad, 406; art. on, listed, 223  
 Missouri River, 136, 241, 246, 260, 262-264, 266, 271, 272, 377-379, 422, 425-427  
   —arts. on, listed, 98, 224, 472, 474  
   —flood, art. on, listed, 103  
   —flood control, art. on, listed, 472  
   —maps, 245-252; 247, 248, 250, 251, 263 (illus.)  
   —rapids, art. on, listed, 225  
 Missouri School for the Deaf Library, Fulton, art. on, listed, 474  
 Missouri State Bar Association, 390, 391  
 Missouri State Guard, 179, 383  
 Missouri State Highway Commission, 394-395  
 Missouri State Highway Patrol, art. on, 382-404; (illus.)  
 Missouri State Highway Patrol, 50th Anniversary, 1931-1981, noted, 359  
 Missouri State Teachers Association, arts. on, listed, 227, 351, 352  
 Missouri Supreme Court, 44, 51, 301  
 Missouri, Territory of, 261, 265, 266, 284; General Assembly, 265; maps, 267 (illus.)  
 Missouri's Literary Heritage for Children and Youth: An Annotated Bibliography of Books about Missouri, by Alice Irene Fitzgerald, reviewed, 231-233  
 Mitchell family, Stockton, art. on, listed, 348  
 Mittmann, Lt. William, 74  
 Moehlenpah, Walter, art. on, listed, 473  
 Monett train robbery, 1894, art. on, listed, 350  
 Moniteau County, 278  
 Moniteau County Historical Society, 211, 338  
 Moniteau County, Missouri Family History Book, A History of Moniteau County and Its People, by the Moniteau County Historical Society, noted, 237-238  
 Monroe and Walton Jewelers, Unionville, 2  
 Monroe Chemical Company, 15, 18  
 Monroe Chemical de Mexico, 19  
 Monroe Color and Chemical Company, 13, 14  
 Monroe Drug Company, art. on, listed, 348  
 "The Monroe Drug Company 1876-1976: A Century of Chemical Enterprise," by Robert G. Schultz, 1-21; (illus.)  
 Monroe, Edward N., art. on, 1-21; 14 (illus.)  
 Monroe, Flora, 5, 18  
 Monroe, Neal, 16, 18  
 Montgomery County, 260, 266; art. on, listed, 100  
 Montgomery County Historical Society, 88  
 Moody family, art. on, listed, 471

Morgan, Amhurst Lee, art. on, listed, 349  
 Morgan County, art. on, listed, 351  
 Morgan County Historical Society, 88, 456  
 Morgan, J. P., & Company, 415, 417  
 Morganford neighborhood, St. Louis, art. on, listed, 473  
 Mormons, 438, 440, 441; art. on, listed, 350  
 Morrill, Levi, art. on, listed, 471  
 Morris family, art. on, listed, 471  
 Morris, Mrs. Leona, 448  
 Morris, Nelson & Co., 34, 45, 46; 36, 43 (illus.)  
 Morris, Wright, art. on, listed, 469  
 Morrow Mill, Carthage, art. on, listed, 98  
 Morton, George, 281  
 Moss, Luella St. Clair, art. on, listed, 219  
 Moulder, Addie and Benage, art. on, listed, 219  
 Mt. Pleasant Township, Lawrence County, pioneer families, art. on, listed, 471  
 Mt. Vernon, Mo.  
 —art. on, listed, 222  
 —Civil War Expedition, 1862, art. on, listed, 104  
 Mount Washington Park, Swan Lake, Kansas City, art. on, listed, 221  
 Mountain Grove, Mo., school, art. on, listed, 222  
 Movies, traveling, art. on, listed, 228  
 Muckerman, Christopher J., obit., 230  
 Mueller, Richard E., *A Century of the Symphony*, noted, 235-236  
 Mules, arts. on, listed, 104, 105  
 Mullies, William A., *Hume . . . Coal, Corn and Cattle 1880-1980*, noted, 116  
 Murphy, Russell, 320, 323, 326  
 Museums  
 —American Saddle Horse, Louisville, Ky., art. on, listed, 473  
 —American Saddle Horse, Mexico, art. on, listed, 473  
 —Foster, Ralph, School of the Ozarks, art. on, listed, 474  
 —Kansas City Museum of History and Science, art. on, listed, 470  
 —Lawrence County Historical Society, 87 (illus.)  
 —National Museum of Transport, St. Louis County, art. on, listed, 104  
 —St. Louis Art, art. on, listed, 224  
 Myrtle, Mo., art. on, listed, 228

## N

Nagle, John, 313  
 Napier, Robert Ray, obit., 354  
*Natchez* (steamboat), art. on, listed, 352  
 Nation, Carry A., art. on, listed, 469  
 National Museum of Transport, St. Louis County, art. on, listed, 104  
 National Recovery Act, 321  
 National Register of Historic Places, 282; Missouri sites added, 328  
 National Retail Butchers' Cooperative Association, 33  
 Native Sons of Kansas City, 211  
 Naughton, Capt. Patrick, 183, 184  
 Neathery, Bob, art. on, listed, 475  
 Nelhardt, John G., Corral of Westerners, 88, 338, 456  
 Neosho, Mo., 24, 181; Civil War, art. on, listed, 224  
 Nevada, Mo., art. on, listed, 100  
 New Hope Primitive Baptist Church, inside back cover, Oct. issue; (illus.)  
 New Madrid, Mo., 131, 132, 135, 261, 265; Hunter-Dawson Home, art. on, listed, 221  
 New Madrid Bend, art. on, listed, 103  
 New Madrid County, 130, 135  
 New Orleans, 137-139, 141  
 Newland, William, art. on, listed, 473  
 Newsome, Jesse, 127  
 Newspapers  
 —Ash Grove *Commonwealth*, art. on, listed, 98  
 —Benton County *Enterprise*, art. on, listed, 348  
 —Butler *Weekly Times*, art. on, listed, 347  
 —Conception Junction *Herald*, 413  
 —Jefferson City *Capital News*, 387, 394, 397, 402

—Lee's *Summit Journal*, art. on, listed, 100  
 —Parnell *Sentinel*, 410, 411, 413, 414, 418  
 —Pattonsburg *Call*, art. on, listed, 105  
 —Ravenwood *Gazette*, 410, 413, 414, 416, 418  
 —St. Louis *Globe-Democrat*, 155-157, 159, 161  
 —St. Louis *Missouri Republican*, 155, 161  
 —St. Louis *Post-Dispatch*, 32, 152, 154, 156-162, 315-317; 163, 314 (illus.)  
 —Sheridan *Advance*, 410, 413, 417, 418  
 —Springfield *Leader and Democrat*, 40-41  
 —Unionville *Putnam County Journal*, 18  
 Newton County Historical Society, 88, 211, 456  
 Newton County, Jolly Mill, art. on, listed, 105  
 Niangua  
 —families, art. on, listed, 349  
 —log homes, art. on, listed, 349  
 Nichols, J. C., art. on, listed, 350  
 Nicolay, Cecil, art. on, listed, 219  
 Niederlander, Don, obit., 354  
 Nielson, Edward W., Sr., obit., 230  
 Nimmo, L. W., 18, 19  
 9th Illinois Infantry, 62  
 9th Iowa Infantry, 66  
 Nodaway County, 278, 409-410, 412, 420  
 Nodaway County Historical Society, 338  
 Norman, Gladys McPherson, art. on, listed, 475  
 Norris, Lloyd R., obit., 230  
 North Missouri Railroad, art. on, listed, 352  
 Northwest Missouri State University, book on, noted, 363  
 Northwest Ordinance, 254, 255  
 Norwood, Mo., art. on, listed, 222  
 Novelty, Mo., hist. of, art. on, listed, 220  
 Novinger, Mo., book on, noted, 112-113

## O

Oak Grove, Mo., art. on, listed, 222  
 Oak Hill neighborhood, St. Louis, art. on, listed, 473  
 Oakie, Jack, art. on, listed, 104  
 Oakland neighborhood, St. Louis, art. on, listed, 351  
 Occidone, Lt. Dominica, 177  
 Odd Fellows Temple, Kansas City, art. on, listed, 348  
 Odessa Ice Cream Company, art. on, listed, 471  
 O'Fallon, Maj. Benjamin, 246  
 O'Fallon Historical Society, 88  
 Offield, Lewis, art. on, listed, 104  
 O'Hara, John, 388  
 Ohman, Marian M., *Encyclopedia of Missouri Courthouses*, reviewed, 109-111; "Missouri County Organization 1812-1876," 253-281; (illus.)  
 Oklahoma, French & Spanish routes into, art. on, listed, 473  
 Old Bagnell, Mo., art. on, listed, 349  
 Old Mines, Mo., arts. on, listed, 99, 225  
 Old Mines Area Historical Society, 211, 456  
 Old Trails Historical Society, 88, 212, 338, 457  
 Olinger, Mo., art. on, listed, 350  
 Olympics, marathon, 1904, art. on, listed, 224  
*One Hundred Years, Sacred Heart Parish, Columbia, Missouri, 1881-1981*, by Francis Pike, et. al., noted, 116-117  
 O'Neill, Rose, arts. on, listed, 472, 474  
 Ordway, John, 251  
 Oregon County, 278  
 —Black Pond Township, arts. on, listed, 105  
 —Civil War, cave, art. on, listed, 472  
 —Grand Gulf Canyon, arts. on, listed, 105, 228  
 —Myrtle, art. on, listed, 228  
 Oregon Trail, art. on, listed, 224  
 Orr, Leonard, 330  
 Orrick High School, art. on, listed, 472  
 Osage County, 278, 427  
 Osage Project, art. on, listed, 349  
 Osborn, Mo., art. on, listed, 349  
 Osgood, E. S., 251, 252



Osterhaus, Peter J., 54, 55, 57-59, 62, 71; 70 (illus.)  
 O'Sullivan, Capt. T. L., 47  
 Otterville, Mo., 125-127  
 Otto School, Dexter, art. on, listed, 99  
 Outlaws  
   —Anderson, Bill, art. on, listed, 106  
   —art. on, listed, 352  
   —James, Jesse, arts. on, listed, 103, 225, 466, 467, 468, 471  
 Owen, Mary Alicia, art. on, listed, 225  
 Owensville, Mo.  
   —book on, noted, 114  
   —hotel, art. on, listed, 222  
 Ozark Airlines, hist. of, thesis on, noted, 229  
 Ozark County, water mills, arts. on, listed, 467  
 Ozark Fisheries Inc., Stoutland, art. on, listed, 105  
 Ozark Hotel, Bolivar, art. on, listed, 98  
 Ozarks, 273  
   —arts. on, listed, 99, 105, 220, 222, 347, 467, 469  
   —Civil War, art. on, listed, 350  
   —estate builders, art. on, listed, 470  
   —fiddling, art. on, listed, 469  
   —folklore, arts. on, listed, 105  
   —Foster, Ralph, Museum, art. on, listed, 474  
   —Grand Gulf Canyon, art. on, listed, 105  
   —holidays, arts. on, listed, 102, 224, 349, 469  
   —prairies, art. on, listed, 469  
   —railroad, art. on, listed, 475  
   —sawmilling, art. on, listed, 469

P

Pacific, Mo., art. on, listed, 222  
 Pacific Railroad, 187, 276, 406  
*Packets On Parade*, by Marilynne Bradley, noted, 236  
 Pahlman, Annie Sanford, art. on, listed, 347  
 Palmer, Singleton, 447  
 Palmyra, Mo., art. on, listed, 99  
 Papinville, Mo., hist. of, art. on, listed, 100  
 Parchcorn Hollow, Christian County, art. on, listed, 104  
 Park, Gov. Guy B., 309  
 Parker, Dr. James W., art. on, listed, 350  
 Parker, Thomas A., 123-125, 127, 128, 130, 132-134  
 Parks  
   —Big Oak Tree State, art. on, listed, 104  
   —Ivaloo, Hardin, art. on, listed, 106  
   —Mount Washington, Kansas City, art. on, listed, 221  
   —Penn Valley, Kansas City, art. on, listed, 221  
   —St. Louis, art. on, listed, 473  
   —Swope, Kansas City, art. on, listed, 100  
 Parnell City, Mo., 409-418, 420  
*Parnell Sentinel*, 410, 411, 413, 414, 418  
*Partners With God: Biographical Sketches of Our Ministers 1832-1982*, by Mary K. Dains, noted, 484  
 Pattison, William, 259  
*Pattonsburg Call*, art. on, listed, 105  
 Pausch, Adam G., obit., 354  
 Pawpaw Lodge, Richland, art. on, listed, 472  
 Paxton, John, 380  
 Pea Ridge, Ark., 61, 70, 71  
 Pearce, Gertrude, art. on, listed, 466  
 Peck, George W., art. on, listed, 475  
 Peck, John Mason, 366, 367  
 Pemiscot County, 278  
 Pemiscot County Historical Society, 88, 212, 338, 457  
 Pendergast, Thomas J., headquarters, Kansas City, arts. on, listed, 349, 470  
 Penn Valley Park, Kansas City, art. on, listed, 221  
 Penney, J. C., art. on, listed, 98  
 Perry County Lutheran Historical Society, 338  
 Perry County, Saxon Log House, 339 (illus.)  
 Pershing, Gen. John J., arts. on, listed, 102, 470, 471  
 Pettis County, 125; arts. on, listed, 223, 352

Pettis County Historical Society, 89, 212, 340  
 Pettit, Mrs. Margaret Magill, obit., 108  
 Pfeiffer, Lt. Alexander, 70  
 Phelps County, 276; book on, noted, 113-114  
 Phelps County Historical Society, 340  
 Philadelphia, Mo., art. on, listed, 222  
 Philanthropy, Kansas City, book on, noted, 117-118  
 Phillips, Cabell, 166  
 Pierce City, library, art. on, listed, 104  
 Piernas, Pedro, 255  
 Pike County, 260, 266  
 Pike County Historical Society, 89, 212, 340, 457  
 Pike, Francis, *One Hundred Years, Sacred Heart Parish, Columbia, Missouri, 1881-1981*, noted, 116-117  
 Pilot Knob, art. on, listed, 104  
 Pioneer Heritage Association, 89, 212  
 Plott, Steven L., "Missouri and the Beef Trust: Consumer Action and Investigation 1902," 31-52; (illus.)  
 Platte City, Mo., Bartlett Mercantile Company, art. on, listed, 472  
 Platte County  
   —arts. on, listed, 103, 351  
   —Basswood Lakes, art. on, listed, 105  
   —hist. of, art. on, listed, 105  
   —historic sites, art. on, listed, 103  
   —Indians, art. on, listed, 103  
   —round barn, art. on, listed, 226  
 Platte County Historical Society, 457  
 Platte Purchase, 272; art. on, listed, 103  
 Pleasant Hill Historical Society, 89  
 Pogue, Clarence "Peggy," art. on, listed, 105  
 Point Pleasant, Mo., 131  
 Polk County  
   —courthouse, art. on, listed, 98  
   —railroads, arts. on, listed, 98, 219  
 Pony Express, arts. on, listed, 99, 105, 225  
 Pony Express Historical Association, 89, 212, 340, 457  
 Pool, Henry, family, art. on, listed, 103  
 "Pool of Siloam," art. on, listed, 348  
 Poole, Mrs. Anna Lynch, private school, art. on, listed, 107  
 Portland Hotel, Crane, art. on, listed, 466  
 Portneuf, Robineau de, 145, 150  
 Post Offices, Clinton, art. on, listed, 98  
*Postcards from Old Kansas City*, by Mrs. Sam Ray, noted, 118  
 Postmasters, art. on, listed, 103  
 Potter, Marian, 328, 447  
 Powell, Claudia, 448  
 Powell, William H., art. on, listed, 227  
 Powersville School, Putnam County, art. on, listed, 223  
 Prairie Scouts, 182, 183, 185  
 Prendiville, Maurice, 46  
*Preserving Yesterday for Tomorrow: A History of DeKalb County, Missouri, Maysville the County Seat, Camden Township, Family Histories*, by Lora R. Lockhart, noted, 361  
 Price, A. M., 193  
 Price, Gen. Sterling, 77, 181; genealogy, art. on, listed, 351  
 Prier Brass Manufacturing Co., art. on, listed, 469  
 Primm, James Neal, *Lion of the Valley, St. Louis, Missouri*, reviewed, 479-481  
 Proctor, Mo., art. on, listed, 351  
 Pruitt family, art. on, listed, 471  
 "Public Advocacy and the Establishment of the Missouri State Highway Patrol," by V. Lonnie Lawson, 382-404; (illus.)  
 Pulaski County, hist. of, art. on, listed, 468; pioneer families, hist. of, art. on, listed, 223  
 Putnam County, 2, 6, 7  
   —courthouse, 1  
   —Powersville School, art. on, listed, 223  
 Putnam Fadeless Dyes  
   —art. on, 1-21; (illus.)  
   —trademark, front cover, Oct. issue; (illus.)  
 Putnam, Gen. Israel, 7, 15  
 Putnam, Rufus, 255

## Q

- Quality Hill neighborhood, Kansas City, art. on, listed, 470  
 Qualls, Mrs. Gussie, obit., 230  
 Quarles, Rev. James A., inside back cover, Jan. issue  
*Quincy* (steamboat), art. on, listed, 107  
 Quincy, Ill., 1, 10-14, 16, 18-20  
 Quirk, Mrs. Paula, 448

## R

- Racine, Mo., art. on, listed, 221  
 Rae, George, art. on, listed, 469  
 Ragtown, Nev., 443  
 Rail fence, art. on, listed, 224  
 Railroads  
   —Advance, Mo., art. on, listed, 347  
   —art. on, listed, 473  
   —Burlington, 406, 409, 410  
   —Chicago and Alton, 43-44  
   —Chicago & Northwestern Transportation Co., 419  
   —Chicago Great Western Railroad Company, 415  
   —Chicago Great Western Railway Company (CGW), art. on, 405-420; (illus.)  
   —Chicago, St. Paul & Kansas City Railroad (CStP&KC), 407, 409; ad, 408 (illus.)  
   —Frisco, art. on, listed, 224  
   —Gasconade Bridge disaster, art. on, listed, 350  
   —Hannibal-St. Joseph line, 276  
   —Kansas City Southern Railway, 419  
   —Kansas City, Wyandotte & Northwestern, 407  
   —Leavenworth & St. Joseph Railway, 407  
   —Missouri Pacific, 406; art. on, listed, 223  
   —North Missouri, art. on, listed, 352  
   —Ozarks, art. on, listed, 475  
   —Pacific, 187, 276, 406  
   —Rock Island, 406, 407, 419, 420; depot, Eldon, art. on, listed, 466; Kansas City-St. Louis line, art. on, listed, 350  
   —Santa Fe, 48, 406  
   —strike, 1877, art. on, listed, 102  
   —travel, art. on, listed, 226  
   —Union Pacific, 407  
   —Wabash, 406, 412, 417, 418  
 Ralls County, 260; art. on, listed, 473  
 Ramsey, James A., 401  
 Randolph County, 123  
 Randolph County Historical Society, 212, 340  
 Ravenwood, Mo., 409-414, 416, 417, 420  
*Ravenwood Gazette*, 410, 413, 416, 418  
 Ray County  
   —arts. on, listed, 472  
   —floods, 1903, 1951, arts. on, listed, 226  
   —historic sites, arts. on, listed, 101, 106, 222, 348, 351  
   —postal roads, art. on, listed, 106  
   —Rockingham, art. on, listed, 225  
 Ray County Historical Society, 89, 341, 457  
 Ray, S. J., cartoon by, 167 (illus.)  
 Ray, Mrs. Sam, *Postcards from Old Kansas City*, noted, 118  
 Raytown Historical Society, 89, 341, 457  
 Reading, Mary Ruth, 212  
 Ream, Vinnie, art. on, listed, 469  
 Reavis, Harry and Dorothea, art. on, listed, 228  
 Rector, William, 256  
 Redding, Jack, 173  
 Reinhard, Charles, art. on, listed, 223  
 Reményfi, Joseph, 176  
*Reminiscing in the Rush Hill Area*, by the Rush Hill Centennial Committee, noted, 484  
 Renaut, Philippe, 137, 139, 146, 148  
 Renz's, Hank, South Side Bakery, St. Louis, art. on, listed, 473  
 Retail Butchers and Meat Dealers' Protective Association, 41  
 Reyco Industries Inc., Springfield, art. on, listed, 227  
 Reynolds, Rev. Benjamin W., inside back cover, Jan. issue  
 Reynolds, S. Crews, obit., 354

## Rich Hill, Mo.

- book on, noted, 236-237  
 —Memorial Library, hist. of, art. on, listed, 100  
 Richards, Norma Jeanne, obit., 230  
 Richland, Mo., Pawpaw Lodge, art. on, listed, 472  
 Richmond, Mo., arts. on, listed, 101, 222  
 Ridgeway, Dr. Marian E., obit., 478  
 Rivers  
   —Bear, 439  
   —Big Blue, 429  
   —Carson, 443, 444  
   —Des Moines, 269, 274  
   —Dubois, 246  
   —Green, 438  
   —Humboldt, 441  
   —Little Blue, 430  
   —Lower Missouri, 246; 247, 248 (illus.): art. on, listed, 472  
   —Meramec, 29, 139, 143, 144, 146, 148, 150  
   —Mississippi River, 56, 57, 70, 132, 136, 138, 140, 141, 143, 144, 146, 150, 175, 241, 246, 252, 253, 259, 262, 264, 266, 269, 289, 300, 371, 375, 377-379, 406; arts. on, listed, 227, 473, 475; maps, 242-245; 242, 244 (illus.); packet boat travel, book on, noted, 235; steamboat trade, book on, noted, 119-120  
   —Missouri River, 136, 241, 260, 262-264, 266, 271, 272, 377-379, 422, 425-427; arts. on, listed, 98, 224, 471, 474; flood, art. on, listed, 103; maps, 245-252; 245, 250, 251 (illus.); rapids, art. on, listed, 225  
   —Nemaha, 429  
   —Niagara, 284  
   —North Fork, arts. on, listed, 105, 107  
   —Ohio, 136, 242, 243, 377, 378; 244 (illus.)  
   —Osage, 249  
   —Ozark, art. on, listed, 107  
   —Platte, 422, 432-436  
   —Raft, 441  
   —St. Francis, 143, 145, 150, 256, 261, 266, 269  
   —Sweetwater, 422, 436, 437  
   —transport, art. on, listed, 107  
 Rives (Henry) County, 278  
 Rives, William Cabell, 278  
 Rivoli Towne Theatre, St. Louis, art. on, listed, 473  
 Roanoke, Mo., 125  
*Robert E. Lee* (steamboat), art. on, listed, 352  
 Roberts County, 279  
 Robertson, Thelma and Lonnie, art. on, listed, 472  
 Robins, Prospect K., 256  
 Robinson, Joe Wesley, *History of Rockville, Bates County Missouri and Surrounding Area*, noted, 362  
 Rocheport, Mo., 130; art. on, listed, 98  
 Rock Island Railroad, 406, 407, 419, 420; depot, Eldon, art. on, listed, 466; Kansas City-St. Louis line, art. on, listed, 350  
 Rockefeller, John D., 307  
 Rockingham, Mo., art. on, listed, 225  
 Rockville, Mo., book on, noted, 362  
 Rocky Mountains, 436, 437  
 Rodabough, John, *Frenchtown*, noted, 238-239  
 Rodgers, Richard, art. on, listed, 474  
 Rolla, Mo., 56, 63, 67, 68; book on, noted, 113-114; Missouri Geological Survey Library, art. on, listed, 474  
 Roney, T. J., 401  
 Roosevelt, Pres. Franklin D., 302, 306-308, 310, 313, 316, 318-321, 324, 326; 319 (illus.)  
 Rope making, art. on, listed, 103  
 Roper Poll, 165  
 Roschke, Rev. J. E., inside back cover, July issue  
 Roscoe, Mo., art. on, listed, 220  
 Ross, Irwin, 167  
 Rotzenberg, B., 429  
 Round Pond Massacre, arts. on, listed, 466, 467  
 Round Spring, art. on, listed, 105

Rush Hill, book on, noted, 484  
 Russell, Charles Marion, art. on, listed, 226  
 Russell, Thomas A., 127  
 Russell, William, art. on, listed, 99

## St.

St. Albans, Mo., 249  
 St. Anthony's Hospital, St. Louis, 12  
 St. Antoine's Mine, 143  
 St. Charles, 246, 247, 260, 261, 266, 426  
   —homes, art. on, listed, 350  
   —Lindenwood Colleges, art. on, listed, 106  
 St. Charles County Historical Society, 89, 213, 341, 458  
 St. Charles County pioneer village, art. on, listed, 351  
 St. Clair County, Roscoe, art. on, listed, 220  
 St. Francois County, 137, 383; art. on, listed, 220  
 St. Francois County Historical Society, 90, 213, 341  
 St. Francois County Senior Fellowship Center, hist. of, art. on, listed, 474  
 Ste. Genevieve, Mo., 57, 71, 72, 259, 261, 262, 264-266, 370; book on, noted, 115  
 Ste. Genevieve County, 278  
 St. Joseph, 45, 48, 407, 409, 411, 412, 414, 416-418, 422, 426, 427, 432; 428 (illus.); arts. on, listed, 225, 474  
 St. Joseph Historical Society, 341  
 St. Joseph Hospital, art. on, listed, 101  
 St. Louis, 12, 23, 26, 29, 33, 34, 41, 42, 45-47, 54-58, 60, 71, 72, 74, 77, 122, 126, 132, 136, 175, 178, 181, 187, 243, 246, 249, 254-256, 259, 261, 265, 266, 273, 275, 276, 278, 280, 299, 387, 394, 405, 406, 421-423, 425, 426; 153, 257 (illus.)  
   —Almond Street, art. on, listed, 107  
   —architecture, book on, noted, 362  
   —arts. on, listed, 226, 227, 350, 351, 473  
   —automakers, arts. on, listed, 227, 351  
   —Barr Branch Library, art. on, listed, 474  
   —Board of Estimate and Apportionment, 317, 318  
   —book on, reviewed, 479-481  
   —Broadway, 373 (illus.)  
   —Campbell, Robert, house, art. on, listed, 352  
   —census, 1880, art. on, 151-163; (illus.)  
   —Champ Spring Co., art. on, listed, 473  
   —Combustion Engineering Co., art. on, listed, 473  
   —Cupples House, book on, noted, 118-119  
   —Des Peres Presbyterian Church, art. on, listed, 227  
   —Eads Bridge, 28 (illus.)  
   —Gardens, Victorian, art. on, listed, 473  
   —Gateway Arch, 326; 302 (illus.)  
   —General Metal Products Co., art. on, listed, 473  
   —Golf in, art. on, listed, 470  
   —Jefferson Barracks, 378  
   —Jefferson National Expansion Memorial, art. on, 302-326; (illus.)  
   —La Rue Royale, 265  
   —Lafayette square, arts. on, listed, 104, 471  
   —Lambert Field, art. on, listed, 104  
   —LaSalle Park neighborhood, book on, noted, 238-239  
   —Lemp Mansion, art. on, listed, 226  
   —Lindell Hotel, 28 (illus.)  
   —Mercantile Library, 157; art. on, listed, 351  
   —neighborhoods, arts. on, listed, 106, 227, 351, 473  
   —Panic of 1819, art. on, 365-381; (illus.)  
   —parks, art. on, listed, 473  
   —Pine Street Presbyterian Church, art. on, listed, 226  
   —Presbyterian churches, art. on, listed, 351  
   —religious publications, art. on, listed, 473  
   —Renz's, Hank, Southside Bakery, art. on, listed, 473  
   —riverfront, front cover, July issue; (illus.); art. on, listed, 475  
   —Riverfront Reclamation, 325 (illus.)

—Rivoli Towne Theatre, art. on, listed, 473  
 —St. Joseph's Catholic Church, art. on, listed, 351  
 —St. Mark's Episcopal Church, art. on, listed, 226  
 —Schlichtig, Charles, house, art. on, listed, 473  
 —Schwarz Taxidermy Studio, arts. on, listed, 104, 473  
 —Soulard neighborhood, book on, noted, 238-239  
 —Todd Uniform Co., art. on, listed, 473  
 —transportation, art. on, listed, 473  
 —trial court, thesis on, noted, 229  
 —Weisert, John, Tobacco Co., art. on, listed, 106  
 —Whiskygate, art. on, listed, 226  
 —women garment workers, art. on, listed, 224  
*St. Louis And Canadian Photographer*, 29  
 "St. Louis and the 1880 Census: The Shock of Collective Failure," by Jeanette C. and Robert H. Lauer, 151-163; (illus.)  
 Saint Louis Art Museum, art. on, listed, 224  
 St. Louis Bar Association, 390  
 St. Louis Cardinals, art. on, listed, 351  
 St. Louis Commerce Club, art. on, listed, 473  
 St. Louis Conservatory of Music, Mae M. Whitaker Library, art. on, listed, 474  
 St. Louis County, 55, 60, 249, 262, 369, 372, 383  
   —Municipal Court, hist. of, art. on, listed, 473  
   —National Museum of Transport, art. on, listed, 104  
*St. Louis Globe-Democrat*, 155-157, 159, 161  
*St. Louis Missouri Republican*, 155, 161, 375  
 St. Louis Police Training School, 403 (illus.)  
*St. Louis Post-Dispatch*, 32, 152, 154, 156-162, 315-317; 163, 314 (illus.); book on, noted, 483  
*St. Louis Practical Photographer*, 26, 29  
 St. Louis Symphony Orchestra, books on, noted, 117, 235-236  
 St. Louis University, art. on, listed, 473  
 St. Louis Westerners, 90, 213, 341, 458  
 St. Louis World's Fair, 1904  
   —Anthropology Days, art. on, listed, 351  
   —art. on, listed, 350  
 "St. Louis's Transition Decade, 1819-1830," by Glen E. Holt, 365-381; (illus.)  
 St. Peters, Mo., art. on, listed, 226

## S

S. S. Brown (steamboat), bell, art. on, listed, 107  
 Saccippi, Capt. Ajace, 176  
 Sacred Heart Church, Columbia, book on, noted, 116-117  
 Salem, Hawkin's Bank area, art. on, listed, 223  
 Saline County, 124, 130, 261, 269, 278  
 Sandlin, Rep. John N., 307  
 Santa Fe Railroad, 48, 406  
 Santa Fe Trail, arts. on, listed, 102, 221, 473  
 Savannah, Mo., 409  
 Saxon Log House, Perry Co., 339 (illus.)  
 Scarritt, Rev. Nathan, art. on, listed, 103  
 Schadt, Otto, 58  
 Schaller, Johann Michael Gottlieb, art. on, listed, 102  
 Scharf, James, 369  
 Schierenberg, Ernst, 64  
 Schmidt, Pvt. Henry, 69  
 Schoelkopf Aniline Works, 4  
 Schoolcraft, Henry R., 367  
 Schooling family, art. on, listed, 471  
 Schools  
   —Central Missouri State University. Dept. of History, 78  
   —Clay Seminary, art. on, listed, 348  
   —Fonbonne College, art. on, listed, 469  
   —Gasconade Co., art. on, listed, 348  
   —Hardin High School, arts. on, listed, 101, 222  
   —Job High School, Shannon Co., art. on, listed, 105  
   —Kirkwood High School, art. on, listed, 104  
   —Kirkwood Seminary, art. on, listed, 348

- Lindenwood Colleges, St. Charles, art. on, listed, 106
- Loretto Academy, Kansas City, art. on, listed, 221
- Masonic College, Lexington, art. on, listed, 349
- Missouri School for the Deaf Library, Fulton, art. on, listed, 474
- Mountain Grove, art. on, listed, 222
- Normal, art. on, listed, 102
- Northwest Missouri State University, book on, noted, 363
- Orrick High School, art. on, listed, 472
- Otto, Dexter, art. on, listed, 99
- Poole, Mrs. Anna Lynch, art. on, listed, 107
- Powersville, Putnam Co., art. on, listed, 223
- Red Brick, art. on, listed, 467
- St. Louis Conservatory of Music, Mae M. Whitaker Library, art. on, listed, 474
- St. Louis Police Training, 403 (illus.)
- St. Louis University, art. on, listed, 473
- St. Paul's Lutheran, art. on, listed, 219
- Special charter district, art. on, listed, 104
- Steamboat, art. on, listed, 227
- University of Missouri-Columbia, Black Studies Program, 447; Extension Division, 200; Library, book on, noted, 113; Western Historical Manuscript Collection, 448
- Washington University, art. on, listed, 102
- West Plains High School, art. on, listed, 475
- Westport Main, Kansas City, art. on, listed, 100
- William Jewell College, 200
- “Schools for Blacks: J. Milton Turner in Reconstruction Missouri,” by Lawrence O. Christensen, 121-135; (illus.)
- Schoonover, Floyd, obit., 478
- Schroeder, Chris, art. on, listed, 472
- Schubert, Frank N., *Vanguard of Expansion: Army Engineers in the Trans-Mississippi West 1819-1879*, noted, 234
- Schultz, Robert G., “The Monroe Drug Company 1876-1976: A Century of Chemical Enterprise,” 1-21; (illus.)
- Schultze, Louis, art. on, listed, 470
- Schurz, Carl, 156, 157; 158 (illus.); art. on, listed, 225
- Schust, Rev. William, inside back cover, July issue
- Schuyler County, 274
- Schuyler County Historical Society, 90, 213, 458
- Schwarz Taxidermy Studio, St. Louis, arts. on, listed, 104, 473
- Schwarzschild Packing Co., 51
- Scotland County, 278
- Scotland County Historical Society, 342
- Scott, Dred, art. on, listed, 102
- Scott, Mary Kessie, art. on, listed, 472
- Scotts Bluffs, Neb., 434; 444 (illus.)
- Scoville, Charles Reign, art. on, listed, 104
- Sealsfield, Charles, 380
- “A Search for the Rising Tide: The Letters of Nathaniel Leonard 1820-1824,” by Jeffrey L. Gall, 282-301; (illus.)
- Seclusion Hill Farm, Cooper Co., art. on, listed, 105
- Sedalia, Mo., 122, 125, 129, 187
- Sedgwick, Hon. Charles B., 188
- Seely, Col. F. A., 122-124, 126, 129, 131, 132, 135
- Seger, Dr. Gerhart, 173
- Seifert, Elizabeth, art. on, listed, 350
- Sellers, Maude Agnes, art. on, listed, 105
- Seven Springs Ranch, Dallas Co., art. on, listed, 98
- Shanks, J. P. C., 188
- Shannon County, arts. on, listed, 105
- Shannondale, Mo., art. on, listed, 100
- Sharp family, art. on, listed, 469
- Shartel, Stratton W., 392, 393, 395, 397-400; 396 (illus.)
- Sheetz, Dr. Robert, art. on, listed, 106
- Shelby County Historical Society, 90
- Sheldon, Mo., art. on, listed, 222
- Shelton, Mr. and Mrs. William A., 2
- Shepard, Elihu, 380
- Shepherd, J. R., 122
- Sheridan, Mo., 409-414, 416, 417, 420; 411 (illus.)
- Sheridan Advance*, 410, 413, 417, 418
- Sherman, Gen. William T., 57, 76
- Sherrill, Rev. Owen, obit., 230
- Sherwood, Mark, 132
- Shippee, J. Mett, art. on, listed, 103
- Shoemaker, Floyd, 270, 280
- Shortridge, James R., 261, 275
- Shrewsbury, Mo., art. on, listed, 105
- Shumate, William L., obit., 478
- Sierra Nevada Mountains, 423, 444
- Sierra Nevada Valley, 446
- Sigel, Gen. Franz, 179, 182
- Sikeston, Mo., 388; arts. on, listed, 101
- Siloam Spring, art. on, listed, 106
- Simpson, Lewis A. W., art. on, listed, 352
- Skidmore, Mo., book on, noted, 112
- Slavens, James Harvey, art. on, listed, 352
- Slavery
  - arts. on, listed, 351, 352
  - Howard Co., art. on, listed, 99
- Sloan, Clifton B., art. on, listed, 470
- Sly, Margery, 448
- Smith, Alf. D. and Jabez, art. on, listed, 352
- Smith, Ben N., obit., 478
- Smith College Club of Kansas City, 447
- Smith, Henry W., art. on, listed, 352
- Smith, Luther Ely, 303-308, 311-312, 316, 318, 320, 322, 323, 326; 305 (illus.)
- Smith, O. E., 413, 414, 416
- Smith, W. Wallace, 193
- Smith, William Allen, art. on, listed, 105
- Smith, Wright, plantation, Jonesburg, art. on, listed, 100
- Smoky Hill Railway and Historical Society, 90, 213, 342, 458
- Smyth, Mrs. L. B., obit., 230
- Snake County, 279
- Snelson, Walter W., *Book of Yesteryears*, noted, 113-114
- Snodgrass, Mrs. Tracy, 327
- Snow, Edgar, Fellowship, art. on, listed, 471
- Snow, Estelle, art. on, listed, 105
- Snyder, Gary, 401
- Soda Springs, Idaho, 439
- Somerville, Ronald L., 193
- Sorokin, Pitirim A., 152
- Soulard, Antoine, 255, 256
- South Greenfield, Mo., hist. of, art. on, listed, 220
- Southall, Thomas, 448
- Southwest Missouri State University, 328
- Sowers, Edward W., obit., 477
- Spiegelhalter, Joseph, 59, 77; 60 (illus.)
- Spillman family, art. on, listed, 471
- Spoor, Clarence, art. on, listed, 105
- Spradling, Mrs. H. A., obit., 230
- Springfield, Mo., 40, 41, 54, 56, 57, 67, 175, 178, 180-186, 273
  - arts on, listed, 224, 474
  - Baptist church, arts. on, listed, 106
  - boy scout band, arts. on, listed, 106
  - Churches of Christ, art. on, listed, 227
  - Day House, art. on, listed, 224
  - hanging, art. on, listed, 106
  - house, art. on, listed, 106
  - KWTO-KGBX, arts. on, listed, 352
  - mass transit, arts. on, listed, 474
  - Methodist churches, arts. on, listed, 352, 474
  - radio, art. on, listed, 474
  - Reyco Industries Inc., art. on, listed, 227
- Springfield Club, art. on, listed, 106
- Springfield of the Ozarks: An Illustrated History*, by Harris and Phyllis Dark, noted, 360-361
- Sproul, Gov. William C., 388
- Spurlock family art. on, listed, 107
- Stagecoaches, art. on, listed, 102
- Stalin, Joseph, 171
- Stanberry, Mo., art. on, listed, 471
- Stark & Co., art. on, listed, 221
- Starkey, Lycurgus M., art. on, listed, 228

- Starkloff, Dr. Max C., 47  
 State Historical Society of Missouri, 328, 447, 448; annual meeting, 193-199; (illus.); manuscripts, 448  
 Steamboat school, art. on, listed, 227  
 Steamboat Spring, Idaho, 439  
 Steamboats  
   —*Fall City*, art. on, listed, 352  
   —*J.S.*, art. on, listed, 107  
   —*Natchez*, art. on, listed, 352  
   —*Quincy*, art. on, listed, 107  
   —*Robert E. Lee*, art. on, listed, 352  
   —*S.S. Brown*, bell, art. on, listed, 107  
   —trade, Mississippi River, book on, noted, 120  
   —*White Eagle*, art. on, listed, 475  
 Steele, Mo., art. on, listed, 223  
 Steele, Patrick, Sr., 449  
 Steiner, Paul E., 67  
 Stevens, Thaddeus, 188  
 Stevenson, Mrs. Joy, 449  
 Stever, Peter, art. on, listed, 107  
 Stewart, Mrs. J. A., obit., 354  
*Stewartville, Missouri, and Surrounding Area, 1853-1980*, by Stewartville Historical Association, noted, 114-115  
 Stewartville, Presbyterian-Christian Church, art. on, listed, 349  
 Stickney, A. B., 407, 409, 415, 417  
 Stidger, Mr. and Mrs. Nathan H., 2  
 Stockton, Mo., arts. on, listed, 223, 348  
 Stoddard, Capt. Amos, 254, 260  
 Stokes, Robert W., 130, 131, 135  
 Stone County, art. on, listed, 475; courthouse, art. on, listed, 348  
 Stone County Historical Society, 90, 342  
*Story of the St. Louis Post-Dispatch*, by Harry Wilensky, noted, 483  
 Stoutland, Mo., Ozark Fisheries Inc., art. on, listed, 105  
 Strain family, art. on, listed, 347  
 Strike, railway, art. on, listed, 102  
 Stuart, Robert, 289, 290, 299  
 Sturgis, Samuel, 187  
 Sullinger, Clara B., obit., 478  
 Sullivan County, book on, noted, 119  
 Sullivan County Historical Society, 90, 213, 342  
 Sulzberger Packing Co., 51  
 Sutton, Mrs. Evelyn B., obit., 230  
 Swan Creek, Mo., art. on, listed, 475  
 Swift, Gustavus, 33  
 Swift Packing Co., 34, 35, 45, 46, 51; 43 (illus.)  
 Swope Park, Kansas City, art. on, listed, 100  
*Symphony and Song: The Saint Louis Symphony Orchestra: The First Hundred Years, 1880-1980*, by Katherine Gladney Wells, noted, 117
- T
- Taft, Pres. William Howard, 395, 397; art. on, listed, 227  
 Tainter, Milton Cooke, obit., 478  
 Talbot, Homer, 388  
 Taney County, Coy family, art. on, listed, 107  
 Tavern Cave, 249  
 Taxpayers Defense Association, 315  
 Taylor, Dr. John A., 447  
 Telephone, art. on, listed, 102  
 Terre Bleu, Mo., 150  
 Texas County, 278; courthouse, art. on, listed, 220  
 Thayer, Mo., art. on, listed, 107  
 Theaters  
   —Grand Opera House, Kansas City, art. on, listed, 347  
   —Rivoli Towne Theatre, St. Louis, art. on, listed, 473  
 Theodosia, Mo., art. on, listed, 105  
 Thias, Edward J., *Thias' Pencil Sketches of Missouri*, noted, 238  
 "This Perpetual Shadow-Taking: The Lively Art of John Fitzgibbon," by Bonnie Wright, 22-30; (illus.)  
 Thompson, Guy A., 390 (illus.)  
 Thompson, Gen. Jeff, arts. on, listed, 223, 351  
 Thout, Stephen, 177  
 Thousand Springs Valley, Nev., 441
- Three Mounds Prairie, 181  
 Thurston Rep. Lloyd, 307  
 Tichenor, Trebor Jay, 447  
 Tocqueville, Alexis de, 283, 286, 288, 294, 295, 298, 300, 301  
 Todd Uniform Co., St. Louis, art. on, listed, 473  
 Towboat, art. on, listed, 352  
*Tower Rock* (painting), front cover, April issue; (illus.)  
*Towers in the Northwest: A History of Northwest Missouri State University, 1956-1980*, by Virgil and Delores Albertini, noted, 363  
*Town That Coal Built, Rich Hill, Missouri, 1880-1980*, by Randy and Ellen Bell, noted, 236-237  
 Travel, rail, art. on, listed, 226  
 Travelers Hotel, Kirksville, art. on, listed, 221  
 Trenton, Mo., 406  
 Tri-County Historical and Museum Society, 342, 458  
 Trolley, Kansas City, art. on, listed, 100  
 Truitt, Max O'Rell, 310  
 "Truman, Berlin and the 1948 Election," by Fred B. Misse, 164-173; (illus.)  
 Truman, Harry S., 308, 310, 321, 323  
   —art. on, 164-173; (illus.)  
   —arts. on, listed, 105, 350  
   —Dam & Reservoir, art. on, listed, 106  
   —Doctrine, 172; art. on, listed, 105  
 Truman, Mrs. Harry S., 164 (illus.)  
 Truman, Margaret, 164 (illus.)  
 Trust, Beef, art. on, 31-52; (illus.)  
 Tscholl, Pvt. Joseph, 69  
 Tucker, Rev. Frank C., obit., 108  
 Tuckwood, Mrs. Jo Ann, 448  
 Turner, Mrs. B. J., 355  
 Turner, J. Milton, art. on, 121-135; (illus.)  
 Turner, Mrs. J. Milton, 128  
 Turner, Mrs. Rose Merydith, obit., 478  
 Twain, Mark, arts. on, listed, 103, 224, 350, 470, 473, 475  
 "The 12th Missouri Infantry: A Socio-Military Profile of A Union Regiment," by Earl J. Hess, 53-77; (illus.)
- U
- Uehling, Barbara S., 195 (illus.)  
 Union Pacific Railroad, 407  
 Union Station, Kansas City, art. on, listed, 347  
 Unionville, Mo., 1-3, 5-11, 16, 17, 20; 20 (illus.)  
*Unionville Putnam County Journal*, 18  
*Unionville Republican*, 2, 5; 3 (illus.)  
 United Brotherhood of Carpenters and Joiners of America, art. on, listed, 227  
 United Nations, Security Council, 171  
 United States Bank, 284  
 United States Government  
   —Agriculture Dept., Bureau of Chemistry, 38  
   —Army, 121, 254, 378; Corps of Engineers, art. on, listed, 472; book on, noted, 234  
   —Bureau of the Budget, 305, 322  
   —Census Bureau, 160  
   —Congress, 168, 169, 171, 188, 255, 261, 272, 274, 292, 304, 306, 319-323  
   —Court of Appeals, Eighth Circuit, art. on, listed, 473  
   —Federal Emergency Relief Administration, 310, 311  
   —House of Representatives, 165, 185, 188, 306, 307  
   —Interior Dept., 324; National Park Service, 308, 311-313, 320, 324  
   —Justice Dept., 316, 317, 320, 322, 324  
   —Patent Office, 6  
   —Public Works Administration (PWA), 310, 311, 316, 317, 319, 321, 326  
   —Senate, 306, 307  
   —War Dept., 175  
   —Works Progress Administration (WPA), 310, 311, 315, 316, 319, 326  
 United States Supreme Court, 275, 400  
 United States Territorial Expansion Memorial Commission, 307, 308, 316, 318, 320  
 University City, Mo., arts. on, listed, 225, 226

University Club, Kansas City, arts. on, listed, 347-348, 349  
 University of Missouri-Columbia  
   —Black Studies Program, 447  
   —Extension Division, 200  
   —Library, book on, noted, 113  
   —Western Historical Manuscript Collection, 448  
 Upper Louisiana, 140, 254, 255, 260  
 Utassy, Frederic, 176

## V

Van Buren, Martin, 279  
 Van Dorn, Gen. Earl, 61  
 Van Houten, Ralph N., obit., 108  
 Van Nuys, Frederick, 307  
 Vance, Robert, 25  
 Vandenberg, Sen. Arthur, 166, 171  
*Vanguard of Expansion: Army Engineers in the Trans-Mississippi West 1819-1978*, by Frank N. Schubert, noted, 234  
 Vaudreuil, Marguis de, 139  
 Vaughn, Gen. Harry H., obit., 230  
 Verdon, Marianne Victoire Richelet Soye', art. on, listed, 351  
 Vernon County Historical Society, 91, 342, 459  
 Vichy, Mo., art. on, listed, 223  
 Vichy Springs, Maries Co., art. on, listed, 223  
 Vicksburg, Miss., 57, 65, 67  
 Viles, Jonas, 260  
 Vinson, Fred, 171  
 Violette, Eugene, 258  
 Vitt, Lt. John, 63  
 Von Stroh, William, inside back cover, July issue

## W

Wabash Railroad, 406, 412, 417, 418  
 Wade, Richard C., 365  
 Wagner, Col. Gustave, 176  
 Wagster, Lorene Kearney, art. on, listed, 226  
 Walker, J. Samuel, 171  
 Walker, John Hardeman, 269  
 Wallace, Henry, 165, 167, 169, 171; 170 (illus.)  
 Walther, Elizabeth, obit., 478  
 Wangelin, Maj. Hugo Aurelius von, 58, 59, 64, 66, 76; 63 (illus.)  
 Warner, William, 39, 48  
 Warren County, 260, 271  
 Warren County Historical Society, 91  
 Warren, Earl, 165  
 Warrensburg, Mo., 388; art. on, listed, 348  
 Warsaw, Mo., 179; art. on, listed, 348  
 Washington, Mo., 122, 426; Front Street, art. on, listed, 101  
 Washington County, 137, 259, 266, 276  
 Washington, Pres. George, 255  
 Washington University, art. on, listed, 102  
 Wayman, Edgar, 320  
 Wayne County, 260, 266  
 Webber, Joseph, 193  
 Webster County, arts. on, listed, 107, 352  
 Webster County Historical Society, 343, 459  
 Webster Groves Historical Society, 91, 214, 343, 459  
 Webster Hotel, Marshfield, art. on, listed, 226  
 Weddle family, art. on, listed, 98  
 Weeks, E. R., art. on, listed, 226  
 Weisert, John, Tobacco Co., St. Louis, art. on, listed, 106  
 Weisert, Walter, art. on, listed, 106  
 Wellington Historical Preservation Association, 91, 459  
 Wells, H. G., 35, 42  
 Wells, Katherine Gladney, *Symphony and Song: The Saint Louis Symphony Orchestra; The First Hundred Years 1880-1980*, noted, 117  
 Wells, Rolla, 47  
 Wentzville Missouri Community Historical Society, 91, 214, 343  
 West Plains  
   —airplane crash, art. on, listed, 475  
   —arts. on, listed, 228, 352  
   —Bond Building, art. on, listed, 475  
   —High School, art. on, listed, 475

—pioneers, art. on, listed, 228  
 —Thornburgh House, art. on, listed, 228  
 West Plains Livestock Auction Barn, art. on, listed, 475  
 Westerfield, Bradford, 167  
 Western Sanitary Commission, 121  
 Westmorland Hotel, St. Louis, 39  
 Weston Historical Museum, 214  
 Westphalia, Mo., 422  
 Westport, Mo., 376; hist. of, art. on, listed, 475  
 Westport Historical Society, 459  
 Wharfboat, art. on, listed, 107  
 Whitaker, O. B., 400, 401  
*White Eagle* (steamboat), art. on, listed, 475  
 White, Maj. Frank J., 179, 183, 184  
 White River Valley Historical Society, 92, 343  
 White, Robert M., 193  
 White William Allen 307, 308, 311  
 White, William Robert, *The Child of an Eagle*, noted, 119-120  
 Whitcotton, W. E. "Doc", 402  
 Whitmer, John, art. on, listed, 474  
 Whitton, Rex M., obit., 230  
 Wiggs, Mrs. Alice Hegan Rice, art. on, listed, 470  
 Wilensky, Harry, *The Story of the St. Louis Post-Dispatch*, noted, 483  
 Wiley, H. W., 38  
 Wilhelm, Henry, 448  
 Wilhelm, Paul, 380  
 Willard, Mo., Rural Route, art. on, listed, 105  
 "William Clark's Mapping in Missouri 1803-1804," by W. Raymond Wood, 241-252; (illus.)  
 William Jewell College, 200  
 Williams, Abraham J., art. on, listed, 219  
 Williams, Mrs. Claud, obit., 108  
 Williams, Ralph and Rethal, 327  
 Williamson, Hugh, 255  
 Wilson, Mrs. Ivah Grace, obit., 108  
 Wilson, Robert Wood, *The Complete History of Sullivan County, Missouri: Volume II 1900-1979*, noted, 119  
 Wilson's Creek, Mo., 180  
 Winchester, Mrs. W. L., obit., 478  
 Wise, Mo., art. on, listed, 467  
 Wissman Mill, art. on, listed, 219  
 Woll, Matthew, 307  
 Wood, W. Raymond, 211, 339; "William Clark's Mapping in Missouri 1803-1804," 241-252; (illus.)  
 Woods family, art. on, listed, 471  
 Woodworth, Mabel Kleinsorge, 421  
 Woodriddle, Rhoda, 328  
 Works Relief Fund, 309, 318  
 World War I, 12, 15, 407  
 World War II, 21; doctors, art. on, listed, 102  
 Wormington family, art. on, listed, 471  
 Worrell, Mrs. Sophia, 185  
 Worth County, 274, 277, 409, 410, 420; courthouse, art. on, listed, 99  
 Wright, Bonnie, 448; "This Perpetual Shadow-Taking: The Lively Art of John Fitzgibbon," 22-30; (illus.)  
 Wright County, art. on, listed, 475  
 Wright, Harold Bell  
   —art. on, listed, 350  
   —Library, Pierce City, art. on, listed, 104  
 Wright, Lon, Norman and Jule, art. on, listed, 102

## Y

Y.M.C.A., Kansas City, art. on, listed, 467  
 Yates, Gov. Richard, 72  
 Yazoo Pass Expedition, 57, 67, 68  
 Young, Dr. John, art. on, listed, 222  
 Young, Wesley, 74

## Z

Zachringer, Pvt. Conrad, 74  
 "Zagonyi," by Robert E. Miller, 174-192; (illus.)  
 Zagonyi, Maj. Charles (Karoly), art. on, 174-192; (illus.)  
 Zodiac, Mo., art. on, listed, 467  
 Zwicke, Casper, 75

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# CONTENTS

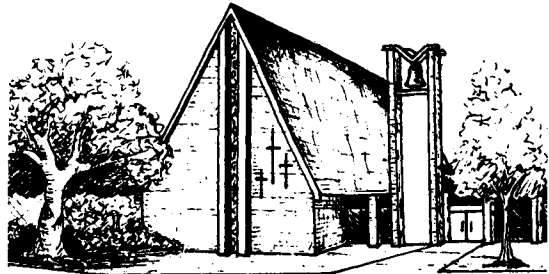
## VOLUME LXXVI, Nos. 1, 2, 3 AND 4

ANTOINE VALENTIN DE GRUY: EARLY MISSOURI EXPLORER. By <i>Carl J. Ekberg</i> . . .	136
CHARLES KLEINSORGE: MISSOURI TO CALIFORNIA, 1854. By <i>Edward Bode</i> . . . . .	421
COURTING THE GREAT WESTERN RAILWAY: AN EPISODE OF TOWN RIVALRY. By <i>H. Roger Grant</i> . . . . .	405
CREATING THE DREAM: JEFFERSON NATIONAL EXPANSION MEMORIAL, 1933-1935. By <i>Sharon A. Brown</i> . . . . .	302
MISSOURI AND THE BEEF TRUST: CONSUMER ACTION AND INVESTIGATION, 1902. By <i>Steven L. Piott</i> . . . . .	31
MISSOURI COUNTY ORGANIZATION, 1812-1876. By <i>Marian M. Ohman</i> . . . . .	253
THE MONROE DRUG COMPANY 1876-1976 A CENTURY OF CHEMICAL ENTERPRISE. By <i>Robert G. Schultz</i> . . . . .	1
PUBLIC ADVOCACY AND THE ESTABLISHMENT OF THE MISSOURI STATE HIGHWAY PATROL. By <i>V. Lonnie Lawson</i> . . . . .	382
ST. LOUIS AND THE 1880 CENSUS: THE SHOCK OF COLLECTIVE FAILURE. By <i>Jeanette C. Lauer and Robert H. Lauer</i> . . . . .	151
ST. LOUIS'S TRANSITION DECADE, 1819-1830. By <i>Glen E. Holt</i> . . . . .	365
SCHOOLS FOR BLACKS: J. MILTON TURNER IN RECONSTRUCTION MISSOURI. By <i>Lawrence O. Christensen</i> . . . . .	121
A SEARCH FOR THE RISING TIDE: THE LETTERS OF NATHANIEL LEONARD, 1820-1824. By <i>Jeffrey L. Gall</i> . . . . .	282
"THIS PERPETUAL SHADOW-TAKING": THE LIVELY ART OF JOHN FITZGIBBON. By <i>Bonnie Wright</i> . . . . .	22
TRUMAN, BERLIN AND THE 1948 ELECTION. By <i>Bred B. Misse</i> . . . . .	164
THE 12TH MISSOURI INFANTRY: A SOCIO-MILITARY PROFILE OF A UNION REGIMENT, By <i>Earl J. Hess</i> . . . . .	53
WILLIAM CLARK'S MAPPING IN MISSOURI, 1803-1804. By <i>W. Raymond Wood</i> . . .	241
ZAGONYI. By <i>Robert E. Miller</i> . . . . .	174



# HISTORIC MISSOURI CHURCHES

## Immanuel Lutheran Church, Lockwood



In February 1882, the pioneers of the congregation left Washington County, Illinois, and settled in the southwest part of Dade County, Missouri, near Lockwood. Reverend J.E. Roschke, of Freistatt, the nearest Lutheran pastor, traveled over 30 miles on primitive roads to preach, administer the sacraments and advise the group. Services were held in the old public school in Lockwood. On September 17, 1882, the settlers met at the home of William Von Stroh and organized a congregation. Following a disagreement concerning the location for the church, one group formed Zion congregation at Meinert and the other, Immanuel congregation at Lockwood. The next year, on January 6, Immanuel adopted a constitution and began erection of a frame church on lots donated and purchased by the congregation. The new 24' x 50' structure, built at a cost of \$1,500 with lumber hauled by members from a sawmill 15 miles away, featured a steeple and became the first house of worship in Lockwood. In September 1883, the congregation dedicated its new building and installed Reverend William Schust as pastor. He immediately started a Christian Day School for the children. The following year, the congregation erected a three-room parsonage and became a member of the Lutheran Church-Missouri Synod. William Von Stroh donated two acres of land, one-half mile north of town, where the church established a cemetery. Reverend Schust served as pastor until October 1888. Six years later, members made several improvements to the church property.

Immanuel continued to grow and prosper. In 1902, the congregation repaired and enlarged the parsonage. Two years later, members resolved the need for a larger church and better school facilities by contracting with Fred Pries to build a new brick church. In December 1904, Reverend J.E. Roschke, who also had officiated at the dedication of the first church, preached the dedicatory sermon for the \$5,000, 34' x 60' building with an altar niche and sacristy 10' x 12'. After remodeling, the old church was converted for school purposes. In September 1907, the congregation celebrated the 25th anniversary of its organization. Four years later, Immanuel hired its first called teacher. The introduction of services in English occurred in 1915. By 1940, the congregation used English in all church services. On January 14, 1951, Immanuel dedicated a new \$50,000 brick and glass block Christian Education building. The original frame church was sold to another congregation and moved a block away. Four years later, the congregation held dedication and open house activities for its new brick, two-story parsonage. In 1957, members celebrated the church's Diamond Jubilee.

During the last 25 years, Immanuel has experienced additional changes and continued growth. In 1961, the addition to the school opened. After the last service in January 1967, the 1904 brick church was razed. On November 12, the congregation dedicated its modern brick church, built and furnished at a cost of over \$147,000. The following year, the church purchased a new 10-rank Wicks pipe organ. In November 1969, Zion congregation held their final service and property and the majority of members transferred to Immanuel. By 1981, the congregation made improvements to the school and added a covered entry on the north of the church. During this centennial year, Immanuel Lutheran Church, with a membership of over 600, reflects on its past, celebrates its anniversary with a series of special services, publication of the church's history and looks to the future.

