

RAILROAD BUILDING WHICH MADE KANSAS CITY A CENTER.

by

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References.

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ACTS OF STATE LEGISLATURE GRANTING LANDS

AN ACT,

APPROVED

1. Granting the right of way to the State of Missouri, and a portion of the Public Lands, to aid in the construction of certain Railroads in said State. June 10, 1852
2. Granting the Right of Way and making a Grant of Land to the States of Arkansas and Missouri, to aid in the construction of a Railroad from a point on the Mississippi, opposite the mouth of the Ohio river via Little Rock, to the Texas Boundary near Fulton, in Arkansas, with Branches to Fort Smith and the Mississippi river. February 9, 1853
3. To incorporate the Hannibal and St. Joseph Railroad February 16, 1847 Co.
4. To incorporate the Louisiana and Columbia Railroad. January 27, 1837
5. Supplementary to an act entitled "An act to incorporate the Hannibal and St. Joseph Railroad Co." approved Feb. 16, 1847. March 12, 1849
6. To amend an act entitled "An act to incorporate the Hannibal and St. Joseph Railroad Co." February 23, 1853
7. To amend an act entitled "An act to incorporate the Hannibal and St. Joseph Railroad Co." March 3, 1855
8. To incorporate the Pacific Railroad. March 12, 1849
9. To amend the act entitled "An act to incorporate the Pacific Railroad." March 1, 1851
10. Supplementary to the act entitled an act to amend the act entitled "An act to incorporate the Pacific R. R. February 24, 1853
11. To incorporate the North Missouri Railroad Company. Mar. 1, 1851. March 3, 1851
12. To amend an act entitled "An act to incorporate the North Missouri Railroad Company." January 7, 1853
13. Amendatory of an act entitled "An act to incorporate the North Missouri Railroad Company," approved Mar. 3, 1851. December 12, 1855
14. Amending the Charter of the North Missouri Railroad Co. March 3, 1857
15. To incorporate the St. Louis and Iron Mountain Railroad Co. January 25, 1837
16. To amend an act entitled "An act to incorporate the St. Louis and Iron Mountain Railroad Company," approved Mar. 3, 1851. November 17, 1855
17. To amend the several acts incorporating the St. Louis and Iron Mountain Railroad Company. March 3, 1857
18. To incorporate the Platte County Railroad Company, and to Expedite the Construction of said Railroad. February 24, 1853

AN ACT

APPROVED

19. To confirm the incorporation of the Cairo and Fulton Railroad Co. of Missouri, and to apply to the construction of the same the grant of land made to the State of Missouri, by the Congress of the United States, and to accept said grant of land. February 20, 1855
20. To authorize the Cairo and Fulton Railroad Co. to establish a Ferry. February 27, 1857
21. Supplementary to an act entitled "An act to incorporate the Hannibal and St. Joseph Railroad Co." February 24, 1853
22. To expedite the construction of the Pacific Railroad, and of the Hannibal and St. Joseph Railroad. February 22, 1851
23. To accept a grant of land made to the State of Missouri by the Congress of the United States, to aid in the construction of certain Railroads in this State, and to apply a portion thereof to the Pacific Railroad. December 25, 1852
24. Explanatory and amendatory of an act to expedite the construction of the Iron Mountain Branch of the Pacific Railroad, approved Dec. 25, 1852. February 23, 1853
25. For the benefit of the Pacific and other Railroad Companies. February 10, 1855
26. To aid the construction of the Pacific Railroad. March 3, 1855
27. Supplemental and explanatory of an act to aid in the construction of the Pacific Railroad. March 3, 1855
28. To secure the completion of certain Railroads in this State. December 10, 1855
29. To secure the prompt payment of Interest on State Bonds. December 7, 1855
30. Supplementary to, and explanatory of, an act to secure the completion of certain Railroads in this State. December 13, 1855
31. To loan two hundred and fifty thousand dollars to the Pacific Railroad Company. December 12, 1855
32. To amend "An act to secure the completion of certain Railroads in this State, and for other purposes," approved Dec. 10, 1855. March 3, 1857
33. Concerning Judgments against Railroads, and for other purposes. November 21, 1857
34. Supplemental to "An act to amend an act to secure the completion of certain Railroads in this State, and for other purposes," approved Mar. 3, 1857. November 19, 1857
35. To authorize the city of St. Louis to subscribe stock in the Pacific Railroad Co. and for other purposes. March 1, 1851
36. To expedite the completion of the South-West Branch of the Pac. R.R. and in relation to pre-emptions upon R.R. Land. March 5, 1859

AN ACT

APPROVED

37. To expedite the construction of the North Missouri R.R. December 23, 1852
38. Amendatory of an act entitled an act to secure the completion of certain Railroads in this State. February 12, 1857
39. To amend an act entitled "An act to authorize the formation of Railroad Associations, and to regulate the same." February 9, 1857
40. To expedite the construction of the Iron Mountain Branch of the Pacific Railroad. February 23, 1853
41. To aid in the construction of the St. Louis and Iron Mountain Railroad. March 3, 1855
42. Authorizing the St. Louis and Iron Mountain Railroad Company to erect a Bridge across the Meramec river. February 20, 1857
43. Concerning the Lands of the Hannibal and St. Joseph and Iron Mountain Railroad Companies. November 23, 1857
44. To appropriate money for the survey and marking out the Hannibal and St. Joseph Railroad. March 8, 1849
45. To accept a grant of land made to the State of Missouri by the Congress of the United States, to aid in the construction of certain Railroads in the State, and to apply a portion thereof to the Hannibal and St. Joseph R.R. September 20, 1852
46. To expedite the construction of the Cairo and Railroad of Missouri. December 11, 1855
47. Concerning corporations. November 23, 1855
48. Supplemental to the act entitled "An act concerning Corporations," approved Nov. 23, 1855. December 13, 1855
49. To authorize the formation of Railroad Associations, and to regulate the same. December 13, 1855
50. To amend an act entitled "An act to authorize the formation of Railroad Associations, and to regulate the same," approved Dec. 13, 1855 February 12, 1859
51. Supplementary to and amendatory of "An act to amend an act entitled 'An act to authorize the formation of Railroad Associations, and to regulate the same,' approved Feb. 12, 1859. March 4, 1859

Kansas City Journal of Commerce.

- 1858
- June 18, The Hon. John R. Phelps made a speech at Ft. Smith, Ark. in favor of the Central route by which he meant the Canadian valley. The Journal thought his speech a "black Republican scheme."
- June 29, The Journal complains that the managers of the Platte Co. Railroad are delaying in the construction of that road.
- July 7, Platte Co. Railroad. Further impatience is shown that John Duff & Co. are delaying the building of the Platte Co. road.
- July 18, A memorial to Congress by the Chamber of Commerce of the City of Kansas.
- Aug. 7, Brilliant future, Pacific Railroad.
- Sept. 18, Railroad meeting at Paola to further the extension of the Mo. Pacific.
- Oct. 7, The Pacific Railroad and its western terminus at this city.
- Nov. 7, Great railroad convention.
- Nov. 12, St. Louis Republican urges completing main line to Kansas City.
- Nov. 22, Railroad convention called by Chamber of Commerce.
- Dec. 17, Meeting at the court house in the interest of the Kansas City and Keokuk R.R.
- Dec. 29, The question of granting right of way in city limits to the Pacific Railroad.
- Dec. 30, Vote on right of way. 26 for 98 against.
- 1859 Jan. 6, Gov. Stewart's message touching railroad construction.
- Mar. 28, Pacific road reached Tipton; much rejoicing.
- May 24, Work begun on the Platte Co. road.
- 1860 June 8, Railroads in southern Kansas.
- Jan. 28, Railroads in Missouri and their cost.
- Jan. 29, Railroad meeting in Olathe.
- Jan. 29, The Pacific Railroad; article from the N. Y. Tribune.
- June 12, Pacific Railroad; article from St. Louis Republican.
- 1863 Aug. 1, Contract let to grade 17 miles of Pacific road.
- Nov. 21, The Pacific Railroad.
- 1864 Jan. 9, The Mo. Pacific railroad.
- June 11, Report of Parkville and Grand River Railroad Co.
- Dec. 31, The railroad question in Leavenworth.
- 1865 Oct. 31, Railroad editorials.

KANSAS CITY DAILY TIMES.

1868

- Sept. 12, Pacific Railroad and the next fourth of July.
Oct. 16, Leavenworth and Kansas City railroad commenced at
Leavenworth Oct. 14. Will reach Kansas City Jan. 1.
Oct. 21, Central Pacific railroad. Construction is pushed
rapidly on western end. Eastern end may reach Salt
Lake by July, 1869.
Nov. 14, Union Pacific railroad. News in from the west of
an Indian massacre; fireman and engineer killed;
crews are refusing to run night trains. Heavy
snows are blocking the movement of trains.
Nov. 15, To the end of the track. "Bless me this is pleasant,
Riding on a rail."
Dec. 4, What railroads do for farmers.
Dec. 12, Mo. River Fort Scott and Gulf R.R.
Dec. 30, From the Lawrence Journal of Dec. 28
"Which shall it be, Kansas City or Leavenworth?"

1871

- Aug. 20, The Louisiana and Missouri River railroad.
Sept. 3, Railroad consolidation.
Sept. 3, K. C. and railroad.
Sept. 6, Through to the Gulf.
Sept. 19, Kansas City and Santa Fe railroad building in the
city checked on account of misunderstanding as to
right of way.
Sept. 28, Quantrell. & on account of his death.
Oct. 1, The M. K. and T. Railroad.
Oct. 4, The narrow Gauge.
Nov. 8, The La. road.
Nov. 11, The Great Wabash route.
Nov. 23, (Last page), Railroad right of way.
Dec. 17, (Sec. page) Kan. City Independence and Lexington R.R.
Dec. 24, (Sec. page) The Memphis Road.
Dec. 27, (Sec. page) The Memphis Road.

RAILROAD BUILDING WHICH MADE KANSAS CITY A CENTER.

I. The Early Period.

The Discovery of a New West.

Before the days of the Railroad, St. Louis was the traffic center of the middle west. As early as 1806 commercial adventurers found their way from St. Louis across the great western territory and into the Mexican states of Chihuahua and Sonora.¹

Long before the acquisition of Texas and California,² men began to talk of a national road reaching to the Pacific coast. In 1845 Mr. Asa Whitney sent a memorial to Congress relative to the construction of a railroad from Lake Michigan westward to the Columbia river, then down that river to the Pacific ocean.³ Before the memorial could receive substantial recognition, Texas was admitted; war was waged with Mexico, and California was acquired. Our pacific coastline was more than doubled, being extended southward to almost 32° N. L. Mr. Whitney had received some encouragement from southern members of Congress and also a few southern state legislatures had favored his proposed northern road; but with this newly acquired territory the southern states began to express a desire for a more southerly route.⁴ The south now opposed the northern road, since it would be built its full length on northern soil and the settlement along the line would be prejudicial to the south by increasing a population hostile to her interests and which might result in a dissolution of the states and the formation of a southern confederacy.

1. "Memorial to Cong." Laws of Mo. 1838, p. 328; also Register of Debates in Cong. 1824-5, pp. 344-5.

2. Texas was admitted Dec. 29, 1845; Cal. Feb. 2, 1848.

3. Exc. Doc. No. 72; sec. Ses. 28th Cong.

4. De Bow's Review IX, p. 601-12. Found in "State aid to Railroads in Mo." by J. W. Million.

The commercial importance of the railroads had scarcely been demonstrated when the state of Missouri discovered its lack of efficient transportation. The first steps toward railroad construction in Missouri were taken April 30, 1836. Fifty-nine delegates¹ from eleven counties met at St. Louis and recommended two lines of road; one from St. Louis to Fayette in Howard County and one from St. Louis to Washington County. The first extended in a north-westerly direction; the second in a south-westerly direction. The recommendations of this convention were never carried out, yet it was not without its fruits, for it gave new life to the desire for better transportation. Governor Boggs in his message to the General Assembly in 1836 following this meeting favored a general system of railroad construction.¹

The nation wide speculation growing out of President Jackson's financial policy and encouraged by these local efforts showed its activity in the form of chartering railroad companies. From January 23rd to February 6th 1837 seventeen railroad companies were incorporated in Missouri with a total capital of \$7,875,000.² No work was ever begun on these roads.

Missouri's interest remained local until as late as 1849. Her natural means for transportation lulled her to inactivity, while the states, both north and south, were more active to obtain trade advantages not provided by Nature. During the forties many roads were projected, some of which were built in the states east of the Mississippi river. Those north of the Ohio river

1. Senate Journal 1836-7 p. 23.

2. Laws of Mo. 1836-7. For Projected roads see Aid to R.R. in Mo. by J. W. Millian.

tended in the direction either of Alton, Quincy, or Chicago; those south of the Ohio in the direction either of Memphis or other points on the lower Mississippi; and from some one of these lower points the road was to continue by the Gila route reaching the Pacific coast at San Diego. While these movements were going on, St. Louis did nothing but rest confidently upon her centrally located position, her large capital, her advanced growth and her produce trade.¹

The slavery interests in the south were more active and called a convention at Memphis Tenn. to consider the matter of a western railroad. Missouri, awakened to the possibility that a western road might be built without passing through her territory. A convention was therefore called to meet at St. Louis October 15, 1849. There were more than one thousand delegates from twelve states. February 18, 1849, eight months before the St. Louis convention, Senator Benton of Missouri introduced a bill for the construction of a Central Pacific railroad which should begin at St. Louis and terminate at San Francisco.² Thomas Allen, President of the Pacific railroad, said, June, 1850, that the Missouri river, the natural highway, was turbid, dangerous, uncertain, full of snags and sand-bars, and ever-changing channels, causing high insurance, costly transportation and subject to many drawbacks and disappointments. The following December, Senator Benton made a speech in Congress favoring a road from St. Louis to San Francisco between the parallels of thirty eight and thirty nine

1. Thomas Allen's Speech, Pres. of Mo. Pac. R.R. June 1850, found in State aid to R.R. Ch. 2--p.58.

2. Senate Jour. 2nd Ses. 30th Cong. p. 283.

degrees north lat. The plans proposed by the Memphis and St. Louis conventions offered no means except congressional support. Mr. Whitney in his plan proposed the use of public land, Chicago as the eastern terminal, and better mountain passes than those farther south; all these conspired in favor of the northern route.

The General Assembly of Missouri now hastened to send a memorial to Congress, pledging all proper state legislation to protect and secure the building of a road across the state.¹ While no bill passed Congress at that time favoring the northern route, it was keenly felt by Missouri that Congress was not favorable to Senator Benton's plan for constructing a great national railroad at government expense. The people of the state now concluded that if they were to keep pace with the commercial activities manifested in the neighboring states, they must secure if not control railway communication with the west. The state had felt a security in her natural advantages of resources and geographical location, in the wealth and population of St. Louis, and in the navigation of the Missouri and Mississippi rivers. These, one time all sufficient, were now inadequate for present and future needs. Railroads must be built. Governor King, December 30, 1850, in his message to the General Assembly, said: "Our enterprising countrymen both north and south of us who have an interest in pressing forward their plans which, if successful, will not only turn into different channels the countless millions of wealth the roads east of us would bring into the state, but we

1. Laws of Mo. 1849, p. 647.

shall be deprived, moreover, of being the receptacle of that golden stream of commerce which is at no distant day to flow in upon us from the west; let it once be seen that we do not intend to aid in this great work and the roads east of Missouri will be made to diverge to points where energy and enterprise have been more successful. The action of the present legislature is to settle the future destiny of Missouri."¹

As a result of the foregoing activities and in accordance with the Governor's message, the legislature passed the first act February 22, 1851, granting state aid to Railway enterprises. Only two roads, however, secured state aid at that time, the Hannibal and St. Joseph and the Pacific. The Hannibal and St. Joseph was granted one, and one-half million and the Pacific two millions in state bonds.²

As early as September 4, 1841, Congress had set aside five hundred thousand acres of land in Missouri to be used in the construction of Public highways. Following the many memorials from Missouri concerning this land, Congress passed the necessary land grants for the benefit of the roads. The Pacific Company, as already stated, had marked Independence in Jackson County as its western terminus. By the terms of the grant the company saw its aid would be greatly limited because of the great number of pre-emptions already made along the line especially those near the mouth of the Kansas river. Consequently, the company secured a grant December 25, 1852, to construct a road from a short distance

1. Mo. Senate Journal 1851, p. 36.

2. Compilation of laws in Mo. on R.R. aid. p. 60, compiled in 1859.

west of St. Louis in a south-westerly direction to the state line in Newton County. This line could receive more government land aid than the northern road and could readily connect with a road if built westward from Memphis.

Fifteen years had passed since the St. Louis convention of 1836 and the first dirt was yet to be moved in the construction of a railroad in Missouri. Actual work of construction was done on the Pacific railroad in the city of St. Louis July 4, 1851. December 1, 1852, the first locomotive west of the Mississippi river was placed on the Pacific track and on the 9th a passenger coach was run to Cheltenham, six miles west of St. Louis.¹ By 1856 the road had reached as far west as Jefferson City. It reached Tipton 1858; Sedalia 1861; and Independence September 19, 1865. In the February of 1853 work was begun on the Hannibal and St. Joseph road. It reached St. Joseph February 1859. A Pacific branch south from St. Joseph to Weston was completed in 1869. The southwestern Pacific was completed to Rolla by December 1860. Roads surveyed toward the Grand river road from Hannibal westward through Moberly to the Mouth of the Grand river, the Marion City and Missouri road from Palmyra north of Hannibal southwest to Boonville, the Louisiana and Columbia road from Louisiana on the Mississippi river southwest to Columbia and from Columbia west to the Missouri river. It was known as the Rochefort road.

1.State of Missouri, World's fair book by Walter Williams.

The general direction and location of all lines proposed thus far indicates the thought of the people of Missouri concerning the future development of railroad transportation in the Mississippi Valley. St. Louis was to be the center. The Mississippi river had always been the great western highway of commerce and would continue to be. Railroads radiating from St. Louis would be feeders to the great central point on the "natural highway" to assist nature but never to surpass her. The thought was never abandoned by the people of Missouri; but lived its allotted years and passed away with the generation that conceived it.

In passing from this early stage of railroad building to a later stage, we pass from a primitive society which pioneered into the state in Daniel Boone fashion. It was a civilization that had followed the valley of the Ohio and being lured by the old French town of St. Louis, crossed the Mississippi and settled mainly south of the Missouri river.

These pioneer farmers did not realize that the railroad would administer to their needs; they had never known its services in carrying their products to a distant market or in supplying them with the things they wished to buy. The farms produced about all the family needed and beyond that their wants were few. The value in artificial transportation awakened little interest since the Ohio, the Mississippi, and the Missouri never failed them and were continuing to meet their commercial needs as fully as the Nile ever served the Egyptians.

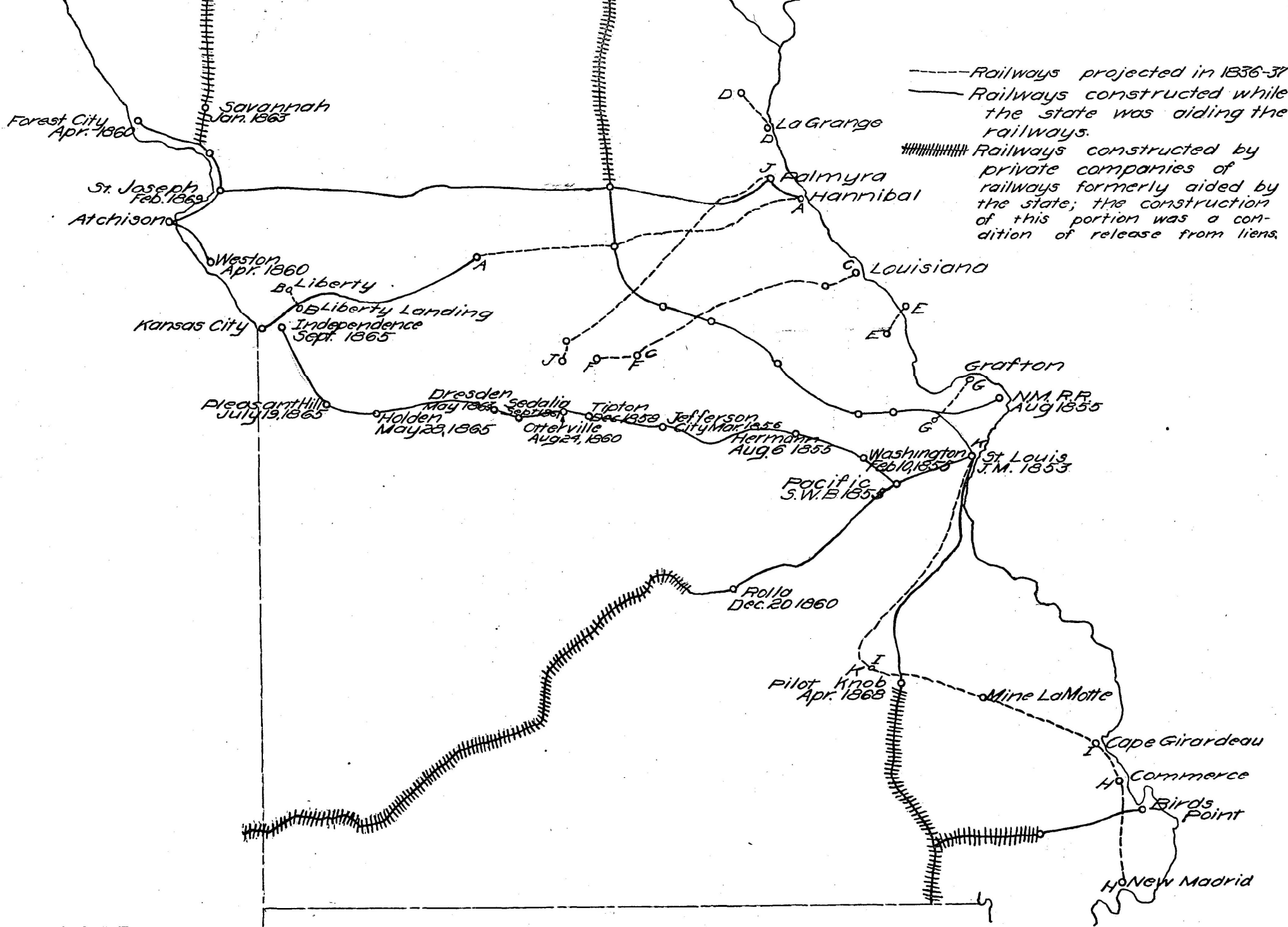
They were not a generation of weaklings; it is true that their names do not appear in large numbers in the management of government, but they knew the West and knew how to solve its problems. They also put their stamp upon our foreign relations by insisting upon their rights to the navigation of the Mississippi river. This passage to the sea gave to the West the transportation that it needed; it gave communication with the other states and with foreign nations. This was scarcely accomplished when, typical of the active and eager West, they found river transportation alone too limited to meet the growing demands.

A new generation had appeared. Like the old, it was agricultural, but unlike the old it was not content with merely self support. These people typified the growing West in the growing increase of their wants, and in a desire to increase their productive powers that they might satisfy those wants. Artificial transportation would help to solve the problem--the era of railroad building was at hand.

- A-A Hannibal, Paris and Grand River Railroad.
- B-B Liberty Railroad (Liberty and Liberty Landing)
- C-C Louisiana and Columbia Railroad.
- D-D Monticello and LaGrange Railroad.
- E-E Paynesville and Mississippi Railroad (Paynesville and the nearest point on the Mississippi River)
- F-F Rochefort Railroad (Rochefort and Columbia)
- G-G St. Charles Railroad (St. Charles and Grafton, Ill.)
- H-H Southeastern Railroad. (New Madrid and Commerce)
- I-I Southern Railroad (Caldonia and Cape Girardeau)
- J-J Marion City and Missouri Railroad (Marion City, Palmyra and Boonville)
- K-K Mineral Railroad (St. Louis, Potosi and Caldonia)

Other railways besides these were projected in 1836-37 but the names of some of the towns connected by these railways have faded from the original map and therefore the roads can not be located.

This map is sketched from one found in Million's State Aid to Railways in Missouri.



II. The Middle Period.

The Development of the West.

In 1852 Senator Benton made a speech at Randolph landing in Clay County, Missouri. Viewing the bluffs to the south and west, now occupied by Kansas City, he said; "Here where these rocky bluffs meet and turn aside the sweeping current of this mighty river; here where the Missouri after pursuing her southern course of nearly two thousand miles turns eastward to meet the Mississippi, a great manufacturing and commercial community will congregate, and less than a generation will see a great city." At the close of the civil war that speech was yet wrapped in prophecy, yet not without hope of fulfillment.

During the early period of railroad building in Missouri, it could not be known where the railroad terminal west of St. Louis would be located. That would be determined not by railroad building in Missouri alone, but by the development of that vast region lying to the west known as the great plains and designated in certain congressional acts as Indian country. In 1810 members of the Pacific Fur Company had found their way up the Missouri River and over into Oregon. Major Long left Kanesville (Council Bluff) in June 1820 and pushed westward through the mountains. In the winter of 1823-4 William H. Ashley and Etienne Provost discovered the south pass through the Rocky Mountains and made permanent the mountain crossing route of the famous Oregon trail. This pass meant to the Rocky Mountain country and to the plains all that Cumberland Gap ever meant to

the people east of the Alleghenies.

In 1826 a branch of the American Fur Company was established on the site of the present Kansas City. In the twenty years following many fur companies established themselves over the rich fur fields of the west and northwest. In 1842 came John C. Fremont and attracted attention to a great central route across the plains. Many citizens submitted plans for building a road to the Pacific; John Plume of Iowa, Asa Whitney of New York, B. S. King of Penn., Hosmer of Ohio, Pierce of Indiana, all were pioneer promoters. While in Congress there were Salmon P. Chase, B. F. Wade, Gwin, McDougal, Latham, Harlan, Trumbull, and Douglas. These all worked to bring the enterprise to a point of government initiative. The work done by Stephan A. Douglas to encourage the building of the Illinois Central Railway prepared the public mind for the provisions to be granted to western roads and helped to solve the many bond-aiding measures of the succeeding years. The location of the eastern terminal of this great western road was of local interest to the several towns, villages and boat-landings from Council Bluffs, Iowa, south to Fayetteville in northwestern Arkansas. Directly west of this line of "outfitting points" was the south half of the Indian country reaching from the western border of Iowa and Missouri to the Rocky Mountains. During the forties and well in to the fifties this territory became the great camping ground for soldiers, Mormons, gold hunters and traders; all these trooped across the great plains without system at first, but they soon

acquired volume and method sufficient to establish lines of travel reaching into the far west.

The most important of these lines was known as the Santa Fe Trail. This trail began at Franklin on the Missouri river;¹ later, Independence and finally Westport became the outfitting point. From Westport the trail extended in a southwesterly direction to Santa Fe, New Mexico and from there on to southern California. Lines of travel south of Missouri converged at Fayetteville in northwestern Arkansas and from there extended in a northwesterly direction and joined the Santa Fe Trail in what is now McPherson County, Kansas. The Oregon trail was farther to the north; the lines of travel crossing Iowa and northern Missouri, tending toward the northwest converged at the present site of Omaha. While Independence was an outfitting point, an important branch of the Oregon trail extended from there northwest joining the main trail a short distance east of Kearney, Nebraska.

Between the years 1830 and 1850 many Indian tribes had been moved from reservations in the east into this Indian country; especially into that portion soon to be known as Kansas. From Missouri were the Osages, Delawares, Sacs, Foxes, Kickapoos, Shawnees; from Georgia the Cherokees; from Ohio, the Wyandottes; from Michigan, the Potawatomes; from Indiana, the Miamis; and from other states the small tribes of Weas, Piankeshaws, Iowas, Muncies, Peorias, Kaskaskias, Chippewas, Creeks, and Choctaws. When the United States government began moving these tribes into

1. Franklin was located on the Mo. River near Booneville; the river bank where the village stood has long since been washed away.

this territory, three native tribes were found occupying the territory now known as the state of Kansas. These tribes were the Pawnee, the Osage, and the Kansas. The Pawnees occupied the territory west of the Big Blue River, north to the Niobrara and westward, perhaps to the mountains. The Osage, the Neosho and the Verdigris Rivers. In 1833 they were reduced to a strip of land from forty to forty-five miles wide beginning at the west line of Bourbon County and extending west to the one-hundredth meridian. The Kansas tribe lived in the valley of the Kansas River.

These several tribes, immigrant and native, alike believed that this land was theirs forever; but the white man knew better; he coveted those valleys and undulating uplands. Consequently the Indians were again moved. The old treaties were cancelled and from March 15th to June 5th, 1854 new treaties were made dispossessing the Indians in the Kansas territory.¹ Some say it was to satisfy the cupidity of men in commercial life, while others say it was to prepare the way for the one really vital issue, the approaching battle between freedom and slavery.² Whatever may have been the motive in shifting the Indian tribes, they were rapidly dispossessed and the public domain came under private control and cultivation. The whole country became restless for easier access to the west which had become a relative term.

The initial step for the building of the Kansas Pacific Railway, the first to cross the Indian country, was a bill submitted

1. Compilation of Indian treaties, 1873 Government print.

2 Roosevelt's *Bantam's Statemen series* Page 55-

to Congress in 1853 by Senator Salmon P. Chase of Ohio providing for a survey of four routes to the Pacific coast.

First: A line from the Upper Mississippi to Puget Sound
Major Stevens in charge of the survey.

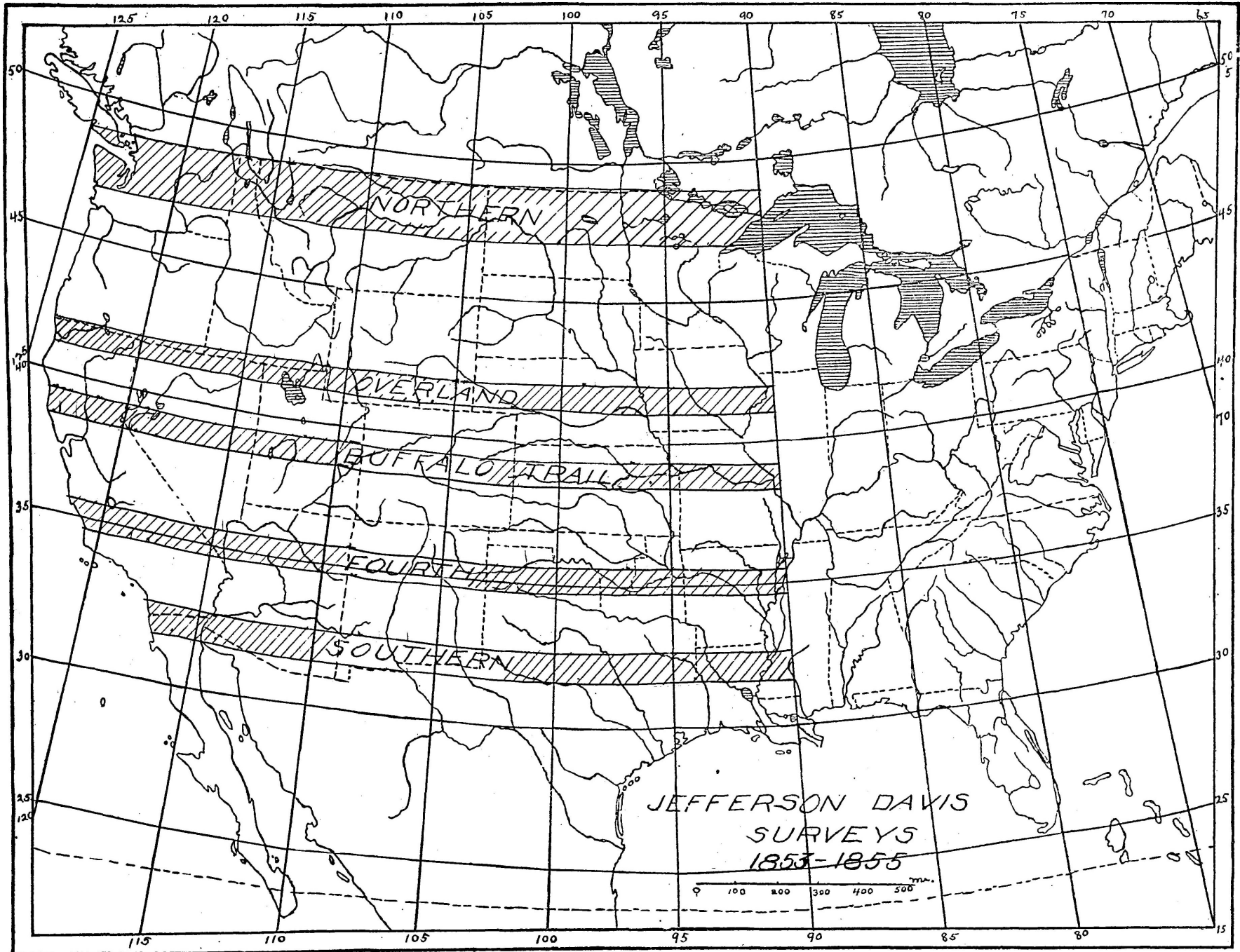
Second: A line along the 36th parallel, through Walker's
Pass of the Rocky Mountains, to strike the
Coast at San Diego, Los Angeles or San Pedro
under direction of Lieutenant Whipple.

Third: A line through the Rocky Mountains near the head
waters of the Rio del Norte and Hueferno Rivers,
emerging at Great Salt Lake Basin Captain
Cunnison in charge.

Fourth: A line along the 32nd parallel, via El Paso
and the Colorado River, to strike the Pacific
somewhere in lower California.

Jefferson Davis, then the secretary of war, sent out five engineering corps; each surveyed a line to the Pacific; first the northern route to lie between the 47th and the 49th parallels north latitude; second the Overland route, between parallels 41 and 42, also known as the central or Mormon route; third, along the 39th parallel called the Buffalo trail; fourth along the 35th parallel; the fifth, the southern route, along the 32nd parallel. A complete report of these surveys was submitted to Congress January 27, 1855.

Eighteen days prior to this report Stephen A. Douglas proposed a bill in the 34th Congress in which he proposed three



routes to the Coast, one by the way of El Paso and the Colorado River to be called the Southern Pacific; another from the Iowa border to be called the Central Pacific; another to the north to be called the Northern Pacific. In support of this bill he said that "if we intend to extend our commerce, if we intend to make the great ports of the world tributary to our worth, we must penetrate to the Pacific."

It is worthy of notice that the terms he used descriptive of these three routes, stand today as names for the three great trunk lines finally built. Later surveys were to determine the most acceptable route of each of the three roads. His measure found the approval of a joint committee of both houses; it succeeded in the Senate but failed of passage in the House. The distinguishing features of the Douglas bill was that it not only proposed but also provided liberally for what was to be undertaken. However, it came in the midst of the decade from 1850 to 1860, a period marked by storm and stress in which sectionalism and localism took precedent over all else. Railroad legislation was dropped in the agitation of the civil war. Local interests were checked for a short time, only to begin with renewed energy. One of the strongest agencies inseparably associated with the growth of early railroad building in Kansas City, was the Kansas City Journal, then known as the Journal of Commerce; its policy was for many years directed by Colonel R. T. Van Horn. It was a pioneer paper, on the margin of civilization dealing in the "raw material of opinion and opinion ultimately governs the world."

The citizens of Kansas City and near-by eastern and southern Kansas towns became deeply interested in the construction of a road situated upon a central geographical line of the continent as well as of the union; such a line they thought was best adapted for the construction of a continental railway. It was thought that the government should seek to build the road on the most central route so that all parts of the union would receive a benefit. They believed this to be not only the duty of the government but also the desire of the government.

In July 1858, the Chamber of Commerce of the City of Kansas addressed a memorial to Congress in which they said:

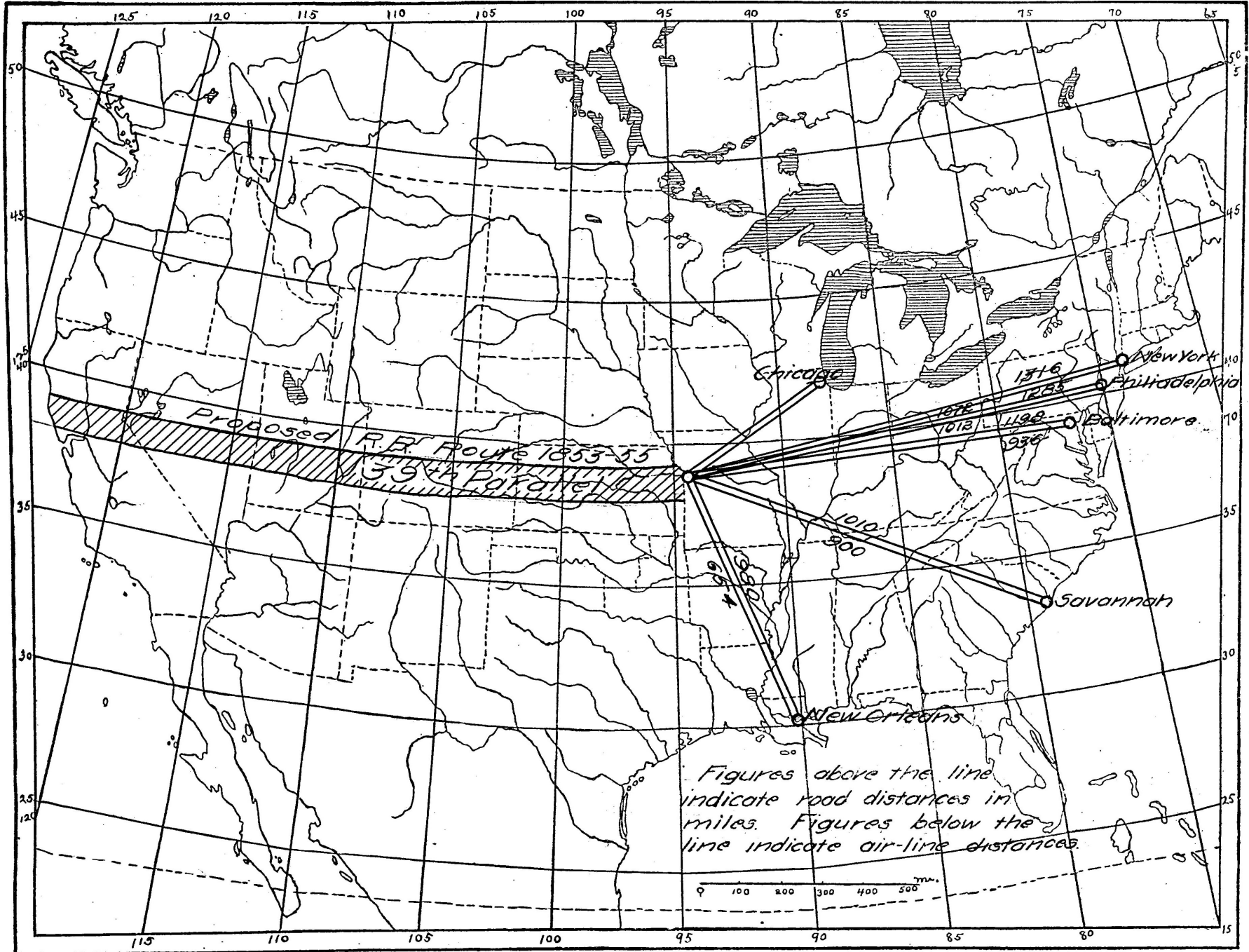
It will be our purpose to show that the valley of the Kansas River is not only as practical as any other projected route but that it is the only route that possesses all the requisites for constructing, maintaining and operating a railway across the continent of North America. A road to the Pacific was considered from the geographical position, the climate, the capacity of the country to support a population and the topographical adaptation for railway construction. It was pointed out that the great central portion of the country lay between the 29th and 49th parallels of north latitude; this would make the 39th parallel the center, which is the valley of the Kansas River and that an air line from the Lake of the Woods to Galveston passes through the mouth of the Kansas River. Further investigation showed that by the accustomed routes of travel at that time that the mouth of the Kansas River was 1316 miles from New York, 1285

miles from Philadelphia, 1198 miles from Baltimore, 1010 miles from Charleston and 980 from New Orleans. A further showing was made that by air line, to the mouth of the Kansas River from New York it was 1072 miles, from Philadelphia, 1012 miles, from Baltimore, 936 miles, from Charleston, 901 miles, from New Orleans, 654 miles.

One of the reasons presented for building the road was to connect the two oceans and afford a military road for the government in protecting all its parts. ^{The Citizens of Kansas City} ~~They~~ spoke from a ^{central} knowledge gained by long acquaintance, they knew the ^{central} route because they were using it, they knew its advantages and its profits. Instead of the route being impracticable it had no greater obstacles than had already been overcome in Missouri and not so difficult as those met by the Baltimore and Ohio in crossing the Alleghenies, and while the Secretaries' report further branded the central route as "unexplored," the region within the next ten years contained a nucleus of a powerful and self-sustaining state larger than many of the ruling states of Europe.

There were farms under cultivation, towns and villages built, mills, smelters and forges in operation, mines opened and all the needs of the country supplied by the mechanics of the country itself, and regular lines of communication were maintained between this region and the Southwest.

The mountain ranges crossed by the proposed central route were thought by many to be a wild, desolate terra-incognita,



incapable of exploration, covered with perpetual snow forming an impassable barrier and holding in their vast solitudes secrets never to be revealed. A probable cause for this misconception lay in the fact that the first explorations were made in the higher latitudes.

We had no commercial interests on the Pacific coast south of Astoria before we secured California. When California was opened for settlement emigration used either the southwestern or the northern route because they were best known. A road along the 48th parallel would not give ^{the best} ~~such~~ advantage for its whole length would lie alongside a foreign power. To build it on the 32nd parallel would place it along the border of Mexico where much border trouble had existed for twenty years and bid fair to continue. The foreign border argument contained an element of fear not commonly possessed by men of the western type. It was further observed that either of these routes would take the road away from the forts of the government, away from the Indian tribes, away from the routes of travel and away from all the interests needing its benefits and protection.

The great central belt of the United States was increasing rapidly in population. The rapid settlement of Kansas from 1854 to 1860 gave sufficient evidence of that. It was asserted that, there was not seventy-five miles of country between the 37th and 40th parallels not inhabited by the white man, all of which made plain the fact that the home builder had penetrated,

and fixed his never relaxing grasp upon the soil once known as the great American desert.

This rapid development of the middle west followed closely ^{upon the} ~~the~~ report of the secretary of war in 1855, ^{in which it was stated} ~~that~~ that the central route was impracticable. The people of Kansas City thought it proper to show that the prejudice was not only unfounded but that the reports upon which he based his declaration did not warrant the sweeping statement.

They asserted from time to time, that they asked nothing more than an engineering test. Being driven by a desire for a shorter and better route explorations were made farther south and instead of finding impassable barriers there were found accessible passes with abundance of grass, water, and timber. It is thought that the question of mountain passes excited more concern in railroad building than all other questions. It no doubt received undue attention and created a prejudice against the proposed central route.

A desirable mountain pass, to a western man engaged in traffic, had a restricted meaning. Commerce was carried by heavy wagons, carrying from two and one-half to three tons and drawn by ten or twelve mules or oxen, over a country where no road was ever graded or bridge built. They did not attempt to follow the valleys, but they sought an unbroken ascent which carried with it over the mountain the features of the valley below; when this was found it was called a pass. The pass has a greater altitude than the water course cut by chasms which the

wagons could not cross, but which in many instances could be crossed by a bridge twenty feet in length. Such chasms offer no obstruction to the locomotive while the route is shorter and the grade lower than that of the wagon pass. These railroad passes have been found in all parts of the Rocky Mountains.

They fearlessly challenged exploration from the mouth of the Kansas River; there was no question as to the practicability of the eastern slope of the Rockies, either by the Larime plains, the south fork of the Platte, the Smoky Hill fork of the Kansas or by the way of the Santa Fe Trail, this latter route had become well known before the beginning of the Civil War; it was probably the best wagon road of its length in the world, from the mouth of the Kansas River to Santa Fe, 760 miles of natural road over which went annually from 6000 to 10,000 loaded wagons and over which was carried the United States mail with great regularity. It was stated that the mail failed to meet the scheduled time, as shown by the records, but twice in eight years; a record not equalled by the schedule for a like period between Washington and Boston.

Attention was called to the fact that the government had spent hundreds of thousands of dollars on roads elsewhere but had not spent a dollar on this road, and that in the face of government explorations in other latitudes and the "impracticable" verdict of officials they had worn a road superior to any yet constructed.

The system of explorations pursued by the government was restricted by instructions. A company of engineers would be

sent out with marked instructions from which they were not at liberty to deviate. The cardinal points in these instructions were the well known passes, the South pass, the Coochatope and others near the 42nd and 35th parallels, and it was not until later that the truth became known that the Pacific Railroad already constructed in parts of Missouri had overcome as great obstacles as were to be met on the central route from the Kansas valley to California.

As the controversy between freedom and slavery ceased in Congress and appeared in the Kansas territory so the question of the construction of a railroad to the Pacific Coast was dropped for a time in Washington, only to receive increased attention in the towns in western Missouri and eastern Kansas.

A railroad convention met in the City of Kansas on November 22, 1858. The call was sent out by the Chamber of Commerce to Independence, Westport, Liberty, New Santa Fe, Oxford, Paola, Osawatomie, Ft. Scott, Lawrence, Topeka, Tecumseh, Lecompton, Manhattan, Wyandotte, and some other smaller towns. A majority of the delegates were Kansas men. This movement entered the City of Kansas as the youngest and most vigorous competitor for the eastern terminal of the railroad to the Pacific. The convention took a broad view of the commercial power of the central portion of the continent. They advocated the construction of two great trunk lines which, with proper connections, would supply adequate commercial facilities for a district of country

equal to the original thirteen states. They believed that the time had come for the immediate construction of a great continental railway uniting the Atlantic with the Pacific, and that such road should be constructed in the great central route by the Kansas valley. The 49th parallel was too far north; the 29th was too far south; the Kansas valley was the most central and extends the natural valley routes, the Potomac, the Ohio, the Missouri, the Kansas, the Colorado, the Nicolett, and the San Joaquin. Upon this valley route was already constructed 1238 miles of railroad, 175 miles of which were west of the Mississippi River; moreover, the construction by this route would disturb none of the existing centers of trade. The road constructed by any other route would necessitate the reconstruction of the entire railway system in order to reach the great channel of continental commerce and transportation. The resolutions also included mention of a road running south to Galveston which would add greatly to the power of the union and asked that Congress should make a grant of land for that purpose. Also that a road connection with the Hannibal and St. Joseph was of immediate importance so that a connection might be had with the east by way of Chicago. The citizens of Kansas City keenly appreciated their position and interests, there was no disposition to "hug the delusive phantom" as St. Louis had done in an earlier time, that the west and southwest were bound to them by the ties of nature.

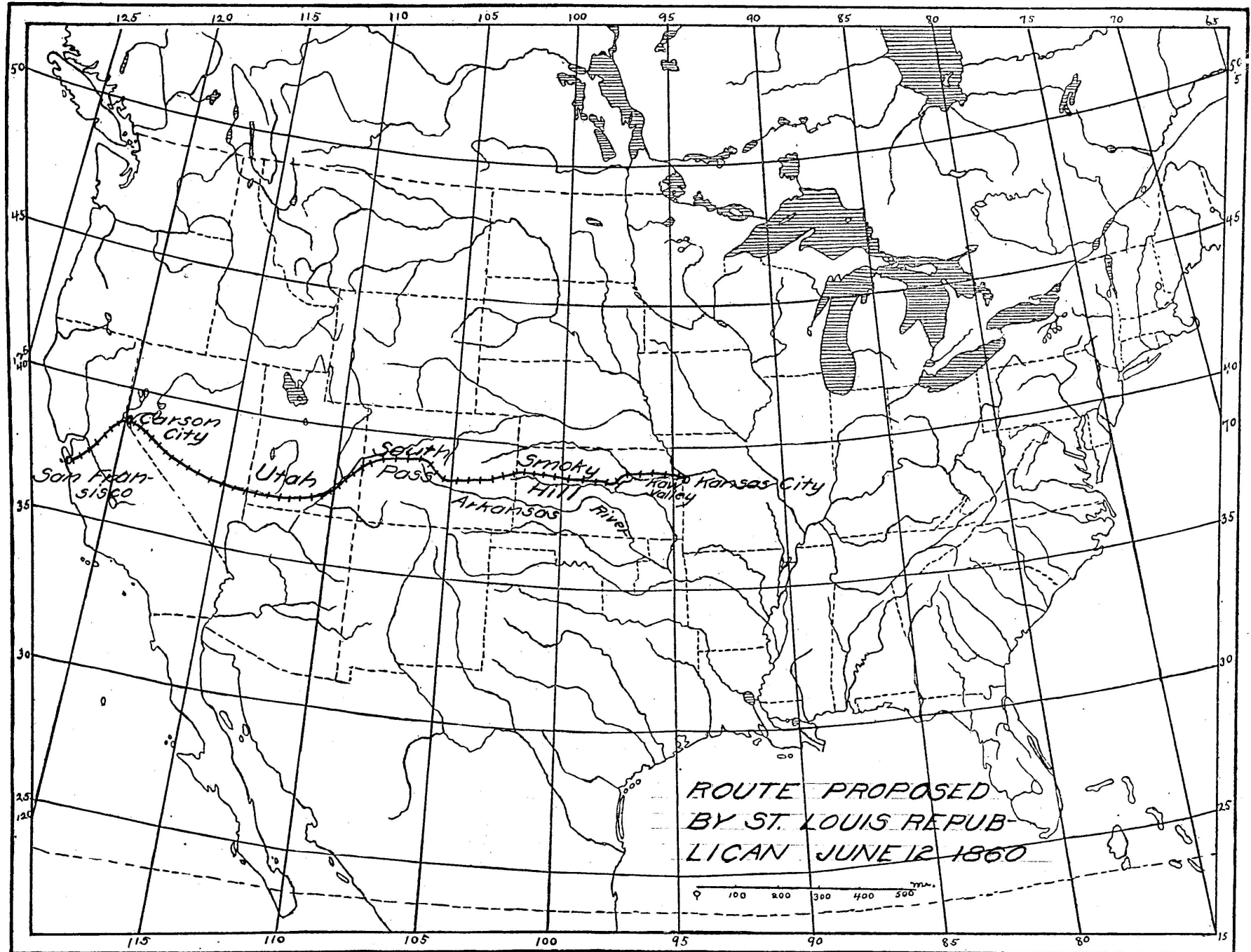
They became greatly concerned over the three great lines of commerce and emigration starting from the eastern seaboard and penetrating the great west.

A southern line which started from Charleston and Savannah, appeared to be making its center at Memphis ready to cross Arkansas and reach Santa Fe by a shorter and more direct route than any other could offer.

A second line, having Philadelphia, Baltimore, and Norfolk for its eastern limits and St. Louis for its western, but there unfortunately it was allowed to rest.

The third, the great northern route, started from Boston and New York, followed the lakes to Chicago, crossed the Mississippi into Iowa and to the upper Missouri regions; there it diverged to the south and was preparing to cross the very track of the central route into the great southwest.

The two great routes, the northern and the southern, starting on the Atlantic Coast showed signs of converging, in their western course, on the eastern slope of the Rocky Mountains. It soon became evident that the northern route was determined to compete for possession of the Kansas valley. There remained nothing for the central route advocates but to fearlessly meet the issue. Immediate action was urged upon two things: first, complete the Pacific road from St. Louis to the mouth of the Kansas River; second, extend a road up the Kansas valley. The roads reaching St. Louis could then combine with the Pacific and open communication with the main route through Kansas to the gold fields and on through to the Pacific



coast. Such a movement would establish the central route and settle the question of a route to the Pacific Ocean. As late as in the early '60's men felt the need of arguing the practicability of constructing a railroad across the Rocky Mountains to the Pacific Ocean. There were those who admitted that as an engineering project the thing might be done, but the cost would be prohibitive; all admitted indefinite delays on the question of location which amounted almost to prohibition, on account of sectional differences.

There was considerable argument used against the northern route on account of the prevailing heavy snow in and about the South Pass and the lack of timber along the way. Each route, however, had its advocates but none were supported with more energy than the central route; its advocates described in some detail that the road should be constructed up the Kansas valley and its Smoky Hill Fork, thence crossing to the more northerly source of the Arkansas; from there pass through the mountains not far from South Park, then down some tributary to the Colorado and westward by some valley into Utah; through Utah to the valley of the Carson across the Sierra Nevada to San Francisco.

A road on this route would, it was believed, command a large and profitable traffic from Kansas, Utah, and the newly discovered gold regions of Carson Valley.

The first organized effort for the construction of a railroad having Kansas City for its eastern terminus was the promotion

of the Kaw Valley road by the citizens of Lawrence and Kansas City, in 1854. The road was to extend from Kansas City to Lawrence, but before work could begin the Kansas Pacific was built and the Kaw Valley project was dropped. The Kansas Pacific had its second step towards construction in May, 1862, when Congress passed the Union Pacific bill; the western branch, beginning at Kansas City was known as the Kansas branch. Constructive work was begun in Wyandotte July 7, 1863 under the direction of Major Hallet and General Fremont. In the following spring (May, 1864) agitation was commenced for a road from Kansas City to Ft. Scott, later to be extended to the Gulf. Construction began in the fall of 1865 (Oct. 14) and reached Ft. Scott in December, 1867. Later, important branches were built; one was the Kansas City, Clinton and Springfield; another, the Kansas City, Springfield, and Memphis. The north Missouri railroad from Brunswick to Leavenworth began its extension to Kansas City in June, 1864 and was not completed until Dec. 8, 1865. The Missouri River Railroad was begun at Kansas City in October, 1865, and was completed to Leavenworth the following year (July, 1866). Before the Civil War, the Kansas City and Cameron Railroad was begun and reached Kansas City in the fall of August 22, 1867. In connection with the building of this Cameron branch is seen the early Kansas City spirit. That aggressiveness and willingness to dare and do great things; a spirit of cohesion and co-operation among men of broad vision and large affairs. In the same fall (1865)

that the Missouri Pacific reached Independence, it extended its western terminus to the state line by way of the East bottoms and along the levee for which privilege the company paid the city \$20,000. There are citizens of Kansas City conversant with the events of those early days who say that the payment of this \$20,000 was the making of Kansas City.

✓ In the records of the Missouri Valley Historical Society may be found an account of what is regarded as a critical moment in the railroad building in Kansas City. The story relates that Leavenworth and Kansas City were rivals. Each had some railroad facilities, but neither had a bridge over the Missouri River. The Kansas City and Cameron Railroad project which had been planned before the Civil War lay dormant until the summer of 1866. It was understood that a Mr. Hayward was working in the interests of Kansas City and had arranged with Boston capitalists to build the road into Kansas City but Mr. Hayward was deceiving them; he was really working in the interests of Leavenworth. Major J. R. Balis relates the story as follows: One night in 1866 (I have forgotten the date) about 10 o'clock I was awakened by a visit from Charles E. Kearney, president of the road; Charles G. Keeler, one of our watchful citizens, and W. J. Qualey, the contractor. They were much excited and in a hurry, I received them in my library, in my night clothes. What was the matter? Mr. Qualey had just received word that Mr. Hayward had been deceiving us and that

while pretending to influence the Boston people in our behalf had all the time been working for Leavenworth, and had that night started for the East with a contract which he expected to get signed, in effect, to run the proposed road into the latter place instead of Kansas City. At this time Colonel Coates was in Washington, working in the interest of the bridge across the river. I suggested a telegram to Colonel Coates "To go at once to Boston, intercept Hayward and prevent all negotiations till our representatives should reach there." This was done. It was agreed to send Gen. J. W. Reid and Col. T. S. Case. They must start early in the morning. Colonel Kearney undertook to notify General Case, who lived in the country. In the morning promptly Messrs. Reid and Case, grip in hand, took the stage, loaded with wrath against the perfidious Hayward. Colonel Coates promptly responded to the brief notice from Kansas City and reached Boston early one morning before business hours, so he went at once to the residence of Nathaniel Thayer, told his errand and made an engagement to meet him later in his office. Colonel Coates told me that while talking with Mr. Thayer in his office, the bellboy ushered in Mr. Hayward, and when the latter saw him he started back with apparent amazement and was, for a few moments, speechless. Well, the next day Reid and Case arrived and the whole matter was discussed and the perfidy of Mr. Hayward revealed--Messrs. Thayer, Bartlett and Wild, I believe, were Boston men. The result was that Kansas City won in the conference. The road and bridge were ordered built, and were built, and the city started on her career of progress and prosperity--but it was a close shave.

The foregoing statement by Major Balis persuaded some to believe that if Mr. Hayward had succeeded in getting Mr. Thayer to sign the Leavenworth contract, the Cameron Road would have gone to Leavenworth and the bridge would have spanned the river at that point. This would have induced eastern roads to build to Leavenworth which likewise would have been the beginning point for roads to the West and South. This is certain, that \$20,000 was placed in the hands of a committee composed of Colonel Kersey Coates, Charles E. Kearney, and Colonel R. T. Van Horn. With it they secured for Kansas City the Cameron branch of the Hannibal, St. Joseph Railroad. The road reached Kansas City August 22, 1867. The day before this event marks the laying of the corner stone of the first pier of the Hannibal Bridge. The bridge was completed and opened with celebration July 3, 1869. The next day the Daily Journal printed the following:

"Kansas City's Glorious Fourth of July, Grand Celebration of the Opening of the Missouri River Bridge, the Only Bridge across the Missouri River. An Elegant Warm day Great Crowds From Missouri and Kansas.---Kansas City From Now on Will Boom."

The Kansas City Chamber of Commerce which had shown considerable vigor before the war again became active and submitted a proposition to the people of Kansas City, September 19, that they vote \$200,000 to aid the Ft. Scott Road, and \$25,000 for the completion of the Kansas City & St. Joseph Road to Weston. Both appropriations carried by large majorities. Five days before the election work actually commenced on the Ft. Scott Road under the

direction of Captain Charles G. Keeler. In the following November Johnson and Miami counties in Kansas each voted \$200,000 for the construction of the Ft. Scott road. When this road was projected in 1856 its southern terminus was to be Galveston, but opportunity was lacking for a right of way through the Indian Territory. The Civil War solved the problem. The Creeks, Choctawes, Chickasawa, Seminoles, Shawnees, Kiowas, Wichitas, Osages, Comanches, Senecas, Quapaws, and Cherokees became allies to the Confederacy in the rebellion. Consequently the United States Government regarded all treaties nullified. Commissioners were accordingly appointed to secure new treaties. The Kansas City Chamber of Commerce saw in this an opportunity to secure the necessary right of way through the territory for the Kansas City and Galveston road. A committee was appointed consisting of Colonel R. T. Van Horn, Colonel E. M. McGee, Colonel J. M. Payne and Mathew Mudeater, a Wyandotte Indian; another delegation composed of citizens of Ft. Scott and other southeastern Kansas towns joined the Kansas delegation and these in turn were joined by some St. Louis capitalists who were interested in an east and west grant across the territory. The desired rights of way were secured.

The company having in charge the construction of the Fort Scott and Gulf Road proved to be one of means and a knowledge requisite to accomplish the construction of the road in a very short time. By December 12, the road was completed to Olathe. It became the duty of a Kansas Commission to examine the last ten

miles of the road for formal acceptance. The event gave occasion for an excursion from Kansas City to Olathe. The people of Olathe received the visitors with great ceremony. Many speeches were made showing the advantages the road would give to Kansas City. It would serve as a great artery to tide water of the network of railroads centering here and places its value beyond calculation.

The ten miles of road were accepted by the commission with the flattering remark that it was the best ten miles of new road that ever came under their observation.¹

The increase activity on the part of the people of Kansas City which had secured the Cameron branch, the Hannibal Bridge and the Gulf Road gave occasion for an article to appear in the Lawrence Journal December 28, 1868, and reprinted in the Kansas City Times under the heading, "Which shall it be, Kansas City or Leavenworth." The article states that trade seeks to concentrate; it is one of the laws of commerce necessitated in good part by the system of railroad transportation. Anyone who cares to observe such things can see that the trade from central and southern Kansas is centering somewhere; it is gravitating towards permanent channels, with the inclination strongly in favor of Kansas City. Leavenworth has prestige, has capital, has the start as a city; yet during the year past, the trade has been settling in toward Kansas City. If we ask why, the answer is simple: Kansas City has the great western connections; she has

1. Kansas City Times, Dec. 12, 1868.

a bridge building and nearly finished across the Missouri River; and she has a line stretching out directly into southern Kansas. If Leavenworth would go east she must go either by way of St. Joseph or Kansas City; she has no connection with southern Kansas. In fact she is isolated from the very region which is to build up the metropolis of the Missouri Valley.

If the present condition of things is not checked, Kansas will become a mere dependency of Missouri; Kansas trade will build a metropolis from which we will get no return; build up that trade center in our own state and it will pay half our taxes; build it up in Missouri, and it will not pay a cent. What is the answer? We answer that nothing will do it except the speedy building of the Galveston Road on the old standard route direct from Leavenworth to Lawrence and from Lawrence to the south line of the state. Any other scheme will result finally in concentrating everything from southern Kansas at Kansas City. Build that road and operate it in the interest of Kansas and Kansas towns; the trade of southern Kansas will find its outlets at Topeka, Lawrence, Leavenworth and Atchison. Fail to build it or let it be built by parties having superior interests at Kansas City, and it will not be three years till the trade of the Kansas Valley and the region south will sweep irresistibly to Kansas City.

The Galveston Road built and operated in the interests of Kansas is the only thing that can possibly save our state from commercial thralldom to Missouri.¹

1. Lawrence Journal, Dec. 28; reprinted in the Kansas City Times Dec. 30, 1868.

III. Later Period.¹

The Centering of Forces.

Settlement, production, and population are requisites that enter into and control all railroad enterprises and furnish, after they are built, the business which sustains them in successful operation.

In the development of the West acknowledgment is due the East. Eastern men and eastern capital made possible the marvelous growth which could not have taken place without them. That portion of the west in which Kansas City is the trade center has been wholly developed since the Civil War. The most active period in railroad building were the years from 1860 to 1880. During those years the great west, especially the state of Kansas, was a battle ground for railroad kings.

The first railroad building was in July, 1863, when Hallet and Fremont began work on the Kansas branch of the Union Pacific, and opened to Lawrence in December, 1864.

The Missouri Pacific reached Kansas City Sept. 21, 1865, and was the first to operate trains in and out of Kansas City. The North Missouri Railroad was completed to Kansas City in Dec., 1868; the Missouri Valley Railroad was extended from Weston to Kansas City Feb., 1869; the Kansas City and Cameron Railroad was completed August, 1867; the Missouri Railroad was completed from Kansas City to Leavenworth July, 1866; the Kansas City, Ft. Scott completed to Ft. Scott Dec., 1867; the Leavenworth, Lawrence, and

1. Information on this period has been secured from Cyclopedia of History of Missouri, Vol. V., Art., Railroads. Also by conversation with officials in the several railroad offices located in Kansas City.

Galveston to southern Kansas in 1868; the Atchison, Topeka, and Santa Fe through Kansas Dec., 1874.¹ These early roads and their branches were not the result of chance or force of circumstances; these roads came as the natural result of the law of demand. Rich mines had been opened up to the west, a vast emigration had found its way along the 39th parallel, cities grew rapidly, farms were developed, and the territory contributory to Kansas City widened to include not only Kansas but portions of Nebraska, Iowa, Missouri, Arkansas, Colorado, Texas, Indian Territory, and New Mexico.

This commercial development of the west is due very largely to the wise policy of the early citizens with reference to the transportation facilities. They regarded the railroad and the press twin brothers in American progress and development.

Probably the greatest force in the rapid development of the state of Kansas, in addition to the progressive spirit of her people, was the railroad. It was the railroad corporations that made known the resources of the state and presented them to a commercial world.

In 1870 the state had fifteen hundred miles of railroad; in 1875 it had twenty-one hundred and fifty miles; and in 1880 there were thirty-four hundred miles in operation.

In 1870 there were sixteen thousand people in the state west of the sixth principal meridian and five years later there were more than two-hundred thousand people--a population larger than the entire state possessed at the time of admission.

1. The State of Missouri, by Walter Williams.

The frontier was pushed more than half way across the state. Railroad agents visited the chief centers of population in the United States, England, and the continent. Kansas was advertised as no other state had ever been; as a result large tracts of railroad land were sold to foreign companies for colonization-- a similar development obtained in other portions of the West.

The Missouri Pacific, the Cameron branch, the Hannibal Bridge, and the Union Pacific, all completed in the sixties, caused Kansas City to be recognized as the gateway to the West. Other roads seeking a share in the carrying trade gained entrance to the city either by building new lines or by leasing a right of way on those already built.

In 1904 it was estimated that the trade territory around Kansas City contained 30.7 percent of the area of the United States, 17.67 per cent of the population, 12.95 per cent of the assessed wealth, 35.16 per cent of the horses and mules, 39.5 per cent of the cattle, 38.73 per cent of the hogs, 32.12 per cent of the sheep. Its usual wheat crop was 20.46, its corn 51.46 per cent, oats 43.25 per cent, and its railway mileage 23 per cent.

Within a circle on a radius of 150 miles were found over three hundred thousand farms, valued at nine hundred and ninety-one million dollars; buildings, two hundred million dollars; the total valuation of all property was estimated to be one billion, one hundred and ninety million dollars.¹ This was but the inner circle. As the country developed and railroad facilities

1. The State of Missouri, by Walter Williams.

increased the circle widened until today it would be difficult to set the limits.

The Kansas Pacific was completed from Kansas City to Lawrence, Kansas, in December, 1864, later extended to Denver and beyond. On July 4, 1869 witnessed the completion of the Hannibal Bridge, an enterprise which made Kansas City the second largest railroad center in the United States. The Missouri Pacific, the Cameron Road, and the Kansas City, St. Joseph, and Council Bluffs Road all preceded the building of the bridge, and passengers and freight were transferred to Kansas City by ferry. The Missouri Valley, now the Wabash, was begun in June, 1864, and was completed to Kansas City December 8, 1868. This road was for a short time known as the St. Louis, Kansas City, and Northern Railway.

The Kansas City, Ft. Scott, and Memphis Railroad was organized in Oct. 1865 as the Kansas and Neosho Valley Railroad. This road has brought Kansas City in close connection with the mineral and coal districts of southwest Missouri and southeastern Kansas. This road also gives close connection with points on the lower Mississippi River, the Atlantic Coast, and the Gulf.

The Atchison, Topeka, and Santa Fe Road did not originally reach Kansas City; it extended from Atchison to Topeka and south into the Arkansas Valley. Soon the company desired a Kansas City connection and Kansas City was equally anxious to be recognized by such an important road. For a time the Santa Fe made connection with Kansas City by way of Lawrence and Pleasant Hill; but in December, 1874, it reached Kansas City over its own line

from Topeka. In 1888 the line was completed to Chicago.

The Kansas City & Memphis Railroad Company was organized, but the road was never built. Serious trouble resulted from this. In March, 1872, was begun the Independence and Lexington Railway. This road reached valuable coal fields which have developed into valuable property. The road later became a part of the Missouri Pacific.

In 1870 the Chicago and Alton built a bridge across the Mississippi at Louisiana, Missouri, and constructed a road to Mexico, Missouri, and from that point they ran trains over the Wabash to Kansas City. In 1879 they reached Kansas City over their own road.

The Chicago, Rock Island and Pacific Railway Company reached Kansas City in 1871 over the Kansas City, St. Joseph, and Council Bluffs Road, and in 1880 it began the use of the Hannibal and St. Joseph Road from Cameron.

In 1876 the Missouri Pacific built from Lexington to Kansas City; this road has been of great value in the transportation of coal.

A Union Depot was built in 1878 at a cost of \$225,000, and the Union Transit Company was organized to do the switching.

The Chicago, Burlington, and Quincy Railroad reached Kansas City over other roads in 1882.

The Chicago, Milwaukee, and St. Paul Railroad Company bridged the river just east of Kansas City at Randolph, in 1887, the company established its own depot at 21st and Grand Ave.

which at that time was the south side of the city.

When the Missouri, Kansas, and Texas Railway first reached Kansas City in July, 1889, its trains were handled from Paola to Kansas City by the Kansas City, Ft. Scott, and Memphis Road, but since 1894 the road has handled its own trains over the Kansas City, Ft. Scott, and Memphis Road.

The Kansas City, Pittsburg, and Gulf Railroad, now known as the Kansas City Southern, was built in 1897. This line means much to Kansas City since it affords a most direct route to tide water.

The Kansas City Northwestern Railway reached Kansas City January 1, 1888, and in 1891 the Chicago Great Western gained entrance to the city over the Kansas City Northern rails. A road known as the Chicago, Kansas City, and Texas Railway was completed in 1889; it was then reorganized as the Kansas City and Atlantic Road in 1893, and operated between North Kansas City and Smithville, Missouri; in 1897 it was extended to Pattonsburg, Missouri, and known as the Kansas City Northern Connecting Railroad.

The St. Louis and San Francisco Railroad secured control of the Osceola and Southern Railway in 1898 and extended the road from Osceola to Bolivar, Missouri; this connected Kansas City with the main line and affords an important outlet to the South and West.

In 1898 the St. Joseph and Grand Island Railway made arrangements for running their trains into Kansas City. It uses a part of the Atchison, Topeka and Santa Fe between St. Joseph and Kansas City, and the tracks of Kansas City Connecting Railroad. This

^{was}
road ~~uses~~ a large business in the transportation of grain and live stock.

In October, 1898, the Leavenworth, Kansas, and Western Railroad reached Kansas City over the Missouri Pacific tracks.

Counting from Kansas City's first railroad in 1865 to 1900 we have a period of but thirty-five years. During that time Kansas City secured twenty systems of railroads with thirty-nine separate lines, having a total, ^{of} 50,000 miles of track, representing 23% of the total trackage in the United States.

Situated as it is, in the heart of a continent with railroads reaching in every direction, it has become a great commercial clearing house for the West and a market for the world.

APPENDIX.

1. Early Days in Kansas City.
By Colonel E. S. Jewett.
2. National Flag on Turner Hall in 1861.
By Robert C. Bradshaw.
3. An Address at Omaha, Nov. 25, 1901.
By General Dodge.
4. The First Railroad West of the
Mississippi River.

Early Days in Kansas City.¹

Railroads.

Historical paper on "Early Days in Kansas City by Colonel E. S. Jewett. General Agent. Passenger Department. Missouri Pacific-- as presented before the officers and members of the Merchants and Manufactures Association. Monday Evening Nov. 27, 1905.

In order to take you back to the early days of Kansas City as I see it on my arrival here in September 1867 and to give you an idea of the business district. What at that time was Main Street-- from the Levee to Missouri Avenue with a few scattering buildings on Delaware Street and West 5th Street as far west as Broadway. There was no west Kansas City in those days. Except a cottonwood saw mill and the State Line Hotel and Station. No. 5th Street to the west bottoms. This territory was reached by a drive by following the river wagon road, starting on the Levee at the foot of Grand Ave. or Main Street and extending to Wyandotte. This included the crossing of the Kaw River on a Ferry boat. The Daily Journal-Col. R. T. Van Horn, editor and proprietor--was located at the south-east corner of 2nd and Main Street with the Watkins bank opposite and the Mechanic Bank on the north-west corner. The post-office was in the Union Hotel. The postmaster was Colonel Frank Joster. The population of Kansas City at that time was about seven thousand.

There are a few of the old-time conductors on our railroads still with us. The first and only conductor on the Platte County road on its first opening between Weston and St. Joseph is the

1. This is a copy of an old manuscript found with some waste papers in the Missouri Pacific Office, Kansas City, Mo.

oldest, the Hon. Richard B. Morris. This gentleman is now a resident of Atchison. Mr. J. Brinkerhoof, one of the first on the Union Pacific, Eastern Division, now superintendent of the Union Pacific Kansas Division and a highly respected and old timed citizen of this city. J. L. Barnes the first conductor on the Kansas City Fort Scott and Gulf R.R.- now a superintendent of the Santa Fe route, located at Chanute Kansas. There are a few others left hard to locate in late years.

Before the advent of the Missouri Pacific into Kansas City, so as to give an all rail ride to St. Louis, the route east from Kansas City was the steamboat "Emilie," Captain - Sam Burks - leaving Kansas City every afternoon about 1 o'clock, running to Weston, Mo., there connecting with the Platte County railroad (now known as the Burlington) to St. Joseph, there connecting with the Hannibal and St. Joseph railroad, leaving St. Joseph at 12 midnight, connecting at Macon with the North Missouri (now Wabash) for St. Louis, and at Hannibal with the Keokuk and St. Louis Packets for St. Louis, and Chicago and Eastern Passengers from Hannibal to Quincy by steamboat, to connect with the Chicago, Burlington and Quincy. The ticket agent, Mr. E. W. Peirce, who was also the fire and life insurance agent of Kansas City in those days, was located at 314 Main Street.

Mr. Peirce was one of our most popular citizens of Kansas City in his days. He died April 10th, 1872; funeral April 13th. His residence was on Walnut Street between Sixth and Seventh, west side, and was on one of our high clay banks of those days. The stairs were so steep and long, footing on Walnut Street, that I

remember we had to take his remains down through the alley at the rear. It was a big Knight Templar funeral; the first I had ever seen in the city.

It cost money to travel in those days; the fare to St. Louis was \$14.50, to Chicago \$24.50, to Cincinnati \$29.00, New York, \$48.00, Boston \$52.00, and intermediate points in proportion.

After the advent of the Pacific Railway of Missouri and the Cameron Branch, the steamboat route dropped out. A trip to St. Louis took seventeen hours; leaving Kansas City at 6 P. M., supper at Pleasant Hill, at the Atlantic House, and breakfast at Herman, Mo., arriving in St. Louis at 11:00 A. M. Returning, leaving St. Louis at 4:30 P. M.; supper Franklin (now known as Pacific), breakfast at Pleasant Hill, arriving in Kansas City at 10:00 A. M. The day trains each way, making all stops, took eighteen hours. The ride to St. Louis is now made in eight hours, with ease, at a rate of \$7.50 for the trip. In early days it was a twenty-four hours' ride to Chicago, and only on line- no choice of routes.

The first railroad engine that came to Kansas City was for the Pacific Railroad of Missouri. It came from St. Louis by steamboat and was landed here in June 1864, about the location of Kelly Flouring mill, East Bottoms. This engine was unloaded by Mr. H. Hale, who built the railroad to Pleasant Hill and was afterwards superintendent of the Western division from Sedalia to Kansas City.

Mr. Hale was well known to the old-time citizens of Kansas City. He was at one time superintendent of the Union Depot. He is now a member of the Soldiers Home at Leavenworth, hale and hearty and upwards of eighty-six years old, and often visits Kansas City.

On July 4, 1864, the Pacific R.R. of Missouri was completed to Big Blue, and Mr. Hale invited our citizens for a picnic at Big Blue. He took his engine and four flat cars, on which he constructed board seats, and ran this train during the great national holiday between the two points often to handle the crowds. Many of our younger citizens of today had their first ride on the cars on this occasion. Judge Guinotte, our present probate judge, was one that enjoyed his first ride on the cars on that day.

The first train from St. Louis on the Pacific Railroad of Missouri came in to the East Bottoms, about opposite the location of the Zenith Mills, the 25th day of September, 1865. Later, in the fall, the track was laid up to the present Grand Avenue Depot. The road was extended on to Leavenworth, and the first train was run there July 4, 1866, and to Atchison the first train was run September 10, 1869.

September 10, 1863, Samuel Hallett began work on the Union Pacific Eastern Division, afterwards known as the Kansas Pacific, and now the Union Pacific. This work was begun at Wyandotte, destination Denver, following the Kaw valley west. November 28, 1864, the first excursion train was run from Wyandotte to Lawrence. January 19, 1865, the Kansas legislature adjourned so the members could take a railroad excursion from Lawrence to Wyandotte.

To show that the Kaw River was navigable, on August 16, 1865, the side wheel steamer, E. Hensley, Captain- Sam Burks- gave an excursion to the citizens of Kansas City, to Lawrence and return.

October 30, 1865, the first forty miles of the Union Pacific Eastern Division was accepted by the United States government.

On May 15, 1866, the Union Pacific Eastern Division was completed

between Leavenworth and Lawrence, and in the summer of 1866 it was completed to Topeka. It took one day to go to Topeka and the next day to return. The same distance now is done in two hours.

On December 30, 1867, the Kansas Pacific was completed 335 miles west from Kansas City, and April 7, 1868, this road passed the 385 mile post west.

On December 20, 1869, the K. C. Fort Scott and Gulf Railroad, now part of the Frisco system, was completed from Kansas City to Fort Scott.

January 1, 1873, the A. T. & S. F. Ry. was completed to the Colorado line. The Cameron Branch reached Harlem August 22, 1867, and the North Missouri R.R. (now Wabash) was completed to Harlem December 8, 1868.

In 1867 there was built by the Missouri Pacific and Kansas Pacific, a big hotel (for those times) and a station house in the West Bottoms at the state line, and all passengers were transferred at this point between these two roads. On completion of the Cameron Branch, and until the bridge was finished, the Kansas Pacific came down on the Missouri Pacific tracks on the levee to the Gillis House and transfer was made at this point for all passengers between these roads across the river by the Jerome and Milner Omnibus Company.

The winter of 1867 was very cold, and it was the only time I have ever seen the Missouri River closed by ice for so long a time, all passengers crossed on the ice, also freight was hauled on the ice from the foot of Main Street to the Cameron Depot at Harlem. From about December 15th to the following March, about the tenth a constant heavy traffic was carried on every day by omnibuses and heavy

freight teams across the ice.

On August 21, 1867, the corner stone was laid for the first pier of the present bridge across the Missouri river at Kansas City. Octave Chanute was engineer. You can see the cut on the corner stone today, the high water mark of 1844. The we had always had some doubt about, until the flood came of 1903; then we found that the flood stories of the old pioneers of 1844 were correct and the half not told. The bridge was completed and the opening and celebration came on Saturday July 3rd, 1869. Notice a few headings of the Daily Journal of Issue of Sunday, July 4th, the day after the celebration:

" Kansas City's Glorious Fourth of July, Grand Celebration of the Opening of the Missouri River Bridge, the Only Bridge Across the Missouri River. An Elegant Warm Day. Great Crowds from Missouri and Kansas. Holman Made Successful Ascension in His Balloon from the Public Square (the present market house) amid the cheers of the crowd and the firing of the canon. Grand Banquet at the Broadway Hotel in the evening, (now the Coates Hotel). Kansas City from Now on Will Boom," and it did boom up to 1886, then we exploded and got down to bed rock. After a time of closing out and settling up we started new and have had a good growth with no boom.

It took about two years to build the Missouri river bridge. It was considered an experiment at the time, and it was a great question as to finding good bottom for the foundation for the piers. The success in building this bridge made it possible to build many other bridges across the Missouri river most of them in a year's time by improved and modern up-to-date systems of engineering.

In those early times we had three hotels; the Gillis Hotel on the levee, the Pacific Hotel, corner Delaware and Fourth streets, and Sheridan Hotel (now the Fremont) West Fifth Street.

We also saw the great overland stage lines of Barlow Sanderson & Co. depart daily for Olathe, Fort Scott and Baxter Springs, also for Santa Fe, via Council Grove, Great Bend and Larned, and for Denver via Lawrence and Topeka. This great stage company was in advance of the K. C., Ft. Scott & Gulf R.R., until completed to Baxter Springs and the Santa Fe route until completed to Santa Fe, and the Kansas Pacific until completed to Denver.

One of the active managers of Barlow Sanderson & Co's overland stage company, Col. J. L. Sanderson, well known to all our old citizens, and one of the few old timers that are left, is now upwards of eighty years old, in good health, and living in Boulder, Colorado.

In the fall of 1867 the Hannibal & St. Joseph R.R. opened a city ticket office, corner Fourth and Main Streets, under the charge of Mr. C. W. Bisbee as ticket agent and D. W. Hitchcock as general western passenger agent. The Missouri Pacific opened a city ticket office in the Pacific Hotel, facing Delaware street, in connection with Barlow Sanderson & Co's stage route. We got all ready for business and the hotel burned up, a total loss. We then secured a space, 14 feet wide by 28 feet deep, southwest corner of Main and Fifth Streets, for the moderate rent of \$100.00 a month, and on completion of the Pacific Hotel, in the fall of 1868, we moved into one of the offices facing on Fourth street, Barlow Sanderson & Co's stage office next, and the North Missouri Ry. (now the Wabash Ry.) next. The North Missouri office was under the charge of the late

William McDearmon. After the completion of the Union Depot on its present location, Mr. McDearmon was made ticket agent at the Union Depot and was succeeded at the city ticket office by Mr. A. W. Millspaugh. Two years afterwards the gentlemen changed positions, Mr. Millspaugh taking the Union Depot and Mr. McDearmon the city office of the North Missouri Railway. Times were good and we had a jolly crowd of western passenger agents that had headquarters here and traveled in the territory west of this city, representing the lines east of St. Louis and Chicago.

A few of the old timers (present) may remember Col. Smith, Hitchcock, Baxter, Hutton, Griffin, James and Dan Mountain, Adkins, McOmber, Gibbs, Witherell, Lyman, McCarty, Henry Garland, George H. Foote, A. L. Maxwell, J. H. Lyon and many others. George Gaston was in his glory in those days and about noon every day was a dispenser of his elegant roast beef and lunch, then located under the Masten Bank, corner Fourth and Main streets.

The general passenger agents of the lines from Kansas City were not many in early days, but all business and good mixers. We had in those days E. A. Ford, C. K. Lord, A. C. Dawes, B. R. Keim and P. B. Groat.

The Missouri Pacific was known as a broad gauge railroad, - five feet six inches. The gauge was changed to the present standard gauge in the year 1870. This was done between St. Louis and Leavenworth in less than ten hours, and was considered a wonderful feat at the time.

The Pacific Railroad of Missouri was the only railroad running

into Kansas City that ever contributed one dollar to our city for its right of way, and this was for the privilege of running over the levee, from Grand avenue to the state line, to connect with the Kansas Pacific, west. Twenty thousand dollars were paid into our city treasury, - quite a sum of money in those days. This payment was the making of Kansas City. This money was turned over to those great and enterprising citizens that did everything to lay the foundation that they saw in the future for Kansas City. Colonel Kersey Coates, Charles E. Kearney and R. T. Van Horn, with this money, small as the amount was, secured for Kansas City the Cameron Branch of the Hannibal & St. Joseph Railroad, and with it followed the Missouri River bridge, and the building of the Kansas City, Fort Scott and Gulf Railroad to Baxter Springs, and the Leavenworth, Lawrence and Galveston Railroad to Ottawa and Southern Kansas.

We had for general officers of our Kansas City railroads in those early days, gentlemen who did much towards the building up of Kansas City as a great commercial center; they were the gentlemen that helped to lay the foundation for our present great and glorious city, - Major B. S. Henning, Octave Chanute, George H. Nettleton, T. R. Oakes, Sy Smith, C. W. Mead, L. W. Towne, C. F. Morse, D. R. and Oliver Garrison, Thomas McKissock, Jay Gould, and many others.

It is up to you now, gentlemen, members of the Merchants and Manufacturers Association, and kindred associations of the business men of this city, to make good the foundation that was laid for

this great city in the years of 1867-68-69 and 70, the then small beginning of Kansas City as a railroad and commercial center. I have great faith in your success in the future- we have just begun to grow, and in less than ten years we will be first, as now, the great stock market, with our packing houses, and to follow the great grain market, cotton manufacturing and commercial center of the United States, with a population of 500,000 people.

Lastly, let us hope we will live to see that which we are most in need of now, from a railroad standpoint, the greatest union depot in the United States.

E. S. Jewett.

NATIONAL FLAG ON TURNER HALL IN 1861.

Turner Hall, in St. Joseph, Missouri, was located on Charles Street, between Sixth and Seventh streets.

It was a two story stone and brick structure, say 30 x 50 feet, shingle roof, gable fronting north on street, flag staff about three feet south of street line, at summit of roof.

The St. Joseph Turn Verein Society was composed of "unqualified Union men." Their hall was the meeting place of men holding like views. The United States flag was kept flying over said building in token of their loyalty to the United States Government.

The City Council of St. Joseph, Missouri, early in April, 1861, passed an ordinance prohibiting the hoisting of flags, either United States or secession. The Turn Verein Society paid no attention to said proposition, but kept the national flag flying with the approval of Union men.

In 1860, the Hannibal & St. Joseph Railroad was the only line west of the Mississippi River and east of the Sierra Nevada range, in all of the then "far West," except a short line from St. Louis to Jefferson City, the capital of Missouri. The western terminus of the Hannibal & St. Joseph road was at St. Joseph, on the Missouri River and the starting point for the route westward of a transcontinental railway seemed, naturally, to be from St. Joseph, not only because it was the terminus of the only road so far west, but for topographical reasons, involving grades and other desired data.

St. Joseph was at that time easily the most important city on the Missouri River. Kansas City was little known other than as

"Westport Landing;" a straggling village under the bluffs, most important as the steamboat landing for Westport, a small town a few miles inland, in Missouri, the outfitting depot for much overland traffic. Now, however, Kansas City is, as is well known, a mighty metropolis for a vast tributary region.

Omaha was then little more than a trading-post opposite Council Bluffs, Iowa. But there another great city has grown.

The designation of the termini of the transcontinental railway was an official prerogative of the President of the United States, and it is said that Hon. Charles Sumner, who was a highly influential United States Senator, from Massachusetts, and afterward Secretary of State in President Lincoln's cabinet, was an ardent partisan of St. Joseph as the starting point for the great road which was to be opulently subsidized by the Government.

After the election of Mr. Lincoln in 1860, and his inauguration in 1861 as President, which precipitated the secession of the southern states, Jeff Thompson, a prominent citizen of St. Joseph committed an act that, though an apparently trifling affair, comparatively, resulted in many wondrous changes.

Thompson became an intense secessionist and was afterward an officer of high rank in the Confederate army.

The tradition is that he, with some other young men, tore down the United States flag from the St. Joseph post office and replaced it with the flag of the Southern Confederacy. The story, which seems to be of strong foundation in truth and vouched for by many persons of the time and place, further relates that Mr. Sumner,

when informed of the St. Joseph incident, became as strenuously opposed to that city, in the premises, as he had been in its favor theretofore, and that he had much to do with influencing Mr. Lincoln to name Omaha as the beginning of the "Iron Trail" westward.

Hon. John L. Bittinger, who was lately U. S. Consul General at Montreal, many years a leading journalist of St. Joseph, Mo., and now a highly esteemed citizen there, was post-master at St. Joseph at the time of this incident. He apprehended Thompson in the act of destroying the flag that he had pulled down and recovered the fragments at the muzzle of Bittinger's revolver.

Major Bittinger was one of the first three postoffice appointees of President Lincoln's administration that began March 4, 1861. This writer conversed with Major Bittinger on the subject of the flag incident, in October, 1907--since the foregoing statement was written--and he confirmed the story as here given. At the same time Mr. Purd B. Wright, Librarian of the St. Joseph Public Library, gave to this writer the following affidavit, made by Robert C. Bradshaw, which is self-explanatory:

On or about May 23, 1861, I, Robert C. Bradshaw, was going South on Second Street in the city of St. Joseph, Missouri. When opposite the post office I saw men rushing east on Francis Street. I followed the crowd, arriving at "alley" between Second and Third streets. On looking north where the crowd was going, I saw M. Jeff Thompson and others tearing into shreds the United States flag which had just been torn from the flag-staff of the post office

building. The mob continued to increase, and in a few minutes fully five hundred men had assembled, when the cry was raised "Now for the dirty rag on Turner Hall." Hearing this I hastened to Turner Hall seven blocks away. On arriving there I found only a boy in charge of the building, whom I sent to notify members of the society that a "secession mob" was approaching the building with threats of destroying the same; therefore for them to come immediately to my assistance. I then locked the back or side door and took my stand in front of Main or Charles Street entrance. A few moments later the "mob" headed by M. Jeff Thompson appeared coming towards the building. They crossed Sixth Street, and when forty feet from the hall they were halted by M. Jeff Thompson. Then Alonzo W. Slayback and Thomas Thourghman (both well known to me) came forward, and in the name of peace and the welfare of the city, they asked me to take the flag down, saying that "Jeff" Thompson was drunk, and no one could tell what a mob under a drunken leader would do. I declined to comply with their request, and the parley was continued, when a Mr. Miller, a justice of the peace, came forward and demanded in the name of the "mayor and city council" that the flag be taken down immediately, or he would have me (Bradshaw) arrested, as I claimed to be in charge of the building, for violating the city ordinances.

I then asked Mr. Slayback if he would take charge of the door and not allow any one to enter during my absence. He said he would. I then told the parties I would take the flag down, but before doing so I claimed the right to salute it. Leaving Mr. Slayback in charge of the door, I went upstairs, then out on the

roof. When half way from exit in roof to the flag-staff, the "mob" raised the cry to "Shoot him!" I stopped and told them I would take the flag down agreeable to the demands of the mayor and the city council, but no mob could compel me to do it, that I would salute the flag before lowering it, well knowing that ere long it would float in triumph over every seceding state. Again the cry "Shoot him! Shoot him!" Revolvers in great numbers were drawn and pointed at me; I could hear the click as they were being cocked. Therefore, I drew my revolvers (two, before concealed on my person), cocked one, then advanced to the flag staff, seizing the halyard; I gave three cheers for the national flag, and raising my revolver, I fired six shots over the flag in token of salute, then lowering it, I took the flag and returned to the second story where it was deposited in safety.

Going down stairs I found Mr. Slayback at his post, whom I thanked for his manner in keeping the promise. I also told him, while on the roof, I could see and face the mob, but I could not see him (Slayback) at the door; but when the "mob" yelled "Shoot him," I heard him tell them "that he would kill the first man that shot at Bradshaw.

The foregoing is a succinct but true report of the "Turners Hall" flag episode.

(Signed) Robert C. Bradshaw.

State of Kansas,)
) ss.
County of Shawnee.)

Subscribed and sworn to before me this 28th day of November,

1905: I further certify that I am in no wise interested in the claim nor concerned in its prosecution, and that said affiant is personally known to me, and he is a credible person.

(Signed) H. I. Monroe,
Deputy County Clerk,
Topeka, Kansas.

Original on file in office of Librarian, Public Library,
St. Joseph, Mo.

Purd B. Wright, Librarian.

The Eastern Terminus of the Union Pacific.

General Dodge in an address delivered at Omaha, November 25, 1901, said in part, the following:

"In 1858, if I recollect rightly, on returning from my reconnaissance west with my party, which had been out the entire summer, I camped them in Council Bluffs, and went to the Pacific House. At that time Abraham Lincoln was visiting the Bluffs; he heard of my return from my surveys and sought me out at the Pacific House and on the porch of that Hotel he sat with me for two hours or more and drew out of me all the facts I had obtained on my survey and, naturally, my opinion as to the route for a railroad west, and as to the feasibility of building it."

"I thought no more of this at the time than that possibly I had been giving away secrets that belonged to my employers in this work."

"In 1863, whilst in command of the District of Corinth, Mississippi, I received a dispatch from General Grant to proceed to Washington and report to the President, no explanation coming with the dispatch."

"When I reached Washington and reported to the President, I soon ascertained that I was sent there for a consultation in regard to the eastern terminus of the Union Pacific Railroad."

"He had remembered his conversation with me on the Pacific House porch and under the law it had been made his duty to determine the eastern terminus of the Union Pacific road, and those of you who remember that time, know what pressure was brought to

bear on the President to name different points far north and far south. After a longer conversation with me, obtaining my views fully and the reasons for them, the President finally determined to make it, as you all know, on the western border of Iowa opposite this city."

"That decision, in my opinion, settled beyond all question the future of your City and your State."

The First Railroad Built and Operated
West of the Mississippi River.

History does not record the fact, but, nevertheless, the first railroad ever constructed and operated west of the Mississippi River was from Independence, Missouri to Wayne City, at the Missouri River. It was built in 1851 and hewed rails were used instead of steel. It was operated with mule power only a short time, and was the last expiring effort of Independence to hold her supremacy in the overland trade westward, but the project was a failure and the large two story brick depot was, until recently destroyed by fire, utilized as a livery stable. It was the only evidence remaining of the grand aspirations entertained by the once powerful rival of Kansas City.

Cyclopedia of History of Missouri, by Howard L. Conard.
Vol. V., p. 281.